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

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

1.2 About the Progress Report

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

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

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

1.3 Approach

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

Planned Activities for Indigenous communities:

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

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

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

Targeted Input (request information to determine and identify):

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

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

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

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

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

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

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

1.4 Project Notifications and Information Releases

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

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

Print Advertisements:

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

Online Advertisements

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

Radio Advertisements

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

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

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

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

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

1.5 Summary of Indigenous Community and Organization Consultation

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1.6 Summary of Input and Information Received and EA Milestone Development

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

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

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

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

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

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

2. Consultation Snapshot

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

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

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

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

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

3.1 Consultation and Engagement with Indigenous Communities

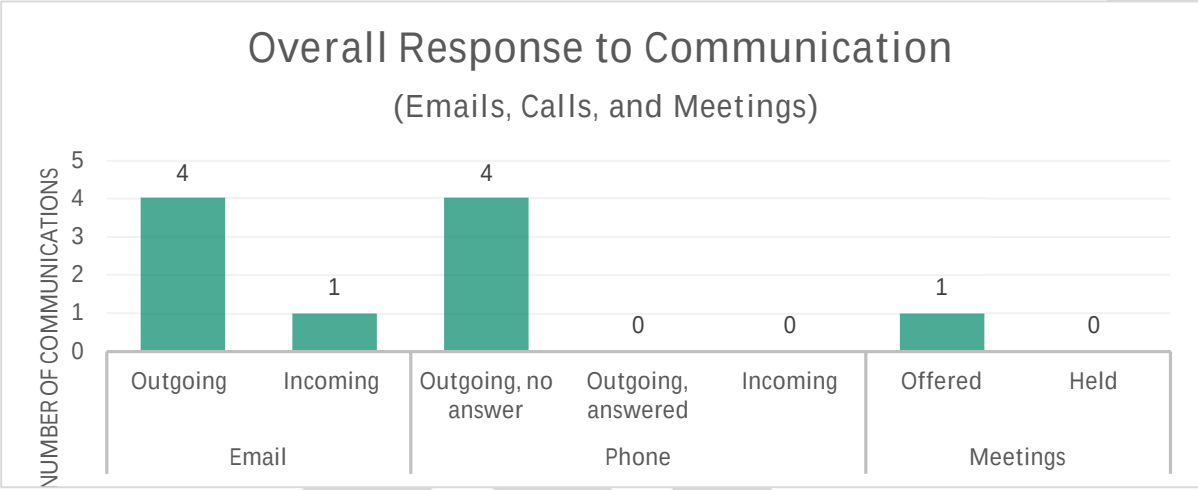
To summarize overall engagement with each Indigenous community, the following analytics were performed:
The **Level of Engagement Effort and Response** bar graph reflects the efforts taken by the MFFN CAR Project Team to engage Indigenous communities and the level of response received. Communications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

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

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3.1.1 Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA)

Community Profile	
Location:	PO Box 120, Beardmore ON, P0T 1G0
Tribal Council:	Nokiiwin Tribal Council
Treaty:	Robinson-Superior Treaty of 1850
Project Team Lead:	Ish Chowdhury



Communication Distribution

Summary of Participation During Reporting Period	
Date of Last Outgoing Communication from MFFN CAR Project Team (Email or Phone)	June 22, 2022
Date of Last Incoming Communication from Community (Email or Phone)	February 11, 2022
Participating in IK Program: Not Offered* ****will be offered outside of this reporting time period***	Status of IK Sharing Agreement: N/A
	Status of IK Funding Agreement: N/A
	IK information provided: N/A

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: **No**

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 14, 2022	Wolverine Den Surveys Field 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 29, 2022	Early Spring Field Notice and Winter program updates distributed via email.
Apr 25, 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.
Apr 29, 2022	April 2022 MFFN CAR E-Blast distributed via email.
May 11, 2022	Terrain and Soils Field Notice distributed via email.
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 22, 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.

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Summary of Feedback Received and Response / Action – AZA					
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 the October 29, 2021 - June 2022 reporting period.	■ N/A	■ N/A	■ Opportunities to provide feedback will continue throughout the EA / IA.

Consultation and Engagement Log – AZA							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
Oct 29, 2021	Email		X	■ Theresa Nelson ■ Kyla Morrisseau ■ Joe Donio	■ Chief ■ Consultation Coordinator ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team issued the NoC for the provincial EA to AZA on October 29, 2021. The email included the English Notice of Commencement 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	■ Theresa Nelson ■ Kyla Morrisseau ■ Joe Donio	■ Chief ■ Consultation Coordinator ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team mailed the NoC for the provincial EA to AZA and included the English Ojibway, Oji-Cree and Cree versions.

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Consultation and Engagement Log – AZA							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
Nov 03, 2021	Email		X	■ Theresa Nelson ■ Kyla Morrisseau ■ Joe Donio	■ Chief ■ Consultation Coordinator ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent the October E-Blast to AZA. The E-Blast included updates about the provincial and federal assessment processes, the experience of a MFFN field support staff during the Vegetation Field Program, recently completed and upcoming field studies, the new Ungulates educational video, and a profile of a MFFN CAR Project Team member.
Nov 30, 2021	Email		X	■ Theresa Nelson ■ Kyla Morrisseau ■ Joe Donio	■ Chief ■ Consultation Coordinator ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the November E-Blast to AZA. The E-Blast included updates about the provincial and processes, recently completed and upcoming field studies, the new Valued Components video, and a profile of a MFFN CAR Project Team member.
Dec 10, 2021	Email		X	■ Theresa Nelson ■ Kyla Morrisseau ■ Joe Donio	■ Chief ■ Consultation Coordinator ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the Winter Field Program Discussion Guide and Field Notice AZA First Nation. The documents highlighted upcoming work related to the furbearer ground track surveys, winter ungulate aerial surveys and wolverine hair snag surveys with approximate start dates. The Discussion Guide included key questions relating to the upcoming winter field study programs and requested input.
Dec 15, 2021	Email and Letter		X	■ Theresa Nelson ■ Kyla Morrisseau ■ Joe Donio	■ Chief ■ Consultation Coordinator ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the December E-Blast to AZA. A letter was also attached detailing upcoming outreach in the new year, 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.
Dec 16, 2021	Phone		X	■ Kyla Morrisseau	■ Consultation Coordinator	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant left a message for Kyla Morrisseau, AZA, to confirm receipt of the letter and E-Blast, Winter Program Discussion Guides and Field Program notices and if there were any questions a meeting could be coordinated in the new year.

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Consultation and Engagement Log – AZA							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
Jan 19, 2022	Email		X	■ Theresa Nelson ■ Kyla Morrisseau ■ Joe Donio	■ Chief ■ Consultation Coordinator ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a notification providing confirmed dates for the first round of surveys for the furbearer ground track field program from January 20 to 24, 2022. The field crew will also conduct a remote camera check and caribou mortality investigation from January 21 to 27, 2022. Further updates will be provided in the January E-Blast.
Jan 21, 2022	Email and Letter		X	■ Theresa Nelson ■ Kyla Morrisseau ■ Joe Donio	■ Chief ■ Consultation Coordinator ■ Councillor	■ MFFN Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Team	■ The MFFN CAR Project Consultant distributed an IK Program Timeline and Update letter to AZA via email. The letter provided information on key IK Program and ATRI dates and deadlines.
Jan 31, 2022	Email		X	■ Theresa Nelson ■ Kyla Morrisseau ■ Joe Donio	■ Chief ■ Consultation Coordinator ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent the January E-Blast to AZA. 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	■ Theresa Nelson ■ Kyla Morrisseau ■ Joe Donio	■ Chief ■ Consultation Coordinator ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team followed up from the Winter Field Notice with confirmed dates for the winter ungulate aerial field program taking place from February 7 to 14, 2022. A field notice with more information was attached.
Feb 10, 2022	Email		X	■ Theresa Nelson ■ Kyla Morrisseau ■ Joe Donio	■ Chief ■ Consultation Coordinator ■ Councillor	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an introduction to AZA representatives to introduce them to their new primary contact for the Project, Ish Chowdhury.
Feb 11, 2022	Email	X		■ Theresa Nelson ■ Kyla Morrisseau ■ Joe Donio	■ Chief ■ Consultation Coordinator ■ Councillor	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email thanking for the introduction to the new Project contact.

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Consultation and Engagement Log – AZA							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
Feb 14, 2022	Email		X	■ Theresa Nelson ■ Kyla Morrisseau ■ Joe Donio	■ Chief ■ Consultation Coordinator ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team distributed an update for winter programs. The first update included a Field Notice for Wolverine Den Surveys taking place in advance of tree clearing activities for the upcoming Groundwater and Geochemistry field program, and noted that the Groundwater and Geochemistry Program was delayed and is expected to start after the Wolverine Den Surveys. The second update was that the Ungulate Aerial Survey was delayed due to needing optimal snow conditions. The third update was that the second round of Furbearer Ground Track Surveys are expected to start later in February. Links to videos about wolverines, groundwater, ungulates and furbearers were included, along with a link to the website for notices. Notices for the Groundwater and Geochemistry Program, Wolverine Den Surveys and Combined Winter Field Programs were attached.
Mar 01, 2022	Phone		X	■ Kyla Morrisseau	■ Consultation Coordinator	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called AZA representatives to introduce them to their new primary contact for the Project, Ish Chowdhury.
Mar 01, 2022	Email		X	■ Theresa Nelson ■ Kyla Morrisseau ■ Joe Donio	■ Chief ■ Consultation Coordinator ■ Councillor	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent a follow-up introduction to AZA representatives to introduce them to their new primary contact for the Project, Ish Chowdhury.
Mar 03, 2022	Email		X	■ Theresa Nelson ■ Kyla Morrisseau ■ Joe Donio	■ Chief ■ Consultation Coordinator ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team distributed an update for the wolverine hair snag program confirming crews will be making the monthly trip to re-bait hair snag traps from March 6 – 16, 2022. In an effort to avoid programs during the traditional goose hunt, it was noted that around 30 bird autonomous recording units would be placed in the study area during this time. A Discussion Guide will be provided shortly with questions asking for input on future locations of the units. The Winter Field Notice was attached, and a link to the wolverine video was included.

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Consultation and Engagement Log – AZA							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
Mar 09, 2022	Email		X	■ Theresa Nelson ■ Kyla Morrisseau ■ Joe Donio	■ Chief ■ Consultation Coordinator ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team distributed an update confirming the Wolverine Den Surveys, in advance of the Groundwater and Geochemistry program, will take place from March 11 - 15, 2022. The Groundwater and Geochemistry program is anticipated to start shortly after the wolverine den surveys. It was also noted field crews are awaiting appropriate weather to conduct the last round of furbearer surveys, with a modified methodology, and dates will be provided once confirmed. The Wolverine Den Survey Field Notice, Groundwater and Geochemistry Field Notice and Winter Field Notice were attached, and links to the wolverine, furbearer and groundwater videos were included.
Mar 15, 2022	Email		X	■ Theresa Nelson ■ Kyla Morrisseau ■ Joe Donio	■ Chief ■ Consultation Coordinator ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the combined February / March E-Blast to AZA 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 29, 2022	Email		X	■ Theresa Nelson ■ Kyla Morrisseau ■ Joe Donio	■ Chief ■ Consultation Coordinator ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team distributed an update on the last round of winter furbearer surveys scheduled for April 1-5, 2022 during which, remaining wolverine denning surveys will be completed in advance of the Groundwater and Geochemistry program. The email included an Early Spring Field Notice, providing advanced notice of upcoming field programs taking place between March – May 2022 and includes links to the Bird Discussion Guide and Spring Programs Discussion Guide. The Winter Field Notice, Wolverine Den Survey Field Notice and Early Spring Field Notice were attached, and a links to the Project website and furbearer video were included.

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Consultation and Engagement Log – AZA							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
April 25, 2022	Phone		X	■ Kyla Morrisseau	■ Consultation Coordinator ■	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called Kyla Morrisseau, AZA First Nation Consultation Coordinator & Climate Change Specialist, to follow-up on the February / March E-Blast, including the Project update video, and Bird and Spring Discussion Guides distributed to AZA First Nation. The call was not answered and a voicemail was left noting the purpose of the call.
April 25, 2022	Email		X	■ Theresa Nelson ■ Kyla Morrisseau ■ Joe Donio	■ Chief ■ Consultation Coordinator ■ Councillor	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Kyla Morrisseau, AZA First Nation Consultation Coordinator & Climate Change Specialist to follow-up on the February / March E-Blast, including the Project update video, and Bird and Spring Discussion Guides distributed to AZA First Nation.
April 29, 2022	Email		X	■ Theresa Nelson ■ Kyla Morrisseau ■ Joe Donio	■ Chief ■ Consultation Coordinator ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the April E-Blast to AZA 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	■ Theresa Nelson ■ Kyla Morrisseau ■ Joe Donio	■ Chief ■ Consultation Coordinator ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team distributed the Physiography, Terrain & Soils Field Notice and an update for May field programs to AZA First Nation. The Physiography, Terrain and Soils field study will be starting at the end of May. The Wolverine Hair Snag Survey / Bird Autonomous Recording Units / Remote Camera Check and Caribou Mortality Investigation will be ongoing until May 16, 2022. The Aerial Waterfowl Migration Surveys will be conducted May 12 - 16, 2022. Questions, comments or feedback were requested about the programs.
May 27, 2022	Email		X	■ Theresa Nelson ■ Kyla Morrisseau ■ Joe Donio	■ Chief ■ Consultation Coordinator ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the May E-Blast to AZA 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 the EA / IS Introduction PIC #3 in June 2022.

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Consultation and Engagement Log – AZA							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
May 30, 2022	Email		X	■ Theresa Nelson ■ Kyla Morrisseau ■ Joe Donio	■ Chief ■ Consultation Coordinator ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team distributed the Surface Water, Fish and Fish Habitat Field Notice to AZA 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	■ Theresa Nelson ■ Kyla Morrisseau ■ Joe Donio	■ Chief ■ Consultation Coordinator ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team distributed the Vegetation Field Notice to AZA 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	■ Theresa Nelson ■ Kyla Morrisseau ■ Joe Donio	■ Chief ■ Consultation Coordinator ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent out a notice for PIC #3 for the EA / IS Introduction on June 27, 2022 in Thunder Bay and June 29, 2022 in Geraldton for an opportunity to meet the MFFN CAR Project Team and share feedback, ideas and values related to the Project. 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 22, 2022	Email		X	■ Theresa Nelson ■ Kyla Morrisseau ■ Joe Donio	■ Chief ■ Consultation Coordinator ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to invite AZA First Nation to the PIC #3.
Jun 22, 2022	Phone		X	■ Kyla Morrisseau	■ Consultation Coordinator	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called Kyla Morrisseau, AZA Consultation Coordinator, to invite AZA First Nation to the PIC #3. After getting redirected to a voice messaging system, the Project Consultant left a voicemail expressing they would also follow up with an email.
Jun 24, 2022	Email		X	■ Theresa Nelson ■ Kyla Morrisseau ■ Joe Donio	■ Chief ■ Consultation Coordinator ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the June E-Blast to AZA 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,

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Consultation and Engagement Log – AZA							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
							an overview of upcoming field studies and an update on the IK Program submission deadline.
Jun 30, 2022	Email		X	■ Theresa Nelson ■ Kyla Morrisseau ■ Joe Donio	■ Chief ■ Consultation Coordinator ■ Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed AZA First Nation to thank those who joined PIC #3 in Thunder Bay and Geraldton. A link to all PIC #3 materials on the website was shared, as well as an online feedback form with a deadline of July 13, 2022.

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B1. Animbiigoo Zaagi'igan First Nation (AZA)

B1.1 Outgoing Community Specific Correspondence
B1.2 Incoming Community Specific Correspondence



B1.1 Outgoing Community Specific Correspondence



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Chowdhury, Ish <[redacted]>

MFFN CAR - Introduction to New Project Consultant

4 messages

Burnham, Stephanie <[redacted]> Thu, Feb 10, 2022 at 1:30 PM
To: Chief Teresa Nelson <[redacted]>
Cc: Ish Chowdhury <[redacted]>

Good Afternoon Chief Nelson,

I wanted to inform AZA that I will be leaving the role of MFFN CAR Project Consultant and would like to introduce Ish Chowdhury as the new Project Consultant for the Marten Fall Community Access Road project.

Over the next few weeks, I will be working closely with Ish to bring him up to speed and assist him in the important role of community contact for AZA. Going forward, please direct any questions or requests for meetings to Ish, cc'd here on this email.

It has been a pleasure working with you and I wish AZA all the best.

Regards,

Stephanie Burnham
MFFN CAR Project Consultant

--

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Platinum member

Stephanie Burnham
Dillon Consulting Limited
[redacted]
www.dillon.ca

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Chowdhury, Ish <[redacted]>

Martin Falls Community Access Road Follow Up

2 messages

Chowdhury, Ish <[redacted]> Tue, Mar 1, 2022 at 3:52 PM
To: [redacted]

Hello Kyla,

My name is Ish Chowdhury and I am contacting you regarding the Marten Falls Community Access Road (MFFN CAR) Project. I would like to introduce myself and let you know that I will be taking over Stephanie Burnham's roles as your primary contact for the MFFN CAR Project.

At this time the MFFN CAR Project is currently in the environmental assessment (EA) phase and we are working to collect important baseline information as part of our Field Study Programs and our Indigenous Knowledge (IK) Program. You will see us send notifications and information about these programs as well as monthly updates from the MFFN CAR Project webmail (info@martenfallsaccessroad.ca).

Should you have questions or would like to meet with us please do not hesitate to let me know and I would be happy to follow up with you or coordinate a time to meet. You can reach me at [redacted] or at [redacted]

Please don't hesitate to reach out if you have any questions, comments or feedback for us!

Sincerely,

Ish Chowdhury

--

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CANADA BEST MANAGED COMPANIES
Platinum member

Ish Chowdhury
Dillon Consulting Limited
[redacted]
www.dillon.ca

Chowdhury, Ish <[redacted]>

MFFN CAR: February/March E-Blast Follow-Up

Chowdhury, Ish <[redacted]> Mon, Apr 25, 2022 at 6:20 AM
To: [redacted]

Dear Kyla,
I wanted to get in touch to follow up with the February-March E-Blast that was sent to the Animbiigoo-Zaagi'igan Anishinaabek First Nation. I wanted to send along a follow-up email to highlight some important items:

- Monthly Project Update Emails (e-Blasts, sent March 15, 2022)
  - I just wanted to confirm if you received the E-Blast and if you had any questions with regards to the upcoming spring and summer field programs? Were you able to watch the Project update Video?
- Bird and Spring Discussion Guides
  - Please let us know if you or your advisors would like to provide any input or if there are questions regarding the Bird and Spring Discussion Guide questions.

We would also be happy to meet with you and other members of your team to discuss these items as well.

Sincerely,

Ish Chowdhury
On behalf of the MFFN CAR Project Team

--

Ish Chowdhury
Dillon Consulting Limited
[redacted]
www.dillon.ca

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Chowdhury, Ish [redacted]>

Join us at the Public Information Centre #3 for the Community Access Road

1 message

Chowdhury, Ish <[redacted]> Wed, Jun 22, 2022 at 9:27 AM
To: [redacted]
Cc: Qasim Saddique <[redacted]>, jennifer bruin <[redacted]>, [redacted], [redacted]

Good Morning Kyla,

I'm following up 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 AZA First Nation members are interested in joining us.

The PIC will be an opportunity to learn more about where we are at in the Community Access Road Project, what's happened since the last PIC and what's coming up.

There will also be time to meet Project Team members to discuss the Community Access Road and share your feedback, ideas and values.

When and Where:

Monday, June 27, 2022

Victoria Inn Hotel and Convention Centre

Room: Regency A

555 Arthur Street West

Thunder Bay, Ontario

5:00 p.m.* – 8:00 p.m.

Wednesday, June 29, 2022

Geraldton Community Centre

200 Wardrope Avenue

Geraldton, Ontario

4:00 p.m.* – 7:00 p.m.

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

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

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

Please reach out if you have any questions.

Sincerely,

Ish Chowdhury

On Behalf of the MFFN CAR Project Team

--

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Platinum member

Ish Chowdhury
Dillon Consulting Limited
[redacted]
www.dillon.ca

MFFN-PIC3 Poster.pdf
2140K

B1.2 Incoming Community Specific Correspondence

DILLON CONSULTING

Chowdhury, Ish <[redacted]>

MFFN CAR - Introduction to New Project Consultant

Kyla Morrisseau <[redacted]> Fri, Feb 11, 2022 at 3:14 PM
To: "Burnham, Stephanie" <[redacted]>, Theresa Nelson <[redacted]>, Joe Donio <[redacted]>
Cc: Ish Chowdhury <[redacted]>

Chi Miigwetch Stephanie for that; look forward to working with Ish.

All the best to you in your next life endeavours.

*Baamaapii **(*means until later in Ojibway)***

Kyla Morrisseau

Animbiigoo Zaagi'igan Anishinaabek
Consultation Coordinator

[redacted]

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

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Progress Report 2: Effects Assessment Methods Milestone

November 2023

Statement of Qualifications and Limitations: AECOM

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- may be based on information provided to AECOM which has not been independently verified;
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- must be read as a whole and sections thereof should not be read out of such context;
- was prepared for the specific purposes described in the Report and the Agreement; and
- in the case of subsurface, environmental or geotechnical conditions, may be based on limited testing and on the assumption that such conditions are uniform and not variable either geographically or over time.

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Acronyms

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

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1. Introduction

1.1 Background

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

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

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

Each progress report is required to:

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

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

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

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

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

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

1.2 About the Progress Report

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

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

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

1.3 Approach

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- **Raising Awareness**

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

1.4 Project Notifications and Information Releases

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

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

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

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

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

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

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

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

1.5 Summary of Indigenous Community and Organization Consultation

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1.6 Summary of Input and Information Received and EA Milestone Development

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

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

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

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

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

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

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

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

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2. Consultation Snapshot

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

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

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

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

Project Phases: NoC of EA and Effects Assessment

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

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Project Phases: NoC of EA and Effects Assessment

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

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

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

3.1 Consultation and Engagement with Indigenous Communities

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

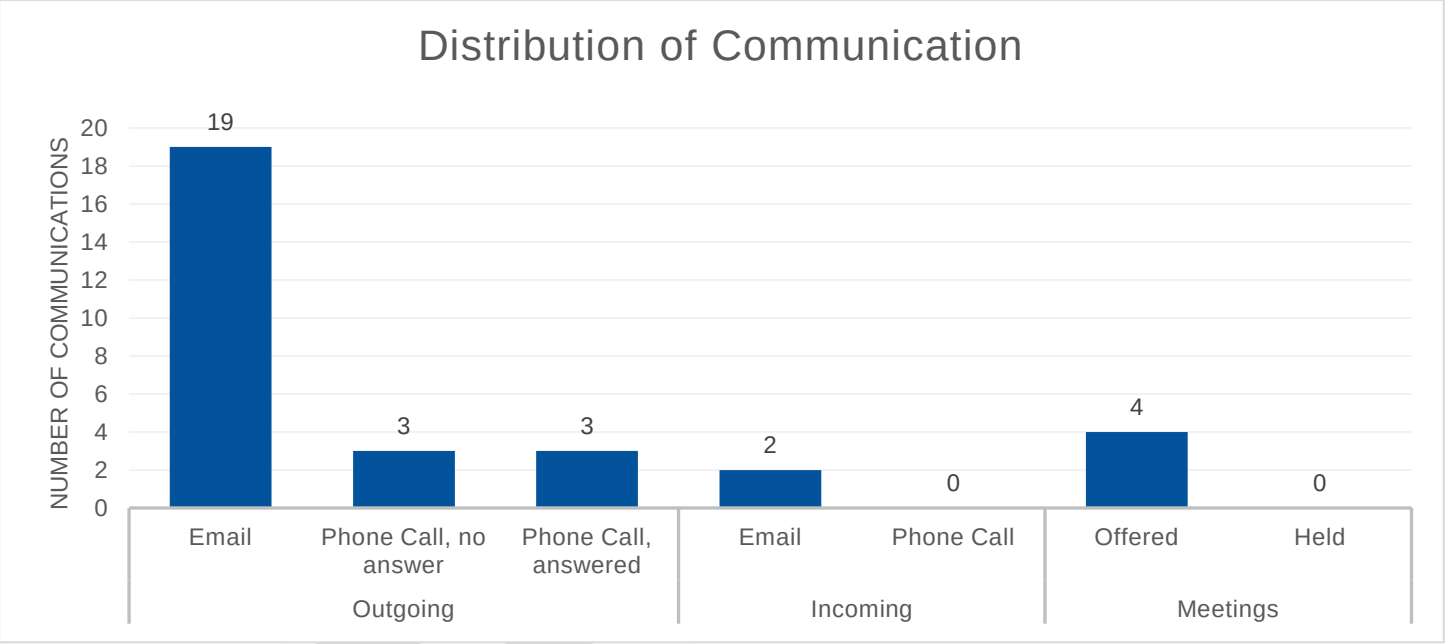
The **Level of Engagement Effort and Response** bar graph reflects the efforts taken by the MFFN CAR Project Team to engage Indigenous communities and the level of response received. Communications channels considered include **email correspondence** (outgoing & incoming), **phone correspondence** (outgoing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

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

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3.1.1 Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA)

Community Profile	
Location:	PO Box 120, Beardmore ON, P0T 1G0
Tribal Council:	Nokiiwin Tribal Council
Treaty:	Robinson-Superior Treaty of 1850
Project Team Lead:	Lauren Weseluck



Summary of Participation During Reporting Period	
Date of Last Outgoing Communication from MFFN CAR Project Team or Consultant (Email or Phone)	*May 31, 2023 (Email)*
Date of Last Incoming Communication from Community (Email or Phone)	*May 2, 2023 (Email)*
Participating in IK Program:	*Status of IK Sharing Agreement: Offered*
	Status of IK Funding Agreement: Offered
	IK information provided: No
Participating in Community Coordinator Program	*Not Offered*

Key Consultation and Engagement Activities Undertaken During the Reporting Period	
Date	**Consultation and Engagement Activity**
Jul 14, 2022	The feedback form deadline for PIC #3 was extended and the PIC #3 materials were reshared.
Jul 26, 2022	July 2022 MFFN CAR E-Blast distributed via email.
Jul 29, 2022	Groundwater and Geochemistry Field Notice distributed via email.
Jul 29, 2022	Phone call and email made to request participation in Engagement Questionnaire.
Aug 18, 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 21, 2022	Follow-up call regarding Project updates.
Sep 21, 2022	Follow-up email regarding Project updates.
Sep 29, 2022	September 2022 MFFN CAR E-Blast distributed via email.
Oct 24, 2022	Ongoing outreach to discuss details of the Community Coordinator (CC) and Indigenous Knowledge (IK) Programs.
Oct 31, 2022	Email regarding Project contact updates.
Nov 02, 2022	October 2022 MFFN CAR E-Blast distributed via email.
Nov 10, 2022	Webinar Series notice distributed via email.
Nov 15, 2022	Follow-up call regarding Project updates.
Nov 15, 2022	Follow-up email regarding Project updates.
Nov 22, 2022	Notice for PIC #4 distributed via email.
Nov 25, 2022	November 2022 MFFN CAR E-Blast distributed via email.
Nov 28, 2022	Follow-up email regarding Project updates.
Nov 28, 2022	Follow-up phone call regarding Project updates.
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.
Dec 07, 2022	Reminder for PIC #4 distributed via email.
Dec 14, 2022	PIC #4 materials and online feedback form distributed via email.
Dec 16, 2022	Sent email reminder about the feedback deadline for the Interim RoCE and Milestone #1 Progress Report.
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	Invitation to ATRI Forum was distributed.
Jan 17, 2023	Reminder for the Vegetation and Physiography Webinar 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 03, 2023	Archaeology Assessment Reports for Stage 1 and Stage 2 distributed via email.
Feb 03, 2023	IK Program Timeline and update letter distributed via email.
Feb 08 and 09, 2023	Representatives from AZA First Nation attended ATRI Forum #1.

Key Consultation and Engagement Activities Undertaken During the Reporting Period	
Date	**Consultation and Engagement Activity**
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 22, 2023	Notice sent that the RoCE Interim and Milestone #1 Progress Reports will be finalized.
Feb 28, 2023	February 2023 MFFN CAR E-Blast distributed via email.
Mar 09, 2023	Field Programs updates distributed via email.
Mar 14, 2023	Reminder for the Groundwater and Geochemistry Webinar distributed via email.
Mar 15, 2023	Email follow up sent to registrants and attendees for the webinar on Groundwater and Geochemistry with a link to the recording.
Mar 21, 2023	Reminder for the Birds Webinar distributed via email.
Mar 22, 2023	Sent an email regarding the IK Program timeline. An update letter was attached with more information.
Mar 28, 2023	Follow up phone call and email to receive feedback on the Archaeology reports.
Mar 28, 2023	Reminder for the Reptiles, Amphibians, Insects and Bats Webinar distributed via email.
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 the IK Program milestone and timeline.
May 31, 2023	Email sent to circulate ATRI Forum comment and response summaries to participants. A thank you note and comment summary was attached and a meeting was offered.

Summary of Feedback Received and Response / Action - Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA)				
Topic / Issue Raised	**Specific Issue / Comment Raised**	**Communication Channel**	**Response / Action**	**Addressed in the EA / IS**
Aboriginal and Treaty Rights, Indigenous Knowledge and Land Use, Land and Resource Use	Traditional Territory ■ At the ATRI Forum in Thunder Bay on February 7-8, 2023, AZA First Nation representatives noted that AZA First Nation has cabins in the northeast area of the project study area and that the northeast area of the project area in the Lake Nipigon area is considered to be part of AZA First Nation's traditional territory.	■ In-person ■ Email ■ Letter	Status: Ongoing ■ At the ATRI Forum in February 2023, the MFFN CAR Project Team noted that there is a need to define both traditional territory and traplines. ■ On May 31, 2023, the MFFN CAR Project Consultant provided a response to AZA First Nation's concerns regarding AZA First Nation in the northeast area of the project study area. The response thanked them for the information and that the proponent looks forward to learning more about AZA First Nation's traditional territory through the IK Program. Action: ■ MFFN CAR Project Consultant to follow up to confirm if AZA First Nation will be providing IK Information to the Project.	■ Issue resolution is ongoing. Any unresolved issues and remaining expressed concerns will be documented in the EA / IS.

Summary of Feedback Received and Response / Action - Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA)				
Topic / Issue Raised	**Specific Issue / Comment Raised**	**Communication Channel**	**Response / Action**	**Addressed in the EA / IS**
Indigenous Knowledge and Land Use, Aboriginal and Treaty Rights, Provincial Government Involvement, Federal Government Involvement	IK Program Participation and Funding. ■ At the ATRI Forum in Thunder Bay on February 7 - 8, 2023, AZA First Nation representatives noted interest in the IK Program and that they require resource support, both capacity building and funding, to undertake a Traditional Knowledge study. AZA First Nation also noted they do not trust the government which is why they are hesitant to conduct Traditional Knowledge studies and they do not want their willingness to complete a Traditional Knowledge study to be construed as support for development in the Ring of Fire area. ■ On May 2, 2023, Kyla Morrisseau noted that the IK Funding Agreement was in the process of being signed and finalized.	■ In-person ■ Email ■ Letter	Status: Ongoing ■ At the ATRI Forum in February 2023, the MFFN CAR Project Team communicated that all communities who have been scoped into the Project by the Province of Ontario and applied for funding have received it. The MFFN CAR Project Team suggested speaking with the Province while at the Forum to secure participant funding. The MFFN CAR Project Team also noted that $30,000 in funding is available through MFFN (as the proponent) and additional funding can be sourced through Provincial funding. ■ On February 3, 2023, the IK Funding Agreement was sent to AZA First Nation. ■ On May 2, 2023, the MFFN CAR Project Consultant provided an update on the IK Program key milestone dates and re-attached the IK Funding Agreement. In a follow up email on the same day, the MFFN CAR Project Consultant sent a draft IKSA to AZA First Nation for review. A meeting to discuss the program was offered. ■ On May 31, 2023, the MFFN CAR Project provided a response to AZA First Nation's concerns regarding capacity funding for a project specific IK study. The response noted that the proponent has offered additional funding to support Indigenous communities in completing an IK and IKRU study and the funding is intended to supplement other funding sources. The MFFN CAR Project Team noted they will re-distribute the IK Funding Agreement to AZA First Nation for review. Action: ■ The MFFN CAR Project Consultant to follow up to confirm if AZA First Nation has additional comments on the provided information. ■ The MFFN CAR Project Consultant to follow up on the IK Sharing and Funding Agreements.	■ Issue resolution is ongoing. Any unresolved issues and remaining expressed concerns will be documented in the EA / IS.

Summary of Feedback Received and Response / Action - Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA)				
Topic / Issue Raised	**Specific Issue / Comment Raised**	**Communication Channel**	**Response / Action**	**Addressed in the EA / IS**
Operations, Socio-Community, Accidents and Malfunctions	Increased Mining Traffic ■ At the ATRI Forum in Thunder Bay on February 7 - 8, AZA First Nation representatives noted that the community is already dealing with a lot of mining traffic and there was a fear that this Project could make said traffic worse.	■ In-person ■ Email ■ Letter	Status: Ongoing ■ On May 31, 2023, the MFFN CAR Project provided a response to AZA First Nation's concerns regarding mining traffic. The response noted that roadside safety is of paramount importance and the project will be designed in accordance with the MTO Roadside Design Manual and the EA / IA will assess potential effects and mitigation measures for accidents and malfunctions. The response noted that in addition to the manual, the Geometric Design Criteria used for the design and construction of the road will be based on the latest and best practices from the Transportation Association of Canada and MTO Design Supplement and that the designers are looking into the possible inclusion of elements from the MTO 2+1 Roadway Design Parameters Report, which may include truck passing lanes and pulloffs/turnouts along the route. Action: ■ The MFFN CAR Project Consultant to follow up to confirm if AZA First Nation has additional comments on the provided information.	■ Issues and concerns will be tracked in the RoCE of the EA / IS.
Economy, Socio-Community	Transient Populations ■ At the ATRI Forum in Thunder Bay on February 7 - 8, AZA First Nation representatives indicated a concern about the negative impacts a transient population would have on Indigenous women, from both a safety and economic perspective.	■ In-person ■ Email ■ Letter	Status: Complete ■ On May 31, 2023, the MFFN CAR Project provided a response to AZA First Nation's concerns, noting the Proponent acknowledges that the Project has the potential to result in increased social issues including the safety of Indigenous women. The EA / IA will consider these potential effects and mitigation measures to address them.	■ The EA / IS will consider potential effects of transient populations and mitigation measures to address them.

Consultation and Engagement Log - Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
July 14, 2022	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed AZA 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	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the July E-Blast to AZA First Nation. The E-Blast thanked those who attended PIC #3 in Thunder Bay on June 27 and Geraldton on June 29 as well as included a link to the PIC materials on the website. Field study updates, an overview of upcoming field studies, and an update on the IK Program submission deadline were also included along with a note that the IK Program will continue even though the deadline has passed.
July 29, 2022	Phone		x	■ Kyla Morrisseau (Consultation Coordinator)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called AZA First Nation requesting participation in the Engagement Questionnaire to understand the topics of most interest to AZA First Nation (e.g., valued components) and gather input on the best ways to keep AZA First Nation informed on Project updates and activities. There was no answer so a voicemail was left.
July 29, 2022	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent a follow-up email to AZA First Nation requesting participation in the Engagement Questionnaire to understand the topics of most interest to AZA First Nation (e.g., valued components) and gather input on the best ways to keep AZA First Nation informed on Project updates and activities. A link to the questionnaire form was provided with a request for completion by August 12, 2022.
July 29, 2022	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the Groundwater and Geochemistry Field Program Notice to AZA First Nation noting that the program would be starting in September 2022. 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.

Consultation and Engagement Log - Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
August 18, 2022	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant distributed an IK Program Update on the Proposed ATRI Study Areas Memo and ATRI Shapefiles to AZA 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	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the August E-Blast to AZA First Nation. The E-Blast included information and a link to Lakehead University's Indigenous Access Programs. Field study updates for the Bird Autonomous Recording Unit Program and a caribou mortality investigation were provided along with dates for the following upcoming programs: Surface Water and Fish and Fish Habitat, Groundwater and Geochemistry, Fall Aerial Waterfowl Migration, Physiography and Terrains, Ungulates Remote Camera Check and Caribou Mortality Investigation. It was noted that updates were made to the ATRI study areas and a link to more information was provided. The IK Program is still including communities who would like to participate and listed contacts and a link to more information.
September 16, 2022	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a field programs update to AZA First Nation The email noted that there may be an increase in helicopters in the area and field crews accessing sites. The following programs would be completed that fall: Aerial Waterfowl Migration Survey (September 27 – 29, 2022), Physiography and Terrain Surveys (September 26 – October 8, 2022), Groundwater and Geochemistry Program (ongoing until November 10, 2022), Ungulates Remote Camera Check (October 21 – 28, 2022) and Caribou Mortality Investigation (if needed). Links were provided to field notices for Groundwater and Geochemistry, Physiography and Terrain, and Aerial Waterfowl Migration. Field programs would continue in 2023, with more updates to follow. Links were provided for Discussion Guides where knowledge can be shared in relation to the field programs

Consultation and Engagement Log - Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
September 21, 2022	Phone		x	■ Kyla Morrisseau (Consultation Coordinator)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Kyla Morrisseau, Consultation Coordinator, AZA First Nation inquiring about if they had received the September Field Program email distributed on September 16, 2022, along with any questions or concerns they may have to the MFFN CAR Project. There was no answer so a voicemail was left.
September 21, 2022	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent a follow-up email to Kyla Morrisseau, Consultation Coordinator, AZA First Nation regarding the September Field Program email distributed on September 16, 2022. Paired with this, the MFFN CAR Project Consultant had inquired about a number of topics such as the consultation protocol, updating key contacts, Engagement Questionnaire, Groundwater and Geochemistry Field Program Discussion Guide and the update on the Proposed ATRI Study Area.
September 29, 2022	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the September E-Blast to AZA 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.

Consultation and Engagement Log - Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
October 24, 2022	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant provided Kyla Morrisseau, Consultation Coordinator, AZA First Nation an invitation to the IK Program and the Community Coordinator Program.
October 31, 2022	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Consultant ■ MFFN CAR Project Team	■ The MFFN CAR Project Consultant informed Kyla Morrisseau, Consultation Coordinator, AZA First Nation that a new MFFN CAR Project Consultant would be AZA First Nation's new point of contact for the Project.
November 02, 2022	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the October E-Blast to AZA 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 would occur between January to February 2023, the Wolverine Hair Snag Surveys would 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 would 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.

Consultation and Engagement Log - Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
November 10, 2022	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent a notice to AZA 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 would be 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 15, 2022	Phone		x	■ Kyla Morrisseau (Consultation Coordinator)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called Kyla to introduce herself and provide updates on the project. A voicemail was left as Kyla did not pick up the call. The voicemail was left summarized the updates stating that they related to an upcoming PIC, a new webinar series, an extension to the Federal Impact Assessment and a workshop on Aboriginal and Treaty Rights and Interests. The MFFN CAR Project Consultant stated more detail on the Project updates would be included in an email sent following the call.
November 15, 2022	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Consultant emailed Kyla to introduce herself and provide updates on the Project. The Project updates were explained in detail as she mentioned she would do in the voicemail left for Kyla. The updates were on topics of an upcoming PIC, a new webinar series, an extension to the Federal IA and a workshop on ATRI.
November 22, 2022	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Officer)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed an invitation for PIC #4 to AZA First Nation. The PIC would be in Thunder Bay on December 7, 2022 and Geraldton on December 8, 2022. The event would be in an open house format and new updates, how feedback is being considered, route alternatives and early findings from field studies would be covered. PIC #4 would provide an opportunity to share feedback, ideas and values related to the Community Access Road.

Consultation and Engagement Log - Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
November 25, 2022	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Officer)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the November E-Blast to AZA 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.
November 28, 2022	Phone		x	■ Kyla Morrisseau (Consultation Coordinator)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Kyla Morrisseau, AZA First Nation, to provide Kyla with information on upcoming events, however Kyla did not answer the phone. The MFFN CAR Project Consultant left a voicemail and said they would follow up with an email instead to provide Kyla with the necessary details about an upcoming PIC and webinar.
November 28, 2022	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Kyla Morrisseau, AZA First Nation, as a follow up to a voicemail left on November 28, 2022. The email provided details about the upcoming PIC #4 in Thunder Bay on December 7, 2022 and Geraldton on December 8, 2022, and the upcoming webinar about Surface Water, Fish and Fish Habitat on Tuesday November 29th. A link to the previous webinar on Animals and Wildlife was also included for reference.

Consultation and Engagement Log - Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
December 01, 2022	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a Winter / Spring 2023 Field Notice to AZA First Nation. The notice included 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 would be provided when exact dates were confirmed. Links to videos on ungulates, furbearers, groundwater and more were included.
December 06, 2022	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team sent the draft Interim RoCE and Milestone #1 Progress Report to AZA First Nation for review. The Interim RoCE covered August 1, 2020 to October 28, 2021 and the Milestone #1 Progress Report covered October 29, 2021 to June 30, 2022. AZA First Nation was asked to make any edits or comments to their community-specific section by January 31, 2023. The reports would 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 to confirm that the email was received and the documents could be viewed / downloaded successfully.
December 07, 2022	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for PIC #4 to AZA First Nation noting that PIC #4 will be in Thunder Bay on December 7, 2022 and Geraldton on December 8, 2022 as an open house format and will share information including updates since the ToR, the EA processes, the Project's approach to consultation and engagement and preliminary results from field studies. It was noted that PIC #4 will be an opportunity to meet the MFFN CAR Project Team and share feedback, ideas and values related to the MFFN Community Access Road, and that the first hour is reserved for Indigenous community members, who are welcome to stay for the remainder of the evening with the public. A formal notice with details for both meetings were attached, along with a link to the website with the notice translated in French, Ojibway, Cree and Oji-Cree.

Consultation and Engagement Log - Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
December 14, 2022	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed AZA 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 16, 2022	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent a follow up email regarding the Interim RoCE and Milestone #1 Progress Report to AZA First Nation. The MFFN CAR Project Consultant asked if the community could please confirm the email that was sent on December 6, 2022 with the google drive link containing the two report documents was received and that they can access the documents in the link. The MFFN CAR Project Consultant also re-inserted the link with the Interim RoCE and Milestone #1 documents. The MFFN CAR Project Consultant also requested the community to please review and provide any comments regarding the reports before January 31, 2023.
December 20, 2022	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent a Save the Date for an upcoming ATRI Forum. The ATRI Forum is to be held in Thunder Bay on February 8 and 9, 2023. The Save the Date provided information on the Forum including purpose, funding and contact information. The purpose is to create a respectful, culturally-sensitive, and collaborative space to develop an understanding of ATRI in the Project area. Funding would be provided by the Province for up to 3 community representatives to attend.
December 20, 2022	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the December E-Blast to AZA 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.

Consultation and Engagement Log - Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
January 10, 2023	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Archaeology and Cultural Heritage Webinar to AZA First Nation. A link to register and the opportunity to provide questions was included. For those unable to attend, a recording will be available online and the link was included in the email. It was noted that an upcoming webinar will take place on January 17 on Vegetation and Physiography and a link to register was provided.
January 13, 2023	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an invitation for an upcoming ATRI Forum. The ATRI Forum is to be held in Thunder Bay on February 8 and 9, 2023. The invitation provided information on the Forum including purpose, funding, contact information, the preliminary agenda and how to RSVP. The purpose is to create a respectful, culturally-sensitive, and collaborative space to develop an understanding of ATRI in the Project area. Funding would be provided by the Province for up to 3 community representatives to attend. Cultural Heritage and Archaeology members of the team will be at the Forum to discuss the Cultural Heritage and Archaeology Program with participations.
January 17, 2023	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Vegetation & Physiography Webinar to AZA 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 24, 2023	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Chief Theresa Nelson, AZA First Nation, with two reminders on behalf of the MFFN CAR Project Team. The first reminder was about the upcoming ATRI Forum to be held in Thunder Bay on February 8 and 9, 2023. The Save the Date invitation was attached and provided more information on the Forum. The second reminder was regarding the deadline for the Interim RoCE and Milestone #1 reports. Feedback was requested by January 31, 2023.

Consultation and Engagement Log - Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
January 27, 2023	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a follow up to the Winter Field Notice issued in December 2022. It was noted that field crews are set to begin the furbearer winter tracking field program on January 29, 2023. Field crews will be out for five days, however the program may be extended in the event of weather delays. Links to the field notice, video on furbearers and webinar recording on animals and wildlife (including furbearers) were included.
January 30, 2023	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the January E-Blast to AZA 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	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent a reminder about the upcoming ATRI Forum. The ATRI Forum is to be held in Thunder Bay on February 8 and 9, 2023. The invitation provided information on the Forum including purpose, funding, contact information, the preliminary agenda and how to RSVP. The purpose is to create a respectful, culturally-sensitive, and collaborative space to develop an understanding of ATRI in the Project area. Funding would be provided by the Province for up to 3 community representatives to attend. Cultural Heritage and Archaeology members of the team will be at the Forum to discuss the Cultural Heritage and Archaeology Program with participations.

Consultation and Engagement Log - Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
February 03, 2023	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team distributed the Archaeology and Cultural Heritage Reports to AZA 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 03, 2023	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant distributed an IK Program Timeline and Update letter to AZA First Nation via email which highlighted key Project schedule updates including upcoming draft baseline 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 Indigenous Land and Resource Use by June 30, 2023. The MFFN CAR Project Consultant 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 - Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
February 08, 2023	Forum			■ Community Representative(s)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The Marten Falls First Nation Community Access Road (MFFN CAR), Webequie Supply Road (WSR), and Northern Road Link (NRL) Project Teams attended the Aboriginal and Treaty Rights (ATRI) and Forum that was hosted in Thunder Bay. AZA attended the Forum. The Forum was held to provide an opportunity for representatives from Indigenous Communities to meet with representatives from the Province of Ontario, and MFFN CAR, WSR and NRL Project teams to: develop a shared understanding of Aboriginal and Treaty Rights within each project area(s); identify community-specific contexts and values associated with Aboriginal and Treaty Rights in the project area(s); share information about the projects; and, discuss the Aboriginal and Treaty Rights and Interests Assessment Processes."
February 15, 2023	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a follow up to the Winter Field Notice issued in December 2022. It was noted that field crews are set to begin the ungulate aerial surveys on February 16, 2023. Field crews will be in the field for eight days, however, the program may be extended in the event of weather delays. These surveys are to determine survival of calves from caribou collared during the caribou collaring field program in 2021, to gather caribou population and distribution data in the study area and to observe signs of other wildlife such as moose, wolves and wolverines. Links to the field notice, video on ungulates and webinar recording on animals and wildlife were included.
February 21, 2023	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Socio-Economic Studies Part I Webinar to AZA 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 22, 2023	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Chief Theresa Nelson, AZA First Nation, to follow up on the Interim RoCE and Milestone #1 reports and to confirm that

Consultation and Engagement Log - Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
				■ Joe Donio (Development Manager)		AZA First Nation would not be providing comments on the reports, as there had been no correspondence. It was noted that the reports would be finalized since no feedback had been received.
February 28, 2023	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the February E-Blast to AZA First Nation. The E-Blast noted the webinar on Socio-Economic Studies Part II taking place that day with a link to register, the full schedule and recordings. An IK Program timeline update was noted with a June 30, 2023 schedule. The E-Blast also included a note on the ATRI Forum and thanked those who were able to attend. Winter field study updates on furbearer winter tracking surveys and wolverine hair snag surveys were included. Upcoming studies on Groundwater and Geochemistry, Collared Caribou Mortality Investigations and Ungulate Remote Camera Programs will occur between March and May 2023. Links to field program notices, videos and discussion guides were included. The E-Blast also noted the importance of traditional snowshoes used during field studies.
March 09, 2023	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed updates for upcoming field programs. The Wolverine Hair Snag Program noted in the Winter / Spring Field Notice is continuing and field crews are rebaiting wolverine hair snag traps until March 16, 2023. The Wolverine Denning Surveys will be conducted in March, prior to the Groundwater and Geochemistry Program in the spring. It was noted that there will be increased air traffic in the study area during the program. More details were attached in the field notice, along with a map. Links were also provided to relevant videos and webinar recordings.
March 14, 2023	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Groundwater and Geochemistry Webinar to AZA 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.

Consultation and Engagement Log - Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
March 15, 2023	Email		x	■ Kyla Morrisseau (Consultation Coordinator)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team sent a thank you email to registrants and attendees for the webinar on Groundwater and Geochemistry. A link to the recording of the webinar was included, as well as an offer to further discuss these topics with the MFFN CAR Project Team. The next webinar on Birds was noted, along with a link to register.
March 21, 2023	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Birds Webinar to AZA 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	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant distributed an IK Program Timeline and Update letter to AZA 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).
March 28, 2023	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Reptiles, Amphibians, Insects and Bats Webinar to AZA 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 28, 2023	Phone		x	■ Kyla Morrisseau (Consultation Coordinator)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called Kyla Morrisseau, Consultation Coordinator and Climate Change Specialist, AZA First Nation. The phone call was not answered. A message was left noting the purpose of this

Consultation and Engagement Log - Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
						call was to check the status of review on the Stage 1 and Stage 2 Archaeological reports sent to AZA First Nation key contact through email on February 3, 2023 and to find out whether AZA First nation had received, and reviewed the reports, and if they had any questions. The MFFN CAR Project Consultant noted that a follow-up email would be sent shortly with more details on the reports.
April 04, 2023	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the March E-Blast to AZA 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	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the Spring 2023 Field Notice to AZA First Nation. Anticipated timing for upcoming field studies was provided. The 2023 Field Notice was attached, along with a link to the website and the March E-Blast, where field studies were previously referenced. A link was also provided to webinars to learn more about Vegetation, Peatlands, Cultural Heritage, Wildlife, Groundwater and Socio-Economic studies.
April 28, 2023	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the April E-Blast to AZA 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	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent a follow up email to AZA 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

Consultation and Engagement Log - Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
						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 they AZA First Nation have.
May 02, 2023	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager) ■ Priscilla Graham (Band Administrator)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Priscilla Graham, noting that an email bounce back had been received on a previous email that day indicating that AZA First Nation's Chief had resigned. The MFFN CAR Project Consultant provided the key contacts currently listed and asked Priscilla to please note if there were any revisions.
May 02, 2023	Email	x		■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager) ■ Priscilla Graham (Band Administrator)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Priscilla Graham who confirmed changes to the community's key contacts. Priscilla noted that AZA First Nation's Chief had resigned and AZA First Nation was in the process of electing a new Chief. The contact information of the new Chief would be forwarded to the MFFN CAR Project Team when the election process had been completed.
May 02, 2023	Email	x		■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Kyla Morrisseau, notifying the MFFN CAR Project Consultant that the community's Chief had resigned and that all the other key contacts are still current. Kyla mentioned the IK Program Funding Agreement had been reviewed and sent off for signing. Kyla added that in the future that she please be made aware of open houses or information sharing that may relate to the community as AZA First Nation's community office had been closed.
May 02, 2023	Email		x	■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team	■ The MFFN CAR Project Consultant sent an email to Kyla Morrisseau, thanking Kyla for the update on the IK Funding Agreement and for the notification that AZA First Nation's Chief had resigned. The MFFN CAR Project Consultant noted that the IKSA template had been

Consultation and Engagement Log - Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA)						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
					■ MFFN CAR Project Consultant	reattached and if the community wished to discuss the IK Program further to please reach out.
May 31, 2023	Email		x	■ Theresa Nelson (Chief) ■ Kyla Morrisseau (Consultation Coordinator) ■ Joe Donio (Development Manager) ■ Michael Fox (Northern Road Link Project Team) ■ Craig Wallace (Northern Road Link Project Team)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant circulated a consolidated summary all the comments / questions provided by participants and representatives of AZA First Nation at the ATRI Forum held in Thunder Bay on February 7 – 8, 2023. The correspondence included the following attachments: Thank you to participants bulletin; General ATRI Comment Summary; and MFFN CAR ATRI Breakout Session - Community-Specific Summary. The MFFN CAR Project Consultant also offered to set up additional meetings to further discuss any aspects of the Project, including AZA First Nation's ATRI as they relate to the MFFN CAR Project.

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4. References

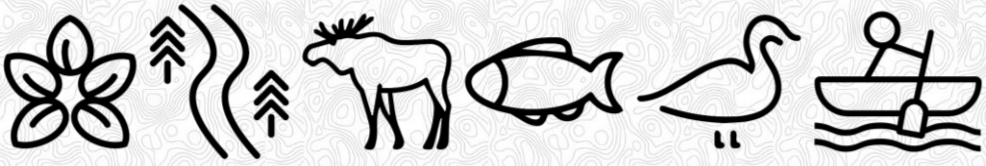
AECOM, 2019:
Draft Terms of Reference Marten Falls First Nation Community Access Road – Environmental Assessment.

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

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

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



Appendix B

Community Specific Correspondence

B1. Animbiigoo Zaagi'igan Anishinaabek First Nation (AZA)

B1.1 Outgoing Community Specific Correspondence
B1.2 Incoming Community Specific Correspondence

B2. Aroland First Nation

B2.1 Outgoing Community Specific Correspondence
B2.2 Incoming Community Specific Correspondence

B3. Attawapiskat First Nation

B3.1 Outgoing Community Specific Correspondence
B3.2 Incoming Community Specific Correspondence

B4. Constance Lake First Nation

B4.1 Outgoing Community Specific Correspondence
B4.2 Incoming Community Specific Correspondence
B4.3 Community Specific Meeting Materials

B5. Eabametoong First Nation

B5.1 Outgoing Community Specific Correspondence
B5.2 Incoming Community Specific Correspondence

B6. Fort Albany First Nation

B6.1 Outgoing Community Specific Correspondence
B6.2 Incoming Community Specific Correspondence

B7. Ginoogaming First Nation

B7.1 Outgoing Community Specific Correspondence
B7.2 Incoming Community Specific Correspondence
B7.3 Community Specific Meeting Materials

B8. Kasabonika Lake First Nation

B8.1 Outgoing Community Specific Correspondence

B9. Kashechewan First Nation

B9.1 Outgoing Community Specific Correspondence
B9.2 Incoming Community Specific Correspondence

B10. Kingfisher Lake First Nation

B10.1 Outgoing Community Specific Correspondence
B10.2 Incoming Community Specific Correspondence

B11. Kitchenuhmaykoosib First Nation

B11.1 Outgoing Community Specific Correspondence
B11.2 Incoming Community Specific Correspondence

B12. Long Lake #58 First Nation

B12.1 Outgoing Community Specific Correspondence
B12.2 Incoming Community Specific Correspondence
B12.3 Community Specific Meeting Materials

B13. Marten Falls First Nation (MFFN)

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

B14. Mishkeegogamang First Nation

B14.1 Outgoing Community Specific Correspondence

B15. Neskantaga First Nation

B15.1 Outgoing Community Specific Correspondence
B15.2 Incoming Community Specific Correspondence

B16. Nibinamik First Nation

B16.1 Outgoing Community Specific Correspondence

B17. Wapekeka First Nation

B17.1 Outgoing Community Specific Correspondence

B18. Wawakapewin First Nation

B18.1 Outgoing Community Specific Correspondence

B18.2 Incoming Community Specific Correspondence

B19. Webequie First Nation

B19.1 Outgoing Community Specific Correspondence

B19.2 Incoming Community Specific Correspondence

B20. Weenusk First Nation

B20.1 Outgoing Community Specific Correspondence

B20.2 Incoming Community Specific Correspondence

B21. Wunnumin Lake First Nation

B21.1 Outgoing Community Specific Correspondence

B21.2 Incoming Community Specific Correspondence

B22. Métis Nation of Ontario (MNO), Region 2 (Greenstone Métis Council) First Nation

B22.1 Outgoing Community Specific Correspondence

B22.2 Incoming Community Specific Correspondence

B23. Red Sky Métis Independent Nation (RSMIN)

B23.1 Outgoing Community Specific Correspondence

B23.2 Incoming Community Specific Correspondence

B24. Chiefs of Ontario

B24.1 Outgoing Community Specific Correspondence

B24.2 Incoming Community Specific Correspondence

B25. Métis Nation of Ontario

B25.1 Outgoing Community Specific Correspondence

B25.2 Incoming Community Specific Correspondence

B26. Nishnawbe-Aski Nation

B26.1 Outgoing Community Specific Correspondence

B26.2 Incoming Community Specific Correspondence

B27. Union of Ontario Indians

B27.1 Outgoing Community Specific Correspondence

B28. Independent First Nations Alliance

B28.1 Outgoing Community Specific Correspondence

B29. Matawa First Nations Management

B29.1 Outgoing Community Specific Correspondence

B29.2 Incoming Community Specific Correspondence

B30. Mushkegowuk Council

B30.1 Outgoing Community Specific Correspondence

B30.2 Incoming Community Specific Correspondence

B31. Nokiiwin Tribal Council

B31.1 Outgoing Community Specific Correspondence

B31.2 Incoming Community Specific Correspondence

B32. Shibogama First Nations Council

B32.1 Outgoing Community Specific Correspondence

B32.2 Incoming Community Specific Correspondence



B1. Animbiigoo Zaagi'igan First Nation (AZA)

B1.1 Outgoing Community Specific Correspondence
B1.2 Incoming Community Specific Correspondence



B01.1 Outgoing Community Specific Correspondence



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Chowdhury, Ish <[redacted]>

MFFN CAR Questionnaire

1 message

Chowdhury, Ish <[redacted]> Fri, Jul 29, 2022 at 8:22 AM
To: [redacted]

Good Morning Kyla,

I was just following up on the call I made regarding the the Marten Falls Community Access Road Project. The Project Team prepared a short questionnaire to understand the topics of most interest to your community (e.g., wildlife, fish, water). 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.

You can gain access to the questionnaire at this link.

We ask if you can fill this out by August 12, 2022, and please don't hesitate to get in touch if you have any questions.

Best,

Ish Chowdhury

On Behalf of the MFFN CAR Project Team

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DILLON CONSULTING

CANADA BEST MANAGED COMPANIES
Platinum member

Ish Chowdhury
Dillon Consulting Limited
[redacted]
www.dillon.ca

Chowdhury, Ish <[redacted]>

MFFN CAR AZA First Nation Outreach

Chowdhury, Ish <[redacted]> Wed, Sep 21, 2022 at 8:44 AM
To: [redacted]
Cc: Qasim Saddique <[redacted]>, jennifer bruin <[redacted]>, [redacted],
info@martenfallsaccessroad.ca

Good Morning Kyla,

I am contacting you regarding the Marten Falls Community Access Road (MFFN CAR) Project. I wanted to follow up with my phone call with regards to some insights we were hoping to inquire from AZA First Nation.

I was hoping to gain a greater sense to:

- If any updates were made to your consultation protocol, and if you would be so kind as to provide us with your most recent update for our records;
- Has there been any changes to your key contacts? This would be helpful for us to be able to update our records and be able to engagement with you better;
- Were you able to fill out the MFFN CAR Questionnaire? If not, you're more than welcome to complete it at the following link.
- Did you have any questions regarding the Groundwater and Geochemistry Field Program Discussion Guide?
- Have you had the opportunity to review our current and upcoming fall field programs?
- Did you have any questions regarding the update on the Proposed Aboriginal and Treaty Rights and Interests Study Areas?

At this time the MFFN CAR Project is currently in the environmental assessment (EA) phase and we are working to collect important baseline information as part of our Field Study Programs and our Indigenous Knowledge (IK) Program. You will see us send notifications and information about these programs as well as monthly updates from the MFFN CAR Project webmail (info@martenfallsaccessroad.ca).

Should you have questions or would like to meet with us please do not hesitate to let me know and I would be happy to follow up with you or coordinate a time to meet.

Please don't hesitate to reach out if you have any questions, comments or feedback for us!

Sincerely,

Ish Chowdhury

On Behalf of the MFFN CAR Project Team

--

Ish Chowdhury
Dillon Consulting Limited
[redacted]
www.dillon.ca

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Chowdhury, Ish <[redacted]>

Invitation to Indigenous Knowledge and Community Coordinator Program

1 message

Chowdhury, Ish <[redacted]> Mon, Oct 24, 2022 at 3:05 PM
To: [redacted]
Cc: Qasim Saddique <[redacted]>, jennifer bruin <[redacted]>, "Fisken, Avril" <[redacted]>, "Ross, Kathryn" <[redacted]>, "Nokleby, Andrea" <[redacted]>
Bcc: info@martenfallsaccessroad.ca

Hello Kyla,

I hope you and Animbiigoo Zaagi'igan Anishinaabek (AZA) First Nation are doing well and enjoying the start of Fall. We are reaching out regarding the Marten Falls First Nation Community Access Road (MFFN CAR) Project and the Community Coordinator and Indigenous Knowledge Programs.

MFFN CAR Community Coordinator Program

We have initiated a Community Coordinator Program to help support communities in participating in engagement and consultation activities for the MFFN CAR Project. It is anticipated that the Consultation Coordinator will support MFFN CAR Project consultation activities (e.g., meetings and events) by helping us to connect with the right people in the community and following community guidelines for respectful engagement. The Community Coordinator is intended to be a member of your community and will not be asked to speak for or on behalf of AZA. The Community Coordinator will be hired part-time at $25.00/hr for up to three years. We have attached a letter and job posting which provides more detailed information on the Program.

We kindly request, at your earliest convenience to:

- Confirm your participation in the Community Coordinator Program; and
- If interested, identify someone to fill the Community Coordinator role.

We believe this program will help to create more avenues for meaningful engagement and consultation with AZA First Nation. We would be happy to meet with AZA to provide more information on the Program and answer any questions you may have.

MFFN CAR Indigenous Knowledge Program

In August of this year we sent your community another update on the Indigenous Knowledge (IK) Program (Aboriginal and Treaty Rights and Interests Study Area Update Memo). We would like to better understand your interest in participating in the Indigenous Knowledge Program. A couple of key components of the IK Program include:

Funding –
Funding is available to support communities in participating in the IK Program. We have attached a Draft Funding Agreement for your review.

IK Sharing Agreement –
Confidentiality is essential when sharing Indigenous Knowledge and information on Indigenous land and resource use. Should you choose to participate in the IK Program a sharing agreement would need to be in place. As such we have attached a draft IK Sharing Agreement for your review. We are also happy to review any agreements you may choose to use.

We would be happy to discuss the IK Program with you in further detail and answer any questions you may have.

Upon your review of the Community Coordinator Letter, Community Coordinator Job Posting and the Indigenous Knowledge Sharing Agreement and Funding Agreement, if you have any questions, please don't hesitate to get in touch. I would be happy to coordinate a time for members of our team and representatives of your community to meet. I am also available to talk with you to answer any questions you may have.

If I could request that you kindly respond back to us by Nov 14, 2022, I would greatly appreciate it. This will help us to coordinate efforts and work to support AZA in participating in the CAR Project.

Thank you,

Ish Chowdhury

On behalf of the MFFN CAR Project Team

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4 attachments

2022-10-24 MFFN Community Coordinator Letter to AZA First Nation-60593122.docx
3223K

2022-10-24- AZA FN - Confidential Indigenous Knowledge Sharing Agreement.docx
18K

2022-10-24-MFFN Community Coordinator Job Posting.pdf
229K

2022-10-24 - AZA FN - Indigenous Knowledge Program Funding Agreement.docx
37K

Chief Theresa Nelson
Animbiigoo-Zaagi'igan Anishinaabek (AZA) First Nation
[redacted]

Date: October 24, 2022

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

Dear Chief Nelson,

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 AZA First Nation on a consistent basis and in a way that works best for your community.

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 AZA 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 appreciate your time and thoughts on this Program and are open to have a detailed discussion. We believe the hiring of Community Coordinators will strengthen our collective efforts on both the EA and IA and allow for a more open and responsive consultation and engagement between AZA First Nation and the MFFN Community Access Road Project Team. If you have any questions or would like to setup a meeting, please contact [redacted] 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:

- Lawrence Baxter, MFFN CAR Project Team
- Qasim Saddique, MFFN CAR Project Team
- Ish Chowdhury, MFFN CAR Project Consultant

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.

Chowdhury, Ish <[redacted]>

MFFN CAR IC Lead Transition

1 message

Chowdhury, Ish <[redacted]> Mon, Oct 31, 2022 at 10:58 AM
To: [redacted]
Cc: Qasim Saddique <[redacted]>, jennifer bruin <[redacted]>, [redacted],
info@martenfallsaccessroad.ca, Kyla Zielbauer <[redacted]>, Lauren Weseluck <[redacted]>

Good Morning Kyla,

I hope you're doing well, and had a great weekend.

I wanted to take this opportunity to let you know that I will be moving away from MFFN CAR and in turn would like to introduce you to your new IC Lead, Lauren Weseluck.

She will be taking over as of November 1, and will also be supported by our Project Coordinator Kyla Zielbauer as we adapt towards this transition.

Thank you and I hope you have a great week.

Best,
Ish Chowdhury
On Behalf of the MFFN CAR Project Team

--

Ish Chowdhury
Dillon Consulting Limited
[redacted]
www.dillon.ca

Weseluck, Lauren <[redacted]>

Marten Falls First Nation Community Access Road Project (MFFN) Update

Weseluck, Lauren <[redacted]> Tue, Nov 15, 2022 at 1:23 PM
To: [redacted], Kyla Zielbauer <[redacted]>, [redacted], Clayton Coppaway <[redacted]>, [redacted]

Good Afternoon Kyla,

My name's Lauren Weseluck, I work for Dillon Consulting and will be your new primary point of contact for the Marten Falls First Nation Community Access Road (MFFN CAR) Project. I just left you a voicemail regarding some project updates and as promised am following up with the details of those updates in this email.

Public Information Centre #4

The first update is regarding Public Information Centre (PIC) #4, which will be held in Geraldton and Thunder Bay in early December. The exact dates and more formal notice will be shared soon. We invite you to join us for this PIC — it will provide 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.

***NEW* Valued Components Webinars/Videos**

The MFFN CAR Project will be starting a webinar series on what we are studying ("valued components"). The first webinar is November 15 at 4 p.m. EST and the topic will be Animals and Wildlife including moose, caribou and animals with fur. Please visit https://www.martenfallsaccessroad.ca/get-involved/ to pre-register and find the access link. Recordings will also be available.

Impact Statement Extension

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

Aboriginal and Treaty Rights and Interests

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

Should you have any questions, comments or concerns related to any of the information I've shared with you today, or the Project in general, please reach out.

Kind Regards,

Lauren

On behalf of the MFFN CAR Project Team

--

DILLON CONSULTING

BEST MANAGED COMPANIES
Platinum member

Lauren Weseluck
Dillon Consulting Limited
[redacted]
www.dillon.ca

DILLON CONSULTING

Weseluck, Lauren <[redacted]>

Upcoming Public Information Centre and Webinar

Weseluck, Lauren <[redacted]> Mon, Nov 28, 2022 at 5:17 PM
To: [redacted]
Cc: [redacted], [redacted]

Good Afternoon Kyla,

I left you a voicemail earlier this afternoon regarding some updates on the Marten Falls First Nation Community Access Road (MFFN CAR) Project and as mentioned I am sending you a follow up email with more detail on those updates.

Public Information Centre #4
The MFFN CAR Project Team is hosting its fourth Public Information Centre (PIC) on December 7th in Thunder Bay and December 8th in Geraldton. A Notice for the PIC is available at the following link (https://www.martenfallsaccessroad.ca/get-involved/#pic4), in English, Ojibway, Oji-Cree, Cree and French versions. Please feel welcome to share this notice with others you think may be interested.

Details of the Thunder Bay PIC:
Wednesday, December 7, 2022
Best Western Plus Nor'Wester Hotel & Conference Centre
2nd Floor (Room: Pointe Du Meuron) 2080 Hwy 61
Thunder Bay, Ontario
5:00* – 8:00 p.m.

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

Valued Components Webinars
The MFFN CAR Project has started a web series on what we are studying ("valued components"). The next webinar is tomorrow, **Tuesday November 29 at 4 p.m.** on Surface Water, Fish and Fish Habitat. Please visit the link below to pre-register and find the access link to the webinar. If you missed the first webinar on Animals and Wildlife (including moose, caribou and animals with fur) the recording is available here: https://vimeo.com/showcase/mffn-webinars.

https://www.martenfallsaccessroad.ca/get-involved/

Should you have any questions or concerns, please do not hesitate to reach out to my contact information below.

Kind Regards,
Lauren
On behalf of the MFFN CAR Project Team

--

DILLON CONSULTING

BEST MANAGED COMPANIES
Platinum member

Lauren Weseluck
Dillon Consulting Limited
[redacted]
www.dillon.ca

DILLON CONSULTING

Weseluck, Lauren <[redacted]>

MFFN CAR - Interim Record of Consultation and Engagement and Mileston #1 Report

Weseluck, Lauren <[redacted]> Fri, Dec 16, 2022 at 2:31 PM
To: [redacted]
Cc: [redacted]
Bcc: info@martenfallsaccessroad.ca

Good Afternoon,

I wanted to follow up to confirm that you have received the Interim Record of Consultation and Engagement as well as the Milestone #1 Progress Report for the Marten Falls First Nation Community Access Road (MFFN CAR) Project. We kindly ask if you could please let us know if you received this email and are able to view the documents at the link provided below.

As noted in the email sent on December 6th, 2022, the following link includes the documents for Animbiigoo-Zaagi'igan Anishinaabek to view / download: https://drive.google.com/drive/folders/1SBKnWJuenlXzn3zkpmNdt5ydhH_WqiUl

We welcome any edits or comments to your community specific sections by **January 31st, 2023**, before the reports are finalized and shared publicly with the Draft Environmental Assessment Report / Impact Statement.

Please let me know if you would like to schedule a meeting to discuss any of the reports or any other matters related to the MFFN CAR Project.

Sincerely,
Lauren
On behalf of the MFFN CAR Project Team
--

DILLON CONSULTING

BEST MANAGED COMPANIES
Platinum member

Lauren Weseluck
Dillon Consulting Limited
[redacted]
www.dillon.ca

Subject: Save the Date Aboriginal and Treaty Rights Forum - February 2023

MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca> Tue, Dec 20, 2022, 9:06 AM
to

You are viewing an attached message. Dillon Consulting Limited Mail can't verify the authenticity of attached messages.

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

One attachment • Scanned by Gmail



ABORIGINAL AND TREATY RIGHTS AND INTERESTS

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

SAVE THE DATE

2-DAY
ABORIGINAL AND TREATY RIGHTS AND INTERESTS FORUM

HOSTED BY
THE PROVINCE OF ONTARIO

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

February 8 & 9
Travel day: February 7th

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

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

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

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

WE LOOK FORWARD TO SEEING YOU THERE!

A formal invitation with additional details will follow in
January 2023

For further information please contact:

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

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

WSR WEBEQUIE SUPPLY ROAD

NRL Northern Road Link

Ontario

Subject: Save the Date Aboriginal and Treaty Rights Forum - February 2023

MFFN Community Access Road Project Team <info@martenfallsaccessroad… Fri, Jan 13, 11:07 AM (10 days ago)
to ea.participant.fund

You are viewing an attached message. Dillon Consulting Limited Mail can't verify the authenticity of attached messages.

Good Afternoon,

Happy New Year!

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

We look forward to seeing you there.

--

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

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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)

WSR WEBEQUIE SUPPLY ROAD
MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD
NRL Northern Road Link
Ontario

ABORIGINAL AND/OR TREATY RIGHTS AND INTERESTS

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

PRELIMINARY AGENDA

Wednesday, February 8

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

Thursday, February 9

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

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

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

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

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

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

For further information please contact:

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

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

WSR WEBEQUIE SUPPLY ROAD
MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD
NRL Northern Road Link
Ontario

Weseluck, Lauren <[redacted]>

ATRI Forum - Save the Date

Weseluck, Lauren <[redacted]> Tue, Jan 24, 2023 at 4:26 PM
To: [redacted]
Cc: [redacted]"Nokleby, Andrea" <[redacted]>

Good Afternoon,

On behalf of the MFFN CAR Project Team, I wanted to send out two quick reminders for consideration.

ATRI Forum

Firstly, The Aboriginal and Treaty Rights and Interests Forum for the MFFN CAR Project is being held in Thunder Bay on **February 8th and 9th, 2023**. The Province is funding up to 2-3 participants from each community to attend in person. Funding includes Travel, Accommodation and Meals. The poster for the event is attached with more details.

Please contact the Province of Ontario ([redacted]or Andrea Nokleby ([redacted]) should you have any further questions about the event or funding to attend.

Report Feedback Deadline

As well, please note the deadline to review the Interim Record of Consultation and Engagement and Milestone #1 Reports is fast approaching on **January 31st, 2023**. These documents were sent to you in December, however if you would like them to be resent, let me know and I would be happy to do so. Please let us know if you would like to provide feedback on your community specific section of these reports. Thank you.

Kind regards,

Lauren

--

Lauren Weseluck
Dillon Consulting Limited
[redacted]
www.dillon.ca

MFFN CAR - ATRI Forum Invitation.pdf
4813K

ABORIGINAL AND TREATY RIGHTS AND INTERESTS

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

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February 8 & 9
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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)**
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- **Share information about the Projects**
- **Discuss the Aboriginal and Treaty Rights and Interests Assessment Processes**

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

WE LOOK FORWARD TO SEEING YOU THERE!

A formal invitation with additional details will follow in
January 2023

For further information please contact:

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

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

WSR WEBEQUIE SUPPLY ROAD

NRL Northern Road Link

Ontario

Subject: Follow up on the ATRI Forum

MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca> Wed, Feb 1, 10:05 AM
to

You are viewing an attached message. Dillon Consulting Limited Mail can't verify the authenticity of attached messages.

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

On 2023-01-13 11:07, MFFN Community Access Road Project Team wrote:

> 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/
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> Call us: 1 800-764-9114
> Email us: info@martenfallsaccessroad.ca

One attachment • Scanned by Gmail



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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(note that you can still attend without an RSVP)

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL Northern Road Link

Ontario

ABORIGINAL AND/OR TREATY RIGHTS AND INTERESTS

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

PRELIMINARY AGENDA

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

Thursday, February 9

- **7:00 - 8:45** Breakfast
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- *Continued* - Plenary/Group Sessions: Presentations and Activities
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- *Continued* - Plenary/Group Sessions: Presentations and Activities
- **4:30** Regroup: Closing Comments & Next Steps

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- Impact Assessment Agency of Canada
- Province of Ontario
- Consulting Teams: Dillon Consulting Limited, AECOM, SNC-Lavalin

For further information please contact:

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

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

WSR WEBEQUIE SUPPLY ROAD
MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD
NRL Northern Road Link
Ontario

Weseluck, Lauren [redacted]

MFFN CAR IK Program Key Dates

Nokleby, Andrea <[redacted]> Fri, Feb 3, 2023 at 9:24 AM
To: [redacted]
Cc: Bob Baxter <[redacted]>, Lawrence Baxter [redacted]>, Qasim Saddique <[redacted]>, Lauren Weseluck <[redacted]>

Good Morning Chief Nelson,

I hope the start of 2023 has found you and your community well. On behalf of the Marten Falls First Nation Community Access Road Project Team, please find attached a letter outlining some key dates related to the Indigenous Knowledge (IK) Program.

If you have any questions on the IK Program or information contained in the letter please do not hesitate to contact me or members of the Project Team. We would be happy to meet with Animbiigoo-Zaagi'igan Anishinaabek First Nation to discuss the IK Program further.

Thank you and have a great day,

Andrea

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

MFFN CAR Indigenous Knowledge Program Schedule and Reporting Update - February 2023 - AZA First Nation.pdf
366K

February 3, 2023

Chief Theresa Nelson
[redacted]

Re: Indigenous Knowledge Program Schedule and Reporting Update

Dear Chief Theresa Nelson:

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

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

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

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

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

Indigenous Knowledge received through the Indigenous Knowledge Program will allow for a more complete, robust, and accurate picture of the Project area to emerge. Our goal is to create existing condition reports that meaningfully includes Indigenous Knowledge which is also considered in the selection of the preferred route for the project. In order to meet the study schedule, it is ***critical that Indigenous Knowledge and information on***

Indigenous Land and Resource Use be shared with the MFFN CAR Project Team by June 2023 so that this information is included in the draft existing conditions reporting and is available for consideration in route selection which will begin in September 2023.

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

If your community has Indigenous Knowledge or information on Indigenous Land and Resource Use related to the Project that you would like to share or if you would like to learn more about the Indigenous Knowledge Program please do not hesitate to reach out to Bob Baxter [redacted] or Andrea Nokleby [redacted]

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

Sincerely,

[redacted]

Qasim Saddique
Project Director

[redacted]

Lawrence Baxter
Senior Community Member Advisor

CC:

- Kyla Morrisseau, Consultation Coordinator, Animbiigoo-Zaagi'igan Anishinaabek First Nation
- Joe Donio, Councillor, Animbiigoo-Zaagi'igan Anishinaabek First Nation
- Bob Baxter, MFFN CAR Senior Community Member Advisor
- Andrea Nokleby, MFFN CAR Project Consultant

Weseluck, Lauren <[redacted]>

Interim Record of Consultation & Engagement and Milestone #1 Finalization

Weseluck, Lauren [redacted]>
To: [redacted]

Wed, Feb 22, 2023 at 1:42 PM

Good Afternoon Chief Nelson,

As promised, we are following up on the Interim Record of Consultation and Engagement and Milestone #1 Reports to confirm that Animbiigoo-Zaagi'igan Anishinaabek First Nation will not be providing comments on your community specific section of the reports.

The deadline to provide feedback was January 31, 2023. Since we have followed up previously and did not hear back from your community, we will be moving forward with finalizing these sections for public versions of the reports.

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

Thank you,
--

Lauren Weseluck
Dillon Consulting Limited
[redacted]
www.dillon.ca

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

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

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

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

We look forward to connecting with you!

Sincerely,
Marten Falls First Nation Community Access Road Project Team

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

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

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Weseluck, Lauren <[redacted]

MFFN CAR - Archaeological Report Review and IK Program Follow Up

Weseluck, Lauren [redacted] Tue, Mar 28, 2023 at 5:19 PM
To: [redacted]
Cc: "Nokleby, Andrea" <[redacted]>, Kyla Zielbauer <[redacted]>

Good afternoon,

I hope you have all been doing well! I just wanted to follow up on the voicemail I left you earlier this afternoon Kyla.

To recap, I first wanted to ask you to confirm whether your community has gotten a chance to review the archaeology reports (Stage 1 and Stage 2 Archaeological Assessment Reports) in the Google Drive link which was included in the email sent on February 3rd. In case you missed this email, I've reattached the link here.

[redacted]

If you haven't already gotten a chance to do a review, it would be appreciated if you could try and do so by **Friday March 31st, 2023**. If you are unable to meet this deadline, please let me know as soon as possible.

Additionally, I forgot to mention this in my voicemail, however an email was sent to you on October 24, 2022 regarding the Indigenous Knowledge and Community Coordinator Programs. I'm following up to see whether there is any further interest on your behalf in either of these programs, as well as if you have any questions.

I understand from my colleague Andrea who attended the ATRI Forum in Thunder Bay in February that there was a conversation with one of your community contacts regarding the Indigenous Knowledge Program. If you would like me to resend the funding agreement or arrange a meeting to discuss further, please let me know.

Have a great night!

Thanks,
--

DILLON CONSULTING

BEST MANAGED COMPANIES
Platinum member

Lauren Weseluck
Dillon Consulting Limited
[redacted]
www.dillon.ca

DILLON CONSULTING

Weseluck, Lauren [redacted]

Follow-up Re: MFFN CAR IK Program Key Dates

Nokleby, Andrea <[redacted] Tue, May 2, 2023 at 9:15 AM
To: [redacted]
Cc: Bob Baxter [redacted], Lawrence Baxter [redacted], Qasim Saddique <[redacted] Lauren Weseluck [redacted]

Good Morning Chief Nelson,

I hope this email finds you well. It was a pleasure meeting with representatives from Animbiigoo-Zaagi'igan Anishinaabek First Nation at the Aboriginal and/or Treaty Rights and Interests Forum in Thunder Bay in February.

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

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

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

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

We look forward to finalizing an IK Sharing Agreement and the Funding Agreement (re-attached) with Animbiigoo-Zaagi'igan Anishinaabek First Nation to support this important work. If you have any questions on the IK Program or would like further information, I'd be happy to set up a time to discuss further.

Thank you and enjoy your day,

Andrea

DILLON CONSULTING

BEST MANAGED COMPANIES
Platinum member

Andrea Nokleby
[redacted]
www.dillon.ca

Weseluck, Lauren [redacted]

Updated List of Contacts

Weseluck, Lauren [redacted]
To: [redacted]
Cc: [redacted], "Nokleby, Andrea" <[redacted]>, Kyla Zielbauer <[redacted]>

Tue, May 2, 2023 at 11:06 AM

Good Morning,

My colleague Andrea sent an email earlier this morning regarding the MFFN CAR Project to our listed key contacts at Animbiigoo Zaagi'igan Anishinaabek First Nation. Andrea received a bounceback upon sending this email stating that Chief Theresa Nelson is no longer with the community and was directed to email you. Below is a list of our key contacts, if you could please let us know of any revisions, that would be great.

- Chief Theresa Nelson
- Joe Donio, Development Manager
- Kyla Morrisseau, Consultation Coordinator and Climate Change Specialist
- Priscilla Graham, Band Administrator (Newly added)

Thank you and have a great day.

Kind Regards,
--

Lauren Weseluck
Dillon Consulting Limited
[redacted]
www.dillon.ca

Weseluck, Lauren <[redacted]

Follow-up Re: MFFN CAR IK Program Key Dates

Nokleby, Andrea [redacted] Tue, May 2, 2023 at 4:50 PM
To: Kyla Morrisseau <[redacted]
Cc: Joe Donio [redacted]>, Bob Baxter <[redacted]>, Lawrence Baxter [redacted], Qasim Saddique [redacted]>, Lauren Weseluck <[redacted]

Boozhoo Kyla,

Nice to hear from you. It looks like we were playing phone tag as I tried you back a few minutes ago!

Thank you for the update on the Funding Agreement. I'm also re-attaching an IK Sharing Agreement Template for your review as well.

We don't tend to send too many things by fax but we will definitely make sure to continue to send correspondence via email. We have made a note regarding your Chief's resignation.

If you need anything else at this time or would like to set up a time to meet to discuss the Project or the IK Program please let me know and we can organize a time.

Have a wonderful evening. Baamaapii,

Andrea

Andrea Nokleby
Partner
[redacted]
www.dillon.ca

[Quoted text hidden]

Template - Confidential Indigenous Knowledge Sharing Agreement - 2023.docx
19K

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Weseluck, Lauren [redacted]

MFFN CAR, WSR, NRL ATRI Forum - Follow Up

Nokleby, Andrea [redacted] Wed, May 31, 2023 at 9:00 AM
To: Kyla Morrisseau [redacted], Joe Donio [redacted]
Cc: Qasim Saddique [redacted], Michael Fox [redacted], Bob Baxter [redacted], Lawrence Baxter [redacted], Mishal Naseer [redacted], "Knell, Mark" [redacted], "Wallace, Craig" [redacted], "Ashawasegai-Pereira, Jennifer" [redacted], Lauren Weseluck [redacted]

Good Morning Kyla and Joe,

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

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

- Thank You to Participants!
- General ATRI Comment Summary
- MFFN CAR ATRI Breakout Session - Community-Specific Summary

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

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

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

Thank you and have a wonderful day,

Andrea

DILLON CONSULTING

BEST MANAGED COMPANIES
Platinum member

Andrea Nokleby
Partner
[redacted]
www.dillon.ca

3 attachments

General Summary - ATRI Forum - Feb 2023.pdf
392K

ATRI Forum - Thank You to Participants.pdf
5392K

MFFN CAR - ATRI Forum Summary - Animbiigoo Zaagi'igan Anishinaabek.pdf
313K

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

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

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

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

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

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

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

ABORIGINAL AND/OR TREATY RIGHTS AND INTERESTS

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

MIIGWECH / MIIGWETCH / THANK YOU!

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

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

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

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

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

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

The Forum was also an important opportunity to:

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

For your review and comment, please find attached:

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

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

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

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

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

WSR WEBEQUIE SUPPLY ROAD
MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD
NRL
Ontario

Aboriginal and/or Treaty Rights and Interests Forum
February 8th & 9th, 2023
Thunder Bay, ON
Martin Falls First Nation Community Access Road Breakout Session
Comment/Responses – Animbiigoo Zaagi'igan Anishinaabek

#	Comment/Issue by Animbiigoo Zaagi'igan Anishinaabek	Project Response at Forum	Post Forum Response
1.	Do not have the capacity (financial resources) to participate in the MFFN CAR Project. For example, Animbiigoo Zaagi'igan Anishinaabek cannot afford to complete a Traditional Knowledge study. Animbiigoo Zaagi'igan Anishinaabek does not want to pursue government funding because it is not guaranteed. More funding is needed to participate in and support the MFFN CAR Project.	The Project Team communicated that all communities who have been scoped into the Project by the Province and applied for funding have received it. The Project Team suggested speaking with the Province while at the Forum to secure participant funding.	The proponent has offered additional funding to support Indigenous communities in completing a Project-specific Indigenous Knowledge (IK) and Indigenous Land and Resource Use (ILRU) study. The funding is intended to supplement other funding sources (e.g., Provincial participant funding). The Project Team will re-distribute the IK Funding Agreement to Animbiigoo Zaagi'igan Anishinaabek for review.

#	Comment/Issue by Animbiigoo Zaagi'igan Anishinaabek	Project Response at Forum	Post Forum Response
2.	The community does not trust the government, which is why we (Animbiigoo Zaagi'igan Anishinaabek) are hesitant to conduct Traditional Knowledge studies. We do not feel comfortable writing it all down in accordance with the government's instructions/rules. We do not want our willingness to complete a Traditional Knowledge study to be construed as a 'yes' to, or support for, development in the Ring of Fire area, such as mining activities.		Comment acknowledged. The proponent initiated an Indigenous Knowledge (IK) Program for the MFFN CAR Project in 2019. IK Sharing Agreements are a component of the MFFN CAR IK Program. The IK Sharing Agreements will govern how information will be shared and used in the EA/IA processes. The Project Team will re-circulate the IK Sharing Agreement template to Animbiigoo Zaagi'igan Anishinaabek. The proponent acknowledges that participating in the MFFN CAR IK Program does not constitute support for the MFFN CAR Project. The MFFN CAR Project is a distinct project to support community access to Marten Falls First Nation. The proponent looks forward to working with Animbiigoo Zaagi'igan Anishinaabek on IK Program.
3.	Concerned about mining traffic. The community is already dealing with a lot of mining traffic and there is a concern this could get worse.		Roadside safety is of paramount importance, so the Project will be designed in accordance with the MTO Roadside Design Manual. In addition, the EA/IA will assess potential effects and mitigation measures for accidents and malfunctions. In addition to the MTO Roadside Design Manual, the Geometric Design Criteria (GDC) used for the

#	Comment/Issue by Animbiigoo Zaagi'igan Anishinaabek	Project Response at Forum	Post Forum Response
			design and construction of the road will be based on the latest and best practices from the Transportation Association of Canada (TAC) and the MTO Design Supplement. The designers are also looking into the possible inclusion of elements from the MTO 2+1 Roadway Design Parameters Report which may include truck passing lanes and pulloffs/turnouts along the route.
4.	Very concerned about the negative impacts a transient population will have on Indigenous women from both a safety and economic perspective.		The proponent acknowledges that the Project has the potential to result in increased social issues including the safety of Indigenous women. The EA/IA will consider these potential effects and mitigation measures to address them.

#	Comment/Issue by Animbiigoo Zaagi'igan Anishinaabek	Project Response at Forum	Post Forum Response
5.	Animbiigoo Zaagi'igan Anishinaabek requested resource support, both capacity building and funding, to undertake a Traditional Knowledge study. A dedicated person was funded to complete a study through the Greenstone Gold Project.	The Project Team noted that there is $30,000 in funding available by the Proponent (Marten Falls First Nation) and additional funding can be sourced through the Provincial funding.	The proponent has offered additional funding to support Indigenous communities in completing a MFFN CAR Project-specific Indigenous Knowledge (IK) and Indigenous Land and Resource Use (ILRU) study. The funding is intended to supplement other funding sources (e.g., Provincial participant funding) The Project Team will re-distribute the IK Funding Agreement to Animbiigoo Zaagi'igan Anishinaabek.
6.	Animbiigoo Zaagi'igan Anishinaabek is situated more in the Robinson Superior Treaty area. Animbiigoo Zaagi'igan Anishinaabek has cabins in the northeast area of the Project area. The northeast area of the Project area in the Lake Nipigon area is considered to be a part of Animbiigoo Zaagi'igan Anishinaabek's traditional territory.	The Project Team noted that there is a need to define both traditional territory and traplines.	Thank you for this information. The proponent looks forward to learning more about Animbiigoo Zaagi'igan Anishinaabek's traditional territory through the IK Program.

B01.2 Incoming Community Specific Correspondence

DILLON CONSULTING

Weseluck, Lauren [redacted]

Updated List of Contacts

Priscilla Graham [redacted] Tue, May 2, 2023 at 12:02 PM
To: "Weseluck, Lauren" [redacted]
Cc: Joe Donio [redacted], Kyla Morrisseau [redacted] "Nokleby, Andrea" [redacted], Kyla Zielbauer [redacted]

Good Afternoon,

Chief Theresa Nelson has resigned and we are in the process of electing another Chief, we will forward the contact once that process is completed. The rest of the list of contacts you have is correct.

Priscilla Graham
Band Administrator
Animbiigoo Zaagi'igan Anishinaabek

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Weseluck, Lauren [redacted]

Follow-up Re: MFFN CAR IK Program Key Dates

Kyla Morrisseau <[redacted] Tue, May 2, 2023 at 4:14 PM
To: "Nokleby, Andrea" [redacted], Joe Donio [redacted]
Cc: Bob Baxter <[redacted]>, Lawrence Baxter <[redacted] Qasim Saddique [redacted], Lauren Weseluck [redacted]>

Boozhoo,

Miigwetch, for reaching out.

I tried to call you earlier; I am following up with an email now. Our Chief has resigned; that email is no longer active, but Joe, Brad, and myself are still here. With that being said, I have the agreement completed and sent off for signing. I have been overly busy responding to consultation requests; a lot is happening. I look forward to future conversations and meetings regarding the project.

Going forward for open houses or community meetings or further information sharing, please email me the details, as our office is currently closed. Our fax machine had a few items come through, but the date had already passed for the events.

Miigwetch, for keeping us informed about the project.

Baamaapii ***(*means until later in Ojibway)***

Kyla Morrisseau

Animbiigoo Zaagi'igan Anishinaabek
Consultation Coordinator

[redacted]

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

FINAL

Progress Report 3: Identification of the Preferred Alternatives Milestone

November 2024

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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.

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

- Notice of Commencement (NoC) of Provincial EA (referred to as NoC of EA);
  - Introduction of the Project.
- Effects Assessment Methods; and
  - Development of Effects Assessment methodology, as well as review by regulators.
  - Presentation of Effects Assessment methodology at Public Information Centres (PICs) .
- Identification of Preferred Alternatives.
  - Development of valued component metrics tables and evaluation of information
  - Development of preliminary preferred alternative
  - Validation of information with Marten Falls First Nation Chief and Council and community members.
  - Confirmation of the preferred alternative through submission of the final route recommendation memo to Chief and Council, along with request for Band Council Resolution for the final route.

Each progress report is required to:

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

The progress reports are to be shared with MECP, with community-specific sections shared with each individual Indigenous community before MFFN can move to the next milestone of the Environmental Assessment (EA) / Impact Assessment (IA). If questions or concerns are raised by MECP or an Indigenous

community, the MFFN CAR Project Team will make revisions to the progress reports, if necessary, and encourage opportunities to meet in-person or virtually to discuss with the interested community.

This report is the third and final progress report , and pertains to activities related to both the EA and IA processes, in support of the Environmental Assessment and Impact Statement (EA/IS) submission. The time period begins the day after the second progress report concluded on June 1, 2023 and ends July 31, 2024. The Identification of the Preferred Alternatives milestone concluded with the submission of the Final Route Recommendation memorandum and a request for a Band Council Resolution from MFFN Chief and Council, on July 29, 2024.

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

This progress report provides a detailed account of all engagement and communication between the MFFN CAR Project Team and Indigenous communities from June 1, 2023 to July 31, 2024 as part of the Identification of the Preferred Alternatives milestone. Note that government agencies and interested persons[1] are not included in progress reports, however, engagement between the MFFN CAR Project and interested persons will be included in the Record of Consultation and Engagement for the draft and final EA / IS. Engagement between the MFFN CAR Project and government and agencies will also be included in the final EA/IS. **Section 1.5** includes details about the neighbouring Indigenous communities.

The first section of this progress report provides an overview of the approach to consultation and engagement, the second section describes the consultation and engagement activities undertaken during this time period, and the third section summarizes community input and MFFN CAR Project Team's responses to this input for the EA milestone; and contains a discussion of how any input and information provided by the Indigenous communities have informed the development of the EA milestone.

1.2 Approach

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

- **Planned Activities for Indigenous communities[2]:**
  - Circulate Notice of Public Information Centres (PIC) and Aboriginal Treaty Rights and Interest (ATRI) Forum
  - Encourage engagement of Community Consultation Co-ordinators, as appropriate and by expressed community interest
  - Hold Indigenous leadership and community discussions / meetings, considering applicable and relevant subgroups (e.g., women, youth, elders), in-person and virtual

1. *Interested persons is used to describe individuals and groups (e.g., associations, non-government organizations, industry and academia) who could have an interest in the Project, including but not limited to communities in the region, those with commercial interests (e.g., forestry, trappers, outfitters, other mineral tenure holders in the area) and recreational users or those with recreational interest (e.g., campers, hunters and environmental groups).*
2. *For additional information on dates please see table 2-1 below.*

- Host additional PICs and ATRI Forums (in-person / or virtual)
- Support organization of the Three Roads Project Gathering and Expo
- Host virtual webinar(s)
- Develop plain language Project updates (translated, as required)
- Host Key informant interviews
- Produce Website update(s)
- Circulate Newsletter and email update(s)
- Post Social media update(s)
- Follow-up communication to confirm information was received and the material(s) provided were understood
- Inform on Field Studies and associated program

- **Targeted Input (request information to determine and identify):**
  - Seek feedback on the technically preferred route recommendation
  - Engage regarding Indigenous community values and topics of interest
  - Engage regarding potential effects and impact management measures to be considered
  - Engage regarding impacts of Project on Aboriginal or Treaty Rights, socio-community and economic impacts and potential impact management measures to avoid, mitigate and off-set the impact(s)
  - Seek feedback on Reports including Aboriginal Treaty Rights and Interests Existing Conditions Report and Stage 1 Archaeological Assessment Report
  - Seek feedback on cumulative effects
  - Seek feedback on GBA+ from relevant subgroups including elders and youths meetings
  - Seek confirmation whether input and feedback provided during the previous milestone was captured appropriately

The following additional activities and request for targeted input took place during the Identification of Preferred Alternatives milestone, including:

- **PIC #5: Existing Conditions Report and Route Selection Milestone**

  A formal notice and invitation to PIC #5 was emailed to the Project contact list and published on the Project website on October 10, 2023, and was also distributed in print, online and on the radio via multiple media outlets. Notices in English, French, Cree, Ojibway and Oji-Cree were available for download on the website. Multiple notices were distributed for the MFFN community members meetings, including a formal invitation and poster, a reminder email, and information posted on the MFFN and Geraldton private Facebook groups. The format of the community member meetings included (in sequence) opening remarks, a presentation with an informal Q&A session, followed by an open house period where MFFN community members could review maps, discuss and provide feedback to MFFN Community Member Advisors and Project Team members.

PIC #5 and the MFFN community member meetings were held from October 23rd to October 26th, 2023, and provided information on the following topics:

- what has happened since PIC #4, including what we have heard and how feedback is being considered;
- what we heard at the Aboriginal Treaty Rights and Interests (ATRI) forum in February 2023 and plans for the forum in November 2023;
- existing conditions results for completed studies;
- how Indigenous Knowledge (IK) is used and how it informs the process;
- achieving the next major milestone, to identify the preferred route;
- how route alternatives have been assessed and recommended, and how a preferred route will be chosen;
- cumulative effects and why it is important; and,
- next steps and future opportunities to get involved.

PIC #5 was held an in open house format and featured a series of display boards and large printed maps. MFFN Community Member Advisors, Project Team members and Consultants were available to guide attendees through the display boards and maps. Attendees were also invited to provide comments and feedback using the feedback forms, or by having one-on-one discussions with the Project Team members and associated Project representatives. These materials are provided in Appendix A. A summary of key feedback is included below.

Approximately 35 individuals attended PIC #5, with 21 attendees in Thunder Bay on October 25, 2023, and 14 attendees in Geraldton on October 26, 2023. Attendees who chose to self-identify from a community or organization on the sign-in sheets included members of: Marten Falls First Nation and Eabametoong First Nation.

Throughout the PIC, attendees were encouraged to share feedback, concerns and pose questions throughout the meeting or provide them in writing using the available feedback form.

PIC #5 was heavily concentrated on obtaining feedback for the final route selection. There were two alternative routes presented at PIC #5 which were divided into three separate segments, allowing MFFN community members and attendees of the public PIC to assess the different options that aligned with both route alternatives. Many comments and questions from the MFFN community member meetings and PIC #5 were related to the route alternatives. This feedback was used to modify the preliminary technically preferred route recommendation and inform the decision making process of the Band Council Resolution to select a final route. In addition, a definition and overview of the Cumulative Effects Assessment process was provided along with the inclusions list for their review and comment in person or through the feedback form.

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

An important part of the assessment process is collecting IK and information on Indigenous land and resource use to help understand baseline (existing) conditions, predict the potential effects of the Project, and determine appropriate mitigation and monitoring measures. The IK Program

was developed with the aim to collect IK relevant to the Project and information on Indigenous land and resource use in the vicinity of the Project area. The IK Program strives to collaborate with interested Indigenous communities and to discuss how relevant information will become part of the assessment processes and Project planning and design. During this reporting time period, an update on the Project IK Program with an updated schedule and timeline was distributed to Indigenous communities. Ongoing follow-up regarding the IK Program also took place.

A second ATRI Forum was held in Thunder Bay from November 21 to 23, 2023 with the province offering to fund up to 3 representatives from each Indigenous community to attend the event in person. The forum provided a private and inclusive space for representatives of Indigenous communities to meet with representatives from the province and the Project Teams for the Marten Falls First Nation Community Access Road, Northern Road Link and Webequie Supply Road. ATRI Forum #2 discussions focused on Aboriginal Treaty Rights and Interest, existing conditions, and cumulative effects. The format of day one of the forum included an opening ceremony, an overview of the agenda and projects, participant question and answer period, breakout discussion sessions and a movie screening. Day two consisted of both individual breakout discussions sessions and plenary / group discussion sessions. Day three included a cumulative effects overview presentation, a presentation on assessing potential cumulative effects for federal assessments, a question and answer period and a roundtable discussion on cumulative effects. 37 representatives from 10 indigenous communities and 1 indigenous organization attended the ATRI Forum, including Attawapiskat First Nation, Constance Lake First Nation, Eabametoong First Nation, Ginoogaming First Nation, Long Lake #58 First Nation, Marten Falls First Nation, Nibinamik First Nation, Webequie First Nation, Weenusk First Nation, Matawa First Nations Management and Red Sky Métis Independent Nation. Attendance is also noted in their community specific sections below.

Throughout the second ATRI Forum, dedicated discussion sessions were held to facilitate conversation and gather feedback on the three road projects. Individual breakout sessions were also held where representatives from each road project, and the Province, with the Impact Assessment Agency of Canada hosted separate meeting spaces for individual community representatives to discuss ATRI, related to each project, in a smaller-group setting. For those participants not in an individual breakout session, plenary / group sessions were hosted with a series of presentations and activities.

Some topics discussed included:

- Indigenous Knowledge work;
- Sites of importance and their inclusion in the ATRI Preliminary Existing Conditions Report;
- Impacts to wildlife, fish and the environment;
- Land utilization; Information sharing for the ATRI Preliminary Existing Conditions Report; and,
- General questions about the ATRI Preliminary Existing Conditions Report and the review process.

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

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

Marten Falls has adjusted the approach to engaging each Indigenous community based on these criteria but understands the list evolves as new information becomes available and more neighbouring Indigenous communities engage in the consultation and engagement opportunities provided.

The criteria noted above were also used to identify which communities would be offered funding to participate in the Indigenous Knowledge Program and in the Community Co-ordinator Program. This list has evolved as new information became available and more communities engage in the consultation and engagement program. **Table 1-1** identifies the status of funding offers for the Indigenous Knowledge Program and for participation in the Community Co-ordinator Program (as of July 31, 2024).

- **Three Roads Project Gathering & Expo**

A Three Roads Project Gathering and Expo was held in Thunder Bay from June 11 to 13, 2024 with the province offering to fund up to 3 representatives from each Indigenous community to attend the event in person. The forum was hosted by Indigenous Community and Engagement (ICE), with the support of MFFN CAR, Webequie Supply Road and Northern Road Link. The purpose of this forum was to build on the last two forums, which were focused on Aboriginal and / or Treaty Rights and Interests. The Gathering and Expo provided a space where participants could engage, consult and learn more about the three unique road projects, ask questions and share feedback.

The first day of the Three Roads Project Gathering and Expo invited community Elders to gather and engage with Project Teams for all three road projects and share their perspectives. The

second and third day of the gathering was open to other community members and government representatives to join discussions. Day two began with technical presentations on water, peatlands and building roads on peatlands. The afternoon of day two was reserved for an expo style forum where participants could visit various booths hosted by Project Team members for all three road projects and engage in discussion the various studies conducted by the different projects. The final day of the forum consisted of a half-day workshop to review the anticipated schedules for circulating the draft EA / IS for the MFFN CAR and the Webequie Supply Road. The goal was to inform participants about the proposed approach for the review process and seek clarification of the details in advance of the release of the draft EA / IS.

Approximately 44 individuals attended. Communities who attended the Tri-Road Forum are noted in their community specific sections below.

- **Targeted In-community Meetings**

Several community meetings occurred during the identification of preferred alternatives milestone. These meetings are captured in Section 2 Consultation Snapshot, and the individual community chapters. The below meetings summarize the Project-related meetings occurred between the MFFN CAR Project Team, Marten Falls First Nation and Aroland First Nation prior to the completion of the Identification of the Preferred Alternatives Milestone.

- **Aroland First Nation**

In Fall of 2023, the MFFN CAR Project was targeting to submit a request for Band Council Resolution (BCR) from MFFN on December 4, 2023. The MFFN CAR postponed the BCR to ensure adequate time to engage Aroland First Nation in key conversations; these were delayed due to the election cycle and change in leadership; discussions with Aroland First Nation occurred throughout June and July 2024 in advance of the MFFN CAR Project Team submitting the BCR. In April of 2024, a Task-Force was created between the two communities to discuss several items, including to advance discussions relating to the CAR and other road projects that help connect the CAR to the highway system and to support collaboration between the Nations. The MFFN CAR Project is aware that several Task-Force meetings have occurred between the two communities, at which the Project has been discussed, but these meetings are not exclusive to the Project, and fall outside of the scope of this Report.

Several Project-related meetings occurred between the MFFN CAR Project Team, Marten Falls First Nation and Aroland First Nation prior to the completion of the Identification of the Preferred Alternatives Milestone. These meetings occurred in the months of June and July 2024, with Aroland First Nation Chief and Council representatives and community members, in Aroland and Thunder Bay. The purpose of these meetings was to provide updates on the Project and to obtain feedback on the technically preferred route recommendation, cumulative effects and feedback on Segments 1, 2 and 3, and on the area around Dusey Lake.

The first set of meetings occurred with Aroland First Nation on June 19 in Thunder Bay and on June 20, 2024, in Aroland. During these meetings, the MFFN CAR Project Team presented an overview of the Project and latest updates, the preliminary technically preferred route recommendation, cumulative effects approach and inclusions list, the Draft EA / IS schedule, collaboration and engagement and next steps. Approximately 72 individuals attended these meetings. Participants were encouraged to share feedback, concerns and pose questions throughout the meeting or provide them in writing using the available feedback form. Questions were answered by MFFN Community Member Advisors and Project Team members. Questions and comments from Aroland First Nation community members included:

- Inquiries regarding who will be maintaining the road.
- Statements that the road seems to be a good thing for the MFFN community.
- The need to continue to build relationships
- Requests for an Open-House style meeting in-community for Aroland First Nation, in July.

The second round of meetings with Aroland First Nation occurred on July 15 in Thunder Bay and July 16, 2024, in Aroland. During these meetings, the MFFN CAR Project Team and Consultants presented information through an expo style forum. Display boards provided information on the purpose of the road, Segment 1, 2 and 3, the area around Dusey Lake, cumulative effects evaluation approach and inclusions list, engineering considerations, existing conditions and the Draft EA / IS schedule. Approximately 63 individuals attended these meetings. Participants were encouraged to share feedback, concerns and pose questions throughout the meeting or provide them in writing using the available feedback form. Questions were answered by MFFN Community Member Advisors and Project Team members. Questions and comments from Aroland First Nation community members included:

- The road will be beneficial to Marten Falls First Nation community members.
- Inquiries regarding engineering and road building.
- Discussions on safety.

- **Marten Falls First Nation**

Two MFFN community meetings occurred on October 23, 2023 in Thunder Bay and October 24, 2023 in Marten Falls First Nation in advance of PIC #5. Following the in-community meetings, an in-person PIC took place on October 25, 2023 in Thunder Bay and October 26, 2023 in Geraldton, Ontario. The first hour of the event was reserved for Indigenous community members, who were also welcomed to stay for the remainder of the event; the public was invited to join during the last two hours of the event.

A total of approximately[3] 30 Marten Falls First Nation community members attended the community member meetings. At these meetings , attendees were encouraged to share their

3. Sign-in at the events was voluntary, therefore numbers have been approximated.

feedback, concerns and pose questions or provide them in writing using the available feedback form. Questions were answered by MFFN Community Member Advisors and Project Team members / Consultants. The MFFN community meetings and PIC focused on the route selection milestone, existing conditions results of completed studies, and cumulative effects. The MFFN community members feedback centred around the preliminary technically preferred route recommendation presented. Community members did not support a portion (Segment 2) of the route that aligned with the Albany River. Community members shared that the area is special to them and would like to keep the road away from the river as much as possible. They also cited concerns related to long-term enjoyment of the river following construction of the route and the potential impact to wildlife.

Meetings with Marten Falls First Nation community members occurred on July 17 in Marten Falls and July 18, 2024, in Thunder Bay. During these meetings, the MFFN CAR Project Team presented information on the final route recommendation, cumulative effects evaluation approach and inclusions list, engineering considerations, existing conditions and the Draft EA / IS schedule. Approximately 55 individuals attended the meetings on July 17 and 18, 2024. Participants were encouraged to share feedback, concerns and pose questions throughout the meeting or provide them in writing using the available feedback form. Questions were answered by MFFN Community Member Advisors and Project Team members. Questions and comments from MFFN community members included:

- Road design, construction details and timelines;
- Post-construction concerns related to traffic, road safety, and access;
- Safety concerns related to the potential of more drugs and alcohol entering the community
- Optimism that the road would benefit the community, offering better access to mental health support, building materials, groceries and fuel, and more job opportunities.

The purpose of the meetings with Aroland First Nation and Marten Falls First Nation, in June and July 2024, was to present the final technically preferred route recommendation that had been refined based on feedback received to date and solicit any additional comments, feedback or concerns on the route. The feedback received by attendees of both Aroland First Nation and Marten Falls First Nation demonstrated support for the recommendation that would contribute to the Band Council Resolution on selecting a final route.

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

Several field programs took place during the Identification of Preferred Alternatives milestone. To help Indigenous communities better understand the field studies related to valued components, Field Notices were distributed with plain language information about what the Project is studying, why it is important, when the field studies are taking place, and what to expect when crews are in the field (e.g., an increase in air traffic as crews travel by helicopter). Field crews were accompanied by a MFFN community member Field Assistant or Community Member Advisor, and in several cases, opportunities were extended to Aroland First Nation to participate in

Groundwater and Geochemistry programs due to their interests and proximity to the Study Area. The following notices were published in advance of their respective field studies:

- **Summer 2023 Field Notice** was distributed in July 2023 and provided information about the seasonal Groundwater and Geochemistry program, and Vegetation program.
- **Fall 2023 Field Notice** was distributed in September 2023 and provided information about the seasonal Groundwater and Geochemistry Program, and Atigwag / Caribou Collaring and Mortality Investigation.
- **Winter 2024 Field Notice** was distributed in January 2024 and provided information about the Atigwag / Caribou Collaring and Mortality Investigation.
- **Spring 2024 Field Notice** was distributed in April 2024 and provided information about the seasonal Groundwater and Geochemistry Program.
- **Summer 2024 Field Notice** was distributed in July 2024 and provided information about the seasonal Groundwater and Geochemistry Program, as well as the Geotechnical Investigation Program for aggregate sites and water crossings.

Each notice included links to educational videos and webinars on valued components related to the upcoming field programs. Field notices were distributed by email and posted on the MFFN CAR website. Social media posts with information about upcoming field programs were timed to coincide with the publication of field notices, and information was also shared through the MFFN CAR monthly electronic newsletter.

In addition to published field notices, plain language summaries of existing conditions reports for each of the MFFN CAR disciplines were distributed at PIC #5, the Three Roads Project Gathering and Expo, and in-person meetings with Aroland First Nation, Long Lake #58 First Nation and Marten Falls First Nation. The existing conditions plain language summaries were between 2-3 pages in length and included information about project findings relevant to each discipline, and maps of study areas.

- **Raising Awareness**

Several activities were completed related to raising awareness on the Project and encouraging opportunities to meet with the MFFN CAR Project Team. Monthly electronic newsletters were distributed (referred to as E-Blasts) and always included a section seeking those interested to reach out and schedule a meeting with the MFFN CAR Project Team. The public Marten Falls Community Access Road Facebook account and the private MFFN members only Facebook account was used to share information and promote upcoming events. An MFFN CAR Instagram and LinkedIn accounts were created to reach a wider audience in sharing information and promoting events. The MFFN CAR website was continuously updated to reflect information that had been shared via the electronic newsletters and social media accounts.

1.3 Project Notifications and Information Releases

A formal notice and invitation to PIC #5 was published on the Project website (www.martenfallsaccessroad.ca/documents/#notices) on October 10, 2023 in English, Cree, French, Ojibway and Oji-Cree and distributed in print, online and on the radio via multiple outlets, as outlined below.

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

- **Print Advertisements:**
  - The Chronicle Journal: October 23, 2023
  - Geraldton Times Star: October 18, 2023
  - Thunder Bay Source: October 19, 2023
- **Online Advertisements**
  - MFFN All Season Community Access Road Project Website (www.martenfallsaccessroad.ca/documents/#notices): October 10, 2023
  - MFFN CAR Facebook page: October 11 and 23, 2023
  - MFFN Greenstone Facebook Private page: October 26, 2023
  - MFFN members only Facebook page: October 20, 2023
  - Northern Ontario Business: October 11 – 26, 2023
  - NWO NewsWatch: October 13, 2023
  - SN NewsWatch: October 13, 2023
  - Thunder Bay News Watch: October 11, 2023
  - Wawatay News: October 16 – 26, 2023
- **Radio Advertisements**
  - Wawatay Radio: three times per day on October 16, 17, 18, 19, 20, 23, 24, 25, 26, 2023 (in English)
  - CFNO Radio: 30 second ad from October 16 – 25, 2023

The electronic Project mailing list (anyone who opts-in to receive Project emails) also received the notice on October 10, 2023, which includes the following groups:

- MFFN Chief, Council members and community members
- MFFN CAR Project Team
- Indigenous community key contacts (as requested by Indigenous communities), e.g., Chief and Council members, consultants and / or band office contacts
- Tribal Councils, Provincial Territorial Organizations and Métis Nation
- Indigenous Peoples (i.e., Indigenous community members who opted in and are not identified as key contacts)
- Businesses
- Tourism operators

- Community and interest groups and non-governmental organizations
- Forest management companies
- Mining claim holders
- Unaffiliated members of the public
- Emergency medical services and law enforcement
- Political parties and their contacts
- Neighbouring projects and their key contacts
- Government Review Team (GRT)
- Non-GRT government representatives

MFFN Chief, Council members and community members also received a reminder email for PIC #5 and the community meetings in preparation for PIC #5 on October 19, 2023.

In addition to PIC #5 notifications, the Project website (www.martenfallsaccessroad.ca) was periodically updated with Project information including all relevant Project notices (e.g., NoC of EA, Discussion Guides, videos, monthly E-Blasts) and other Project-related materials such as mapping. More details are included in **Section 2** below.

1.4 Summary of Indigenous Community and Organization Consultation

As outlined in Milestone Progress Report #1, 23 Indigenous communities and 8 Tribal Councils were identified for engagement. This list is included in **Table 1-1**.

The following remaining communities continue to receive general information about the Indigenous Knowledge Program, including opportunities to participate in the program, and should their interest change, future discussions will take place regarding funding for the Indigenous Knowledge Program (up to milestone 5). If participation in the Indigenous Knowledge Program changes, their involvement in the Community Co-ordinator Program will also be re-assessed.

- Kingfisher Lake First Nation;
- Wapekeka First Nation;
- Wawakapewin First Nation;
- Wunnumin Lake First Nation;
- Kitchenuhmaykoosib Inninuwug First Nation;
- Mishkeegogamang First Nation;
- Métis Nation of Ontario (MNO); and
- Red Sky Métis Independent Nation.

Table 1-1: Status of Neighbouring Indigenous Communities' Participation in the Community Co-ordinator Program and Funding Offer for the Indigenous Knowledge Program

No.	Community	Offered Participation in Community Co-ordinator Program	Status of Uptake in Community Co-ordinator Program	Offered Funding for Indigenous Knowledge Program	Status of Funding Offer for Indigenous Knowledge Program
1.	■ Aroland First Nation	■ Yes	■ Aroland First Nation is reviewing applicants for the position	■ Yes	■ Final versions of sharing and funding agreements have been signed by Community Access Road team and are with Aroland First Nation for review ■ Received Indigenous Knowledge Report from the Community
2.	■ Attawapiskat First Nation	■ Yes	■ Offered ■ Has not responded to offer	■ Yes	■ Indicated they do not want to participate in the Indigenous Knowledge Program
3.	■ Animbiigoo Zaagi'igan Anishinaabek First Nation	■ Yes	■ Offered ■ Has not responded to offer	■ Yes	■ Updated version of sharing agreement is with the community for review ■ The funding agreement is with the Community Access Road team to sign
4.	■ Constance Lake First Nation	■ Yes	■ Offered ■ Community Co-ordinated funding agreement with the community for review	■ Yes	■ The sharing agreement is with the community to sign ■ The updated funding agreement is with the community for review
5.	■ Eabametoong First Nation	■ Yes	■ Offered ■ Has not responded to offer	■ Yes	■ Updated versions of the sharing and funding agreements are with the community for review
6.	■ Fort Albany First Nation	■ Yes	■ Offered ■ Acknowledged offer	■ Yes	■ The final versions of the sharing and funding agreements have been signed by the Community Access Road team and the community ■ Received Indigenous Knowledge Report from the Community
7.	■ Ginoogaming First Nation	■ Yes	■ Offered ■ Have expressed interest in program; actively recruiting.	■ Yes	■ The sharing agreement is with the community for review and sign-off ■ The final version of the funding agreement has been signed by the Community Access Road team and the community
8.	■ Kasabonika Lake First Nation	■ Yes	■ Offered ■ Has not responded to offer	■ Yes	■ Updated versions of the sharing and funding agreements are with the community for review

No.	Community	Offered Participation in Community Co-ordinator Program	Status of Uptake in Community Co-ordinator Program	Offered Funding for Indigenous Knowledge Program	Status of Funding Offer for Indigenous Knowledge Program
9.	■ Kashechewan First Nation	■ Yes	■ Offered ■ Acknowledged offer	■ Yes	■ The final versions of the sharing and funding agreements have been signed by the Community Access Road team and the community
10.	■ Long Lake #58 First Nation	■ Yes	■ Offered ■ Acknowledged offer	■ Yes	■ The sharing agreement is with the community for review and sign-off ■ The funding agreement is with the community for review
11.	■ Marten Falls First Nation	■ Yes	■ One previous Community Co-ordinator hired; one current Community Co-ordinator	■ Yes	■ The final versions of the sharing and funding agreements have been signed by the Community Access Road team and the community ■ Received Indigenous Knowledge Report from Community
12.	■ Neskantaga First Nation	■ Yes	■ Offered ■ Has not responded to offer	■ Yes	■ The first draft of the sharing and funding agreements are with the community for review
13.	■ Nibinamik First Nation	■ Yes	■ Offered ■ Has not responded to offer	■ Yes	■ Updated versions of the sharing and funding agreements are with the community for review
14.	■ Webequie First Nation	■ Yes	■ Offered ■ Has not responded to offer	■ Yes	■ Updated versions of the sharing and funding agreements are with the community for review
15.	■ Weenusk First Nation	■ Yes	■ Offered ■ Has not responded to offer	■ Yes	■ The final version of the sharing and funding agreements have been signed by the Community Access Road team and the community ■ Received Indigenous Knowledge Report from the Community

As of July 31, 2024, the Project has received communication from 19 of the communities or tribal councils listed in Table 1-1. Those communities or tribal councils MFFN CAR has met with during the Identification of Preferred Alternatives milestone are indicated with an asterisk (*) below:

- Marten Falls First Nation*;
- Aroland First Nation*;
- Attawapiskat First Nation*;
- Constance Lake First Nation;
- Chiefs of Ontario;
- Fort Albany First Nation;
- Ginoogaming First Nation*;
- Kashechewan First Nation;
- Long Lake #58 First Nation*;
- Métis Nation of Ontario;
- Mushkegowuk Council;
- Nibinamik First Nation*;
- Nishnawbe Aski Nation;
- Nokiiwin Tribal Council;
- Matawa First Nations Management;
- Wapekeka First Nation;
- Weenusk First Nation*;
- Red Sky Métis Independent Nation (RSMIN)*
- Animbiigoo Zaagi'igan Anishinaabek First Nation (AZA); and
- Kitchenuhmaykoosib Inninuwug First Nation.

The remaining 12 communities or tribal councils have not communicated with MFFN between June 1, 2023 and July 31, 2024. MFFN remains available to meet with these communities in the future and continues outreach on an ongoing basis; providing the same milestone information (e.g., Discussion Guides, monthly E-Blasts, notifications, field notices) offered to all of the 23 Indigenous communities and 8 Tribal Councils being engaged. These communities include:

- Eabametoong First Nation (Fort Hope);
- Independent First Nations Alliance;
- Kasabonika Lake First Nation;
- Kingfisher Lake First Nation;
- Mishkeegogamang First Nation;
- Neskantaga First Nation;
- Shibogama First Nations Council;
- Union of Ontario Indians;
- Webequie First Nation;
- Wunnumin Lake First Nation;
- Wawakapewin First Nation.

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

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

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

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

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

Indigenous communities have been contacted regularly by the MFFN CAR Project Team with conversations ranging from: field study / valued component (e.g., educational videos and webinars); information and surveys; regular Project email updates, including monthly E-Blasts; in-person outreach (via telephone and email); the IK Program; Community Co-ordinator Program; PIC #5; invitation to the second ATRI Forum, and offers to meet (e.g., Chief and Council meetings followed by meetings with the broader community). Comments, issues and questions received from Indigenous communities that can be shared publicly are included in **Section 3**.

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

- Distributed Milestone #2 Progress Report via email;
- Completed follow-up phone calls and emails to confirm receipt of notifications and other distributed materials;
- Circulated Project updates, including 13 E-Blasts;
- Sent emails and phone calls to confirm interest in being consulted on the Project (for communities that had not yet expressed interest);

- Held conference calls / in-person meetings with community representatives and / or community meetings with Indigenous communities;
- Distributed field notices and updates regarding specific programs;
- Circulated IK Program key milestone reminders and information sheet;
- Completed follow-up via phone calls and emails regarding E-Blast contents, field programs and corresponding Discussion Guides, Community Co-ordinator Program, IK Program and ATRI forum;
- Several offers to meet;
- Distributed Stage 1 Archaeological Assessment Report;
- Circulated Community Co-ordinator Program letter offering to hire members of specific Indigenous communities as Project-specific Community Co-ordinators. A description of the role was provided and offer to setup a meeting to discuss further;
- Distributed Notice of PIC #5 Existing Conditions Report and Route Selection Milestone;
- Held PIC #5 in Thunder Bay and Geraldton, along with two in-community MFFN meetings, and online version of the PIC #5;
- Distributed 10 plain language videos showcasing different valued components and supporting content in Field Study Discussion Guide and Notices;
- Held meetings with MFFN Chief and Council and broader community;
- Distributed notices for the online Webinar Series, including Route Selection Milestone and Climate Change and Adaptation. Follow-ups included encouragement to provide feedback for the Climate Change Webinar via a survey;
- Hosted an online Webinar Series; and
- Held the second ATRI Forum in person.

Specific Indigenous communities were also offered funding through the Community Co-ordinator Program—these communities have been most engaged and active on the Project or have indicated interest in engaging on the Project and requiring financial support. In addition, MFFN and Aroland First Nation members were also offered employment opportunities as Field Study Support Staff to assist with field programs.

1.5 Summary of Input and Information Received and EA Milestone Development

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

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

Input and Information Provided by Indigenous Communities	How the Development of the EA Milestone or EA has been or may be Informed
Specific Feedback Provided on Environmental Existing Conditions ■ Specific feedback was provided on the bird field program, including birds observed and comments on their habitats. ■ Specific feedback was provided on the wolverine field program. ■ Confidential information regarding the Albany River was provided and is considered as IK. ■ Caribou were identified in the District of Kenora. ■ Request to participate in field studies.	■ Birds and comments on their habitats were noted for the bird field program. ■ One site of the wolverine hair snag was changed based on feedback provided. ■ The EA has been informed by confidential information regarding the Albany River and details are being kept confidential. ■ The general identification of caribou location(s) has been noted. ■ Members of Aroland First Nation were invited to participate in the Groundwater and Geochemistry field program, including a flyover and planning for subsequent drilling program (outside of this reporting time period); any feedback provided during the flyover will be considered as part of the EA.
Concerns Related to Environmental Existing Conditions; Additional Details Required ■ It was noted that a spawning area could be relocated if it would be disrupted by the Project ■ Concern was expressed for watersheds ■ Concern was expressed regarding caribou migration and impacts to gathering rights ■ Concern was expressed related to salting on the road and impacts to nearby rivers	■ Relocating spawning areas has not yet been determined due to insufficient details provided. Ongoing follow-up is taking place to receive additional information to help identify the spawning area. ■ More specific details are required related to concerns for watersheds. As part of the alternative selection, effects to Natural Environment will be taken into consideration. ■ More specific details are required related to concerns for caribou migration and impacts to gathering rights. ■ The concern regarding salting and nearby rivers has been noted and maintenance of the Community Access Road, including usage of salt, will be one of the indicators for the evaluation.
Interests Related to Environmental Existing Conditions; Additional Details Required ■ Several communities indicated interest in different topics related to existing conditions without providing specific feedback or comments. Some examples include receiving field study results when they become available for caribou	■ Interest in topics has been noted for each community. The MFFN CAR Project Team continues to distribute Discussion Guides related to field studies, educational videos and webinars on valued components. Information on field studies is shared in the monthly Project updates and in seasonal Field Notices (sent via email and posted on the project website). Early observations and methods for field studies completed to-date have been provided at PIC #3, PIC #4 and PIC #5 as information has become available. Meetings will continue to be offered based on specific topics of interest to solicit additional feedback and issues.

Input and Information Provided by Indigenous Communities	How the Development of the EA Milestone or EA has been or may be Informed
Route Alignment ■ A variety of comments were provided on the route alignment near MFFN, including: river and ice levels can be high near MFFN and there are locations where the bank is eroding and could affect the road; intense rain could damage the road and impact streams due to erosion; safety concerns were raised regarding truck activities (including dust, noise, low visibility and speeding) north of the airport and children who play in the same area; and concerns regarding how the Community Access Road may interfere with MFFN community activities (e.g., gathering firewood, social events) ■ Feedback was obtained through community meetings and PIC #5 contributing to the final route selection. During October 2023, two in-community meetings and PIC #5 were held to receive feedback on the preliminary technically preferred route recommendation. Many comments were received regarding the proposed route for Segment 2 (Alternative 1: Albany Crossing). Community input did not align with the technically preferred segment proposed by the Project Team. Community members indicated that they did not want the route running along the Albany River and cited a range of concerns including short term and longer-term impacts on the river, wildlife and vegetation and enjoyment of the river.	■ Concerns related to the route alignment closer to MFFN have been noted and will continue to be considered as part of the EA. As part of the EA, the evaluation will identify the preferred route for the Community Access Road, temporary infrastructure and aggregate sources with the least potential for negative effects, greatest opportunity for mitigating negative effects and greatest benefits to the community. Safety is a crucial consideration when evaluating the route and is featured in every study within the EA and starts with the road design. Design of the CAR includes consideration for drainage, visibility, speeding, ice and riverbank stability. The Air and noise reports consider and include mitigations where impacts from noise and dust may be a concern. The water reports consider potential effects due to erosion, and the climate change report considers concerns related to extreme weather events such as intense rainfall. ■ Based on community members' feedback, the preliminary technically preferred route recommendation was refined to reflect the feedback heard during the October 2023 meetings. The final route recommendation was altered to reflect the community's preference to have Alternative 4 be the preferred alternative for Segment 2 (Albany Crossing). Receiving Indigenous Knowledge for the area between late 2023 and mid 2024 further confirmed that Alternative 4 for Segment 2 was the decision supported by Marten Falls First Nation Chief and Council and community members. The Band Council Resolution for the final route recommendation was sent to MFFN Chief and Council on July 31, 2024,
Cumulative Effects, Road Projects and Regional Assessment ■ Some communities expressed concerns regarding cumulative effects / impacts in the Project area, including the scope of the EA, impacts from all three road projects (the Community Access Road, Webequie Supply Road and Northern Road Link), the Regional Assessment and a moratorium on the Ring of Fire activities.	■ Some of the comments received were directed to government agencies (e.g., NDMNRF, MECP, the Agency) to respond to as they were outside of the scope of the Community Access Road Project. In terms of cumulative effects, if specific details from other projects are provided they will be considered as part of the EA; the EA will predict cumulative effects of the preferred alternative with the effects of past, present and reasonably foreseeable projects. Cumulative effects assessment methods were shared during the Identification of Preferred Alternatives milestone at PIC #4 at the ATRI Forum #2 and again during community meetings in July 2024.
Impacts from COVID-19 ■ Some communities expressed inability to effectively engage with their community members due to the COVID-19 pandemic.	■ The MFFN CAR Project Team worked with each Indigenous community's preference in how they would like to be consulted and engaged, whether virtually or in-person and in light of the COVID-19 pandemic or other crises. Custom consultation plans and protocols were also offered and will be followed up on with communities who expressed interest.

Input and Information Provided by Indigenous Communities	How the Development of the EA Milestone or EA has been or may be Informed
Timeline Extensions ■ Some communities requested extended Project timelines, for both the provincial and federal processes.	■ The MFFN CAR Project Team will work with communities to understand their individual needs regarding timeline extensions. The request for an IS extension was granted. Communities will continue to be kept informed on timelines.
Request for Funding ■ Some communities expressed need for provincial participant funding to participate in consultation and engagement activities. There has also been ongoing co-ordination to onboard communities to the IK Program and Community Co-ordinator Program, with funding provided by the MFFN CAR Project Team.	■ While participant funding is issued by the Province and not the MFFN CAR Project Team, requests were shared with the province to respond to. ■ Additional funding for Indigenous communities include participation in the IK Program and Community Co-ordinator Program. Additionally there is funding associated with participation in field monitoring program(s) for Marten Falls First Nation and in some instances, Aroland First Nation. The MFFN CAR Project Team has followed up with Indigenous communities via phone and email throughout this milestone regarding funding opportunities.
Revision to ATRI Study Areas for the Impact Assessment ■ Based on feedback from Indigenous communities and the information collected to select a technically preferred Route Alternative, concerns were expressed to revise the ATRI study areas for the Impact Assessment to focus on the technically preferred Route Alternative.	■ The ATRI environmental discipline made changes to the ATRI study area for the Impact Assessment which included an increase to the local study area from a 5 km buffer to a 10 km buffer and changed the Regional Study Area to increase in size of more than double the area.

A detailed record of the efforts made to consult and engage with each of the 31 Indigenous communities and indigenous organizations communication received from the communities from June 1, 2023 to July 31, 2024 is provided in **Section 3**. The following sections summarize key consultation activities and issues received through consultation and engagement activities during this time period. The report for each community also includes discussion of how any input and information provided by the Indigenous communities have informed the development of the Identification of Preferred Alternatives milestone.

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

2. Consultation Snapshot

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

Items in black occurred during the NoC of EA Milestone between October 29, 2021 to June 30, 2022 and the Effects Assessment Milestone from July 1, 2022 to May 31, 2023. Items in blue occurred during the Identification of Preferred Alternatives Milestone from June 1, 2023 to July 31, 2024.

Table 2-1: Consultation Snapshot – From June 1, 2023, to July 31, 2024

Project Phases: NoC of EA, Effects Assessment and Identification of Preferred Alternatives			
Activity	**Audience**		
	Indigenous Communities	***Interested Persons***	***Agencies & Government Bodies***
NoC			
■ Distribution of EA NoC (October 29, 2021).	✓	✓	✓
■ NoC Advertisement (October 29 to November 12, 2021).	✓	✓	✓
Interim Record of Consultation and Engagement (RoCE)			
■ Draft Interim RoCE distributed to Indigenous communities for review (December 6, 2022).	✓		
■ Email follow-up distributed in January 2023.	✓		
Milestone Progress Report #1			
■ Draft Progress Report distributed to Indigenous communities for review (December 6, 2022)	✓		
■ Email follow-up distributed in January 2023.	✓		
Milestone Progress Report #2			
■ Draft Progress Report distributed to Indigenous communities for review (November 27, 2023)	✓		
■ Email follow-up to request re-download of Draft Progress Report (November 29, 2023)	✓		
■ Archaeology Assessment Reports for Stage 1 and Stage 2 distributed (February 3, 2023)	✓		
Public Information Centres (PIC)			
■ PIC #3 Notice distributed (June 13, 2022)	✓	✓	✓
■ PIC #3 in Thunder Bay (June 27, 2022)	✓	✓	✓
■ PIC #3 in Geraldton (June 29, 2022)	✓	✓	✓
■ PIC #4 Notice distributed (November 22, 2022)	✓	✓	✓
■ PIC #4 in Thunder Bay (December 7, 2022)	✓	✓	✓
■ PIC #4 in Geraldton (December 8, 2022)	✓	✓	✓
■ PIC #5 Notice distributed (October 10, 2023)	✓	✓	✓
■ PIC #5 in Thunder Bay (October 25, 2023)	✓	✓	✓
■ PIC #5 in Geraldton (October 26, 2023)	✓	✓	✓
■ Follow-up letters, emails, and phone calls to Indigenous communities regarding the Project.	✓		

Project Phases: NoC of EA, Effects Assessment and Identification of Preferred Alternatives			
Activity	**Audience**		
	Indigenous Communities	***Interested Persons***	***Agencies & Government Bodies***
Individual Project Meetings			
■ In-person meeting with Marten Falls First Nation to provide an update on the Project and the approval of the Terms of Reference (November 16-17, 2021)	✓		
■ Presented to the Mushkegowuk Council AGM (in-person, November 24, 2021)	✓		
■ A teleconference meeting with Marten Falls First Nation to discuss the Environmental Assessment and Impact Assessment (February 2, 2022)	✓		
■ Teleconference with Métis Nation of Ontario (MNO) to discuss the IK Program (February 4, 2022). Note: Also captured under the IK Program section below	✓		
■ Teleconference with Constance Lake First Nation (April 21, 2022). Note: Also captured under the IK Program and Community Co-ordinator section below	✓		
■ Teleconference presentation to Mushkegowuk Tribal Council's Terrestrial Working Group (May 18, 2022)	✓	✓	
■ In-person meeting with Marten Falls First Nation community members in advance of PIC #3 (June 28, 2022)	✓	✓	
■ In-person meeting regarding Community Co-ordinator and IK Programs with Long Lake # 58 (August 9, 2022).	✓		
■ Helicopter flyover to visually inspect three potential groundwater sites with Aroland First Nation (August 17 and 18, 2022).	✓		
■ In-person meeting with Marten Falls First Nation community members in advance of PIC #4 (November 2, 2022)	✓	✓	
■ In-person meeting with Marten Falls First Nation community members in advance of PIC #4 (December 6, 2022)	✓	✓	
■ Well drilling activities monitored by Aroland First Nation representatives (November 25 – December 3, 2022).	✓		
■ A teleconference meeting with Long Lake #58 First Nation to discuss the Community Co-ordinator Program and IK Program (February 13, 2023).	✓		
■ A virtual meeting with Long Lake #58 First Nation, Constance Lake First Nation and Ginoogaming First Nation to discuss the Archaeology and Cultural Heritage reports (April 21, 2023).	✓		
■ Teleconference with Métis Nation of Ontario (MNO) to discuss Archaeology and Cultural Heritage Program (April 27, 2023)	✓		
■ In-person Nation-to-Nation meeting with Eabametoong First Nation to provide an overview of the MFFN CAR (May 10, 2023)	✓		
■ A virtual meeting with Marten Falls First Nation was held regarding the engineering, construction and the route selection process for the Project (May 15, 2023).	✓		
■ A virtual meeting with Long Lake #58 First Nation's legal counsel to discuss the IK Sharing Agreement (May 17, 2023).	✓		
■ A virtual meeting with Long Lake #58 First Nation was held to provide a Project overview (August 29, 2023).	✓		
■ In-person meeting with Marten Falls First Nation community members in advance of PIC #5 (October 23, 2023)	✓	✓	

Project Phases: NoC of EA, Effects Assessment and Identification of Preferred Alternatives			
Activity	**Audience**		
	Indigenous Communities	***Interested Persons***	***Agencies & Government Bodies***
■ In-person meeting with Marten Falls First Nation community members in advance of PIC #5 (October 24, 2023)	✓	✓	
■ A virtual meeting with Long Lake #58 First Nation was held as a follow-up to discuss the Community Co-ordinator and IK Program meeting (November 10, 2023).	✓		
■ A virtual meeting held with Attawapiskat First Nation representatives to discuss the MFFN CAR Project and Caribou Study Plan (December 4, 2024).	✓		
■ In-person meeting with Nibinamik First Nation to provide a Project update (January 16, 2024).	✓		
■ A virtual meeting with Red Sky Métis Independent Nation to review the Draft preliminary ATRI Existing Conditions Report (March 19, 2024).	✓		
■ In-person Nation-to-Nation meeting with Aroland First Nation to build on and improve the relationship between the two nations and to provide both Nations the opportunity to discuss any concerns or issues, including the previously drafted Communication Protocol Agreement (April 19, 2024).	✓		
■ In-person taskforce meeting between Marten Falls First Nation and Aroland First Nation (May 7, 2024).	✓		
■ In-person taskforce meeting between Marten Falls First Nation and Aroland First Nation (May 28, 2024).	✓		
■ In-person Chief and Council meeting with Marten Falls First Nation to provide a Project update (May 29, 2024).	✓		
■ Virtual meeting with Attawapiskat First Nation to discuss the Spring Groundwater Program (May 31, 2024).	✓		
■ A virtual meeting with Weenusk First Nation to provide a Project update and discuss the IK Program and socio-economic programs (June 5, 2024).	✓		
■ In-person meetings with Aroland First Nation community members to obtain feedback on the final route recommendation, existing conditions and cumulative effects, including inclusions list (June 19-20, 2024).	✓		
■ In-person meeting with Long Lake #58 First Nation Elders and community members to present the preliminary technically preferred routes (June 20, 2024).	✓		
■ In-person meetings with Aroland First Nation community members to obtain feedback on the final route recommendation including Segment 1, Dusey Lake, Segment 2, Segment 3, cumulative effects, evaluation approach and inclusions list, engineering considerations and existing conditions (valued component studies) (July 15-16, 2024).	✓		
■ In-person meetings with Marten Falls First Nation community members to confirm selection of the final route selection, cumulative effects, evaluation approach and inclusions list, engineering considerations and existing conditions (valued component studies) (July 17-18, 2024).	✓		
■ A virtual meeting held with Attawapiskat First Nation to discuss the draft ATRI Existing Conditions Report (July 23, 2024).	✓		

Project Phases: NoC of EA, Effects Assessment and Identification of Preferred Alternatives			
Activity	**Audience**		
	Indigenous Communities	***Interested Persons***	***Agencies & Government Bodies***
Other Notices / Newsletters			
■ 2021 Highlights Letter distributed to Indigenous communities via email (December 15, 2021)	✓		
■ Phone calls to Indigenous communities to follow-up on the December E-Blast, Winter Discussion Guide and field notice (December 16 to 17, 2021).	✓		
■ Circulated Monthly Project Update Email Blast (referred to as E-Blast) – October 2021 (November 3, 2021) – November 2021 (November 30 2021) – December 2021 (December 15, 2021) – January 2022 (January 31, 2022) – February / March 2022 (March 15, 2022) – April 2022 (April 29, 2022) – May 2022 (May 27, 2022) – June 2022 (June 24, 2022) – July 2022 (July 26, 2022) – August 2022 (August 19, 2022) – September 2022 (September 29, 2022) – October 2022 (November 2, 2022) – November 2022 (November 25, 2022) – December 2022 (December 20, 2022) – January 2023 (January 30, 2023) – February 2023 (February 28, 2023) – March 2023 (April 4, 2023) – April 2023 (April 28, 2023) – May 2023 (June 7, 2023) – June 2023 (June 28, 2023) – July 2023 (August 2, 2023) – August 2023 (September 1, 2023) – September 2023 (September 28, 2023) – October 2023 (November 2, 2023) – 2023 Year In Review (December 12, 2023) – January 2024 (January 31, 2024) – February 2024 (March 1, 2024) – March 2024 (April 3, 2024) – April 2024 (April 30, 2024) – May 2024 (May 30, 2024) – June 2024 (July 9, 2024)	✓	✓	✓
■ Circulated Field Study Notices & Discussion Guides: – Winter Field Program Notice and Discussion Guide (December 10, 2021) – Furbearer Ground Track Survey Update (January 19, 2022) – Bird Aerial Surveys Update (February 4, 2022) – Wolverine Den Surveys Notice (February 14, 2022) – Wolverine Hair Snag Program and Bird Autonomous Recording Unit Update (March 3, 2022) – Wolverine Den Survey Update (March 9, 2022) – Early Spring Notice (March 29, 2022) – Terrain and Soils Notice (May 11, 2022) – Surface Water, Fish and Fish Habitat Notice (May 30, 2022) – Vegetation Field Notice (June 10, 2022)	✓	✓	✓

Project Phases: NoC of EA, Effects Assessment and Identification of Preferred Alternatives			
Activity	**Audience**		
	Indigenous Communities	***Interested Persons***	***Agencies & Government Bodies***
– Groundwater and Geochemistry (July 29, 2022) – Fall Field Programs Update (September 16, 2022) – Winter / Spring 2023 Field Notice (December 1, 2022) – Field Programs updates (March 9, 2023) – Spring 2023 Field Notice (April 21, 2023) – Summer 2023 Field Notice (July 12, 2023) – Fall 2023 Field Notice (September 15, 2023) – Winter 2024 Field Notice (January 18, 2024) – Spring 2024 Field Notice (April 17, 2024) – Spring Groundwater Program Update (May 23, 2024) – Summer 2024 Field Notice (July 16, 2024)			
■ Matawa Messenger newsletter feature (June 2022) ■ Follow-up to furbearer winter tracking field program notice (January 27, 2023) ■ Follow-up on ungulate aerial survey notice (February 15, 2023)	✓	✓	✓
■ Webinar Series: – Animals and Wildlife (Ungulates and Furbearers) (November 15, 2022) – Surface Water, Fish & Fish Habitat (November 29, 2022) – Archaeology and Cultural Heritage (January 10, 2023) – Vegetation and Physiography (January 17, 2023) – Peatlands (January 31, 2023) – Air Quality, Greenhouse Gases and Climate Change (February 14, 2023) – Socio-Economic Studies Part I (February 21, 2023) – Socio-Economic Studies Part II (February 28, 2023) – Groundwater and Geochemistry (March 14, 2023) – Birds (March 21, 2023) – Reptiles, Amphibians, Insects and Bats (March 28, 2023) – ATRI (April 4, 2023) – Route Selection Milestone (November 16, 2023) – Climate Change Webinar (February 8, 2024)	✓	✓	✓
■ Stage 1 Archaeological Assessment Report (June 3, 2024)	✓		
Indigenous Knowledge (IK) Program			
■ Circulated an update on the MFFN CAR IK Program which included an updated schedule and timeline for Indigenous communities to share IK (January 21 to 24, 2022)	✓		
■ Teleconference with Métis Nation of Ontario (MNO) to discuss the IK Program (February 4, 2022)	✓		
■ Teleconference with Constance Lake First Nation to discuss the IK Program (and Community Co-ordinator Program) (April 21, 2022)	✓		
■ IK Program Update on the Proposed ATRI Study Areas Memo and ATRI Shapefiles were distributed via email. (August 2022)	✓		
■ Distributed a Save the Date for the upcoming ATRI Forum and Cultural Heritage Workshop via email (December 20, 2022)	✓		
■ Invitation to ATRI Forum distributed (January 13, 2023, and February 1, 2023)	✓		
■ ATRI Forum and Cultural Heritage Workshop in Thunder Bay (February 8 – 9, 2023)	✓		

Project Phases: NoC of EA, Effects Assessment and Identification of Preferred Alternatives			
Activity	**Audience**		
	Indigenous Communities	***Interested Persons***	***Agencies & Government Bodies***
■ IK Program timeline and update letter (March 22, 2023)	✓		
■ IK Program timeline and update letter (June 22, 2023)	✓		
■ IK Program timeline and update letter (October 5, 2023)	✓		
■ IK Program timeline and update letter (November 10, 2023)	✓		
Community Co-ordinator Program			
■ Distribution of letter introducing the Community Co-ordinator Program to 13 neighbouring Indigenous communities including job posting (March 17, 2022)	✓		
■ Teleconference with Constance Lake First Nation to discuss the Community Co-ordinator Program (and the IK Program) (April 21, 2022)	✓		

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

3.1 Consultation and Engagement with Indigenous Communities

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

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

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

4. References

AECOM, 2019:

Draft Terms of Reference Marten Falls First Nation Community Access Road – Environmental Assessment.

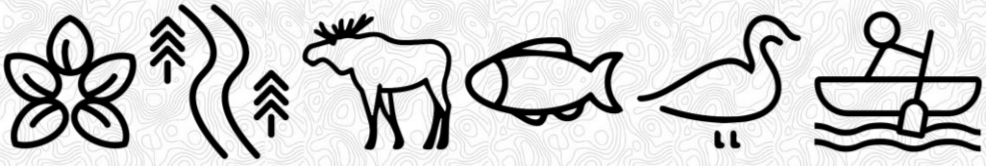
AECOM, 2020:

Proposed Terms of Reference Marten Falls First Nation Community Access Road – Environmental Assessment.

Hatch, 2016:

Technical Review of Industrial Transportation Infrastructure Proposals.

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



1. Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA)

1.1 Community Profile

Location: PO Box 120, Beardmore, Ontario P0T 1G0

Tribal Council: Nokiiwin Tribal Council

Treaty: Robinson-Superior Treaty of 1850

Project Team Lead: Lauren Weseluck

Figure 1-1: AZA Distribution of Communication

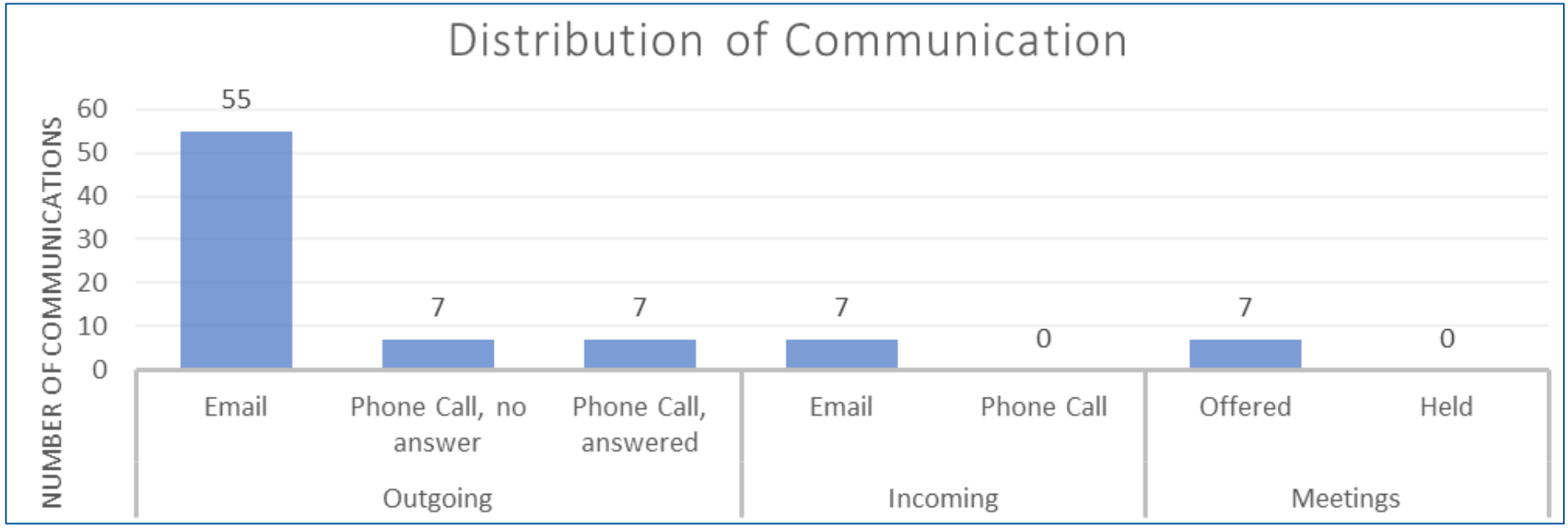


Table 1-1: Summary of Participation During Milestone 3 Reporting Period

Summary of Participation During Reporting Period	
Date of Last Outgoing Communication from MFFN CAR Project Team (Email or Phone):	July 31, 2024 (email)
Date of Last Incoming Communication from Community (Email or Phone):	July 09, 2024 (email)
Participating in IK Program:	Status of IK Sharing Agreement: In Review
	Status of IK Funding Agreement: In Review
	IK information provided: No
Participating in Community Coordinator Program:	No

Table 1-2: Key Consultation and Engagement Activities Undertaken During EA / IA

Date	Consultation and Engagement Activity
June 02 to July 10, 2023	Follow-up call regarding IK Program.
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.
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 08 to October 31, 2023	Ongoing outreach to determine status of IK Sharing and Funding Agreements.
September 15, 2023	Fall 2023 Field Notice distributed via email.
September 28, 2023	September 2023 MFFN CAR E-Blast distributed via email.
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 distributed via email.
November 02, 2023	October 2023 MFFN CAR E-Blast distributed via email.
November 09, 2023	Reminder for Route Selection Milestone Webinar distributed via email.
November 10, 2023	IK update distributed via email
November 10 to 20, 2023	Project updates distributed via phone and email.

Date	Consultation and Engagement Activity
November 16, 2023	Reminder for Route Selection Milestone Webinar distributed via email.
November 20, 2023	Project update distributed via phone/email.
November 27 and 29, 2023	Milestone #2 Progress Report distributed via email.
November 28, 2023	Draft ATRI Existing Conditions Report sent via email.
December 06, 2023	Socio-economic Assessment Interest letter sent via email
December 07 and 08, 2023	Phone and email outreach about Project updates, including, the Milestone #2 Report, Socio-economic letter, ATRI Forum #2, and webinar series. The IK Program and the community's IK collection was also mentioned.
December 12, 2023	2023 Year In Review E-Blast.
January 11, 2024	Reminder sent via email regarding Milestone #2 Progress Report.
January 16, 2024	Invitation for Climate Change Adaptation and the Community Access Road Webinar distributed via email.
January 18, 2024	Winter 2024 Field Studies distributed via email.
January 23 to 24, 2024	Phone and email outreach about Project updates, including, the Milestone #2 report, the ATRI Existing Conditions report, and the webinar series.
January 31, 2024	January 2024 E-Blast distributed via email.
February 07, 2024	Confirmation of receipt of Project Maps, Draft ATRI Existing Conditions Report, Community Coordinator Program information poster and community specific Milestone #2 Progress Report link for Chief's review.
February 08, 2024	Climate Change Adaptation Webinar Reminder distributed via email.
February 13, 2024	Climate Change Adaptation Webinar Follow-Up distributed via email.
February 21 to 22, 2024	Phone and email outreach about Project updates including the Milestone #2 Report, ATRI Existing Conditions Report, and IK Program.
March 01, 2024	February 2024 E-Blast distributed via email.
March 20 to 21, 2024	Phone and email outreach about Project updates including, the Milestone #2 Report, draft ATRI Existing Conditions Report, the Climate Change Adaptation Webinar Survey, the Route Selection Video, new social media platforms, and the IK Program.
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 26, 2024	Phone and email outreach about Project updates including the Climate Change Adaptation Webinar Survey and the IK Program.
April 30, 2024	April 2024 e-blast distributed via email.
May 23, 2024	Spring 2024 Groundwater Program Update distributed via email.
May 30, 2024	May 2024 E-Blast distributed via email.

Date	Consultation and Engagement Activity
June 03, 2024	Stage 1 Archaeological Assessment Report link distributed via email.
June 05, 2024	Invitation for Three Road Forum shared via phone and email.
June 11, 2024	In person attendance at the Three Road Projects Gathering and Expo
June 27 to 28, 2024	Phone and email outreach about Project updates including the Archaeology Assessment Report and the IK Program.
July 09, 2024	June 2024 E-Blast distributed via email.
July 16, 2024	Summer 2024 Field Notice distributed via email.
July 31, 2024	Phone and email outreach about Project updates including the Stage 1 Archaeology Assessment Report, IK Program and Community Coordinator Program.

Table 1-3: Summary of Feedback Received and Response / Action – Animbiigoo-Zaagi'igan Anishinaabek First Nation

Topic / Issue Raised	Specific Issue / Comment Raised	Communication Channel	Response / Action	Addressed in the EA / IS
Indigenous Knowledge and Land Use, Aboriginal and Treaty Rights, Provincial Government Involvement, Federal Government Involvement	IK Program Participation and Funding ■ At the ATRI Forum in Thunder Bay on February 7 - 8, 2023, AZA First Nation representatives noted interest in the IK Program and that they require resource support, both capacity building and funding to undertake a Traditional Knowledge (TK) study. AZA First Nation also noted they do not trust the government which is why they are hesitant to conduct TK studies and they do not want their willingness to complete a TK study to be construed as support for development in the Ring of Fire area.	■ In-person ■ Email ■ Letter ■ Phone	Status: Ongoing ■ At the ATRI Forum in February 2023, the MFFN CAR Project Team communicated that all communities who have been scoped into the Project by the Province of Ontario and applied for funding have received it. The MFFN CAR Project Team suggested speaking with the Province while at the Forum to secure participant funding. The MFFN CAR Project Team also noted that $30,000 in funding is available through MFFN (as the proponent) and additional funding can be sourced through Provincial funding. ■ On February 3, 2023, the IK Funding Agreement was sent to AZA First Nation.	■ Issue resolution is ongoing. Any unresolved issues and remaining expressed concerns will be documented in the EA / IS.

Topic / Issue Raised	Specific Issue / Comment Raised	Communication Channel	Response / Action	Addressed in the EA / IS
	■ On May 2, 2023, Kyla Morrisseau noted that the IK Funding Agreement was in the process of being signed and finalized. ■ Between June 2, 2023 and July 10, 2023, Kyla Morriseau noted that the community was interested in the IK Program and would be in touch with the MFFN CAR Project Consultant at a later date to discuss further. ■ On September 8, 2023, Kyla Morriseau noted she herself had signed the IK Sharing and Funding Agreements and the only thing that held them back from returning these documents to the Project was a signature from the previous Chief. Kyla noted a new Chief had recently been elected and stated it was her goal to have the IK Program documentation signed in early October and would reach out the MFFN CAR Project Consultant after that. ■ On November 3, 2023, the MFFN CAR Project Consultant received an email from Kyla Morrisseau which noted that despite not yet having had an election for a new Chief, current leadership would try to move the IK Program forward regardless. Kyla noted that the IK Sharing and Funding Agreements were nearly done and would try to get them signed.		■ On May 2, 2023, the MFFN CAR Project Consultant provided an update on the IK Program key milestone dates and re-attached the IK Sharing Agreement. In a follow up email on the same day, the MFFN CAR Project Consultant sent a draft IK Funding Agreement to AZA First Nation for review. A meeting to discuss the program was offered. ■ On May 31, 2023, the MFFN CAR Project Consultant provided a response to AZA First Nation's concerns regarding capacity funding for a project specific IK study. The response noted that the proponent has offered additional funding to support Indigenous communities in completing an IK and IKRU study and the funding is intended to supplement other funding sources. ■ Between June 2, 2023 and July 10, 2023 the MFFN CAR Project Consultant called and emailed Kyla Morrisseau about the IK Program key dates and requested an update on the IK Program Sharing and Funding Agreements. The MFFN CAR Project Consultant noted that they were happy to support AZA First Nation in receiving the documents and IK information if requested. ■ On September 8, 2023 the MFFN CAR Project Consultant emailed Kyla Morrisseau as a follow up to a call earlier that afternoon. The MFFN CAR Project Consultant thanked Kyla for taking the time to talk and congratulated Kyla on the election of AZA First Nation's new	

Topic / Issue Raised	Specific Issue / Comment Raised	Communication Channel	Response / Action	Addressed in the EA / IS
	■ On January 23, 2024, in a call between the MFFN CAR Project Consultant and Kyla Morrisseau, Kyla noted that she had reviewed and signed the IK Funding Agreement and would make an effort to get the community's newly elected Chief to do the same in an upcoming meeting between Kyla and the Chief. Kyla noted that she would send the signed agreement to the MFFN CAR Project Consultant following that meeting. Kyla also asked if IK Information could still be provided as there was a deadline she saw in an earlier email that had already passed. ■ On July 2, 2024, Kyla Morrisseau noted the IK Funding and Sharing Agreements had both been signed and would be sent as soon as a minor technology issue was resolved. the signed IK Funding Agreement was sent later that day. ■ On July 9, 2024, Kyla Morrisseau noted that the extent of IK information that would be provided was unknown as AZA First Nation still have to determine the input and timeline and their capacity is limited. It was noted a more exact answer would be provided after an internal discussion.		Chief. The MFFN CAR Project Consultant acknowledged the community was likely very busy but asked Kyla to stick with the dates she proposed during the call, if possible. The dates provided are in regards to a discussion scheduled with the Chief to talk about the IK Program the week of October 3, 2023. Additionally, the MFFN CAR Project consultant proposed having the Sharing and Funding agreements signed by the end of the week of October 3, 2023. ■ Between September 8, 2023 and October 31, 2023, the MFFN CAR Project Consultant sent several emails to Kyla Morrisseau, inquiring about a status update on the IK Sharing and Funding agreements, and asked when they could be expected. ■ Between November 10, 2023 and November 20, 2023 the MFFN CAR Project Consultant reached out to Kyla Morrisseau, thanking Kyla for her efforts to sign the IK Sharing and Funding agreements and requested any updates on the status of the agreements. ■ On December 8, 2023 the MFFN CAR Project Consultant sent an email to key contacts at AZA First Nation providing an update on the Project, including the IK Program. It was noted that communities were asked to provide their IK information to ensure it could be incorporated into the Draft EA / IA, and any IK provided after this date would be incorporated into future stages of the	

Topic / Issue Raised	Specific Issue / Comment Raised	Communication Channel	Response / Action	Addressed in the EA / IS
			assessment process. The MFFN CAR Project Consultant asked if there were any questions regarding the IK Funding or Sharing Agreements or the communities IK Report. ■ On January 23, 2024 in a call between the MFFN CAR Project Consultant and Kyla Morrisseau, the MFFN CAR Project Consultant thanked Kyla for her efforts in progressing the IK Program. The MFFN CAR Project Consultant also clarified the timeline for providing information, notifying Kyla that IK information was requested by a certain date to allow for this information to be included in the Draft Environmental Assessment / Impact Statement, however the MFFN CAR Project Team would work with the community to ensure any information provided in the future would get woven into subsequent stages of the Environmental Assessment process. ■ On January 24, 2024 the MFFN CAR Project Consultant sent an email to Kyla Morrisseau, as a follow up to their call the previous day and requested that after Kyla's meeting with the community's new Chief, to please send over the signed IK Funding and Sharing Agreements. ■ On March 20 and 21, 2024 the MFFN CAR Project Consultant completed phone and email outreach about Project updates including the IK Program. ■ On April 26, 2024, the MFFN CAR Project Consultant sent an email and voicemail to Kyla Morriseau requesting	

Topic / Issue Raised	Specific Issue / Comment Raised	Communication Channel	Response / Action	Addressed in the EA / IS
			an update on the IK Program. The MFFN CAR Project Consultant asked Kyla if any progress had been made collecting community data for IK, an action Kyla stated as something they still needed to complete, in a February 7, 2024 email. ■ Between June 27 and June 28, 2024 the MFFN CAR Project Consultant completed phone and email outreach about Project updates and including requesting an update on the IK Program. ■ On July 9, 2024 the MFFN CAR Project Consultant thanked Kyla Morrisseau for sending the signed IK Funding Agreement and attached the IK Guidance Document for the community's reference. The MFFN CAR Project Consultant asked Kyla for the extent of IK that would be provided and an estimated timeline of when AZA First Nation could provide it by. ■ On July 31, the MFFN CAR Project Consultant asked Kyla Morrisseau what the preferred mode of payment was for the IK Program funding. Action: ■ The MFFN CAR Project Consultant to follow-up with the MFFN CAR Project Team to ensure a signature is provided for the IK Funding and Sharing Agreements on MFFN's behalf. ■ Kyla Morrisseau to confirm the preferred mode of payment for the IK Program funding.	

Table 1-4: Consultation and Engagement Log - Animbiigoo-Zaagi'igan Anishinaabek First Nation

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
June 02, 2023	Phone		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called Kyla Morrisseau, Consultation Coordinator, in regard to the IK Program. Kyla notified the MFFN CAR Project Consultant that she was done working for the day and requested a call back on Monday after 1:00 pm.
June 05, 2023	Phone		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called Kyla Morrisseau, Consultation Coordinator, as requested by Kyla in a phone call on the previous Friday. Kyla did not answer the call and a message could not be left as the answering machine was full.
June 07, 2023	Email		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the May E-Blast to Animbiigoo-Zaagi'igan Anishinaabek 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	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Chief Theresa Nelson (AZA)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent a follow up email to AZA First Nation, highlighting key IK Program dates including the 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

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						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 AZA First Nation should have.
June 20, 2023	Phone		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called Kyla Morrisseau, Consultation Coordinator, to inquire if Kyla had any updates or questions regarding the IK Program timeline. Kyla noted she was taking the call in the car, would phone back later and asked the MFFN CAR Project Consultant for an appropriate number to call back. Kyla also apologized for not returning a call from the MFFN CAR Project Consultant earlier that month and noted the past few weeks had been very busy for AZA First Nation. The MFFN CAR Project Consultant mentioned they would send an email with availability for a phone call and provide a phone number.
June 20, 2023	Email		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kyla Morrisseau, Consultation Coordinator, to note that it would be beneficial to have a discussion regarding the IK Program prior to the deadline of June 30, 2023, and provided their phone number and availability for a phone call the next day.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
June 22, 2023	Email		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent a follow up email to AZA First Nation, highlighting key IK Program dates including upcoming preliminary draft existing conditions reporting that will start in the Summer 2023 and the evaluation of the alternative route selection which will begin in September 2023 and is expected to be completed by the end of 2023. The MFFN CAR Project Team advised on the importance of receiving IK and information on ILRU by June 30, 2023. It was also advised that the MFFN CAR Project Team will continue to support communities in sharing IK beyond this date and to incorporate this information into subsequent steps of the assessment process (e.g., updates to the existing conditions, effects assessment, impact management and Project design). The MFFN CAR Project Team also offered to organize a meeting to discuss the IK Program and project schedule, and to answer any questions AZA First Nation may have.
June 28, 2023	Email		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the June E-Blast to Animbiigoo-Zaagi'igan Anishinaabek 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

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						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.
July 10, 2023	Email		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Kyla Morrisseau, Consultation Coordinator, AZA to follow up on the status of the IK Funding and Sharing Agreements. The MFFN CAR Project Consultant requested a status update on the IK Funding Agreement and an expected date of return of these documents. A phone call was also requested at Kyla's convenience.
July 13, 2023	Email		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the Summer 2023 Field Notice to Animbiigoo-Zaagi'igan Anishinaabek 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.

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August 02, 2023	Email		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the July E-Blast to Animbiigoo-Zaagi'igan Anishinaabek 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.
September 01, 2023	Email		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the August E-Blast to Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA). 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.

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September 08, 2023	Phone		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Kyla Morrisseau, Consultation Coordinator, AZA First Nation, and requested a status update on the IK Sharing and Funding Agreements since the last time they spoke in July 2023. Kyla apologized for the lack of contact. She noted that a new Chief had been inaugurated on August 15, 2023 and she plans on updating and informing the new Chief on key Project details within the next couple weeks. Kyla noted she herself had signed the IK Sharing and Funding Agreements and the only thing that held them back from returning these documents to the MFFN CAR Project Consultant was a signature from the previous Chief. Kyla stated it was her goal to have the agreements signed by October 2 or 3, 2023 and would reach out the MFFN CAR Project Consultant after that. The MFFN CAR Project Consultant noted that they would be on vacation from October 5 – 11, 2023, and asked Kyla to send her an email with the completed documentation and a meeting could occur immediately following the MFFN CAR Project Consultant's return, to which Kyla agreed to. The MFFN CAR Project Consultant inquired about the Chief's contact information and asked if there were any further changes to the community's key contacts. Kyla mentioned a Councillor by the name of Brad and indicated that for the time being any correspondence would be sent to him through the Chief.

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September 08, 2023	Email		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Kyla Morrisseau, Consultation Coordinator, AZA First Nation, as a follow up to a call earlier that afternoon. The MFFN CAR Project Consultant thanked Kyla for taking the time to talk, congratulated Kyla on the election of AZA's new Chief and asked for confirmation that the Chief's email was correct. The MFFN CAR Project Consultant acknowledged the community was likely very busy but requested Kyla try to stick with the dates in regards to a discussion scheduled with the Chief to talk about the IK Program the week of October 3, 2023. Additionally, the MFFN CAR Project Consultant restated their upcoming vacation but asked that Kyla sent the signed agreements when finalized and that a meeting would be set up after their return.
September 10, 2023	Email	X		■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email response from Kyla Morrisseau, Consultation Coordinator, AZA First Nation, requesting that the Chief not be addressed by name as the new Chief elected in August had been denounced. Kyla stated she would keep the MFFN CAR Project Consultant updated on a re-election. Kyla also noted if possible, she would try and get the IK Sharing and Funding agreements signed.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
September 15, 2023	Email		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the Fall 2023 Field Notice to Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA). The Field Notice was attached to the email and noted dates and information for the Groundwater and Geochemistry Program and the Caribou Collaring / Mortality Investigation. A link to the Field Notice on the website was included as well as links to the webinar recordings and videos for more information.
September 19, 2023	Email		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Kyla Morrisseau, Consultation Coordinator, AZA First Nation, in response to a previous email received from Kyla in which she requested the AZA First Nation Chief not be addressed by name for the following couple months. The MFFN CAR Project Consultant thanked Kyla for the update and requested Kyla to provide the MFFN CAR Project Consultant with any updates she had.
September 28, 2023	Email		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the September E-Blast to Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA). 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.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
October 10, 2023	Email		X	■ Kyla Morrisseau (Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Development Manager) ■ Priscilla Graham (Band Administrator)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed an invitation for PIC #5 to Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA). The PIC will be in Thunder Bay on October 25, 2023, and Geraldton on October 26, 2023. The event will be an open house format and include new updates, how feedback is being considered, and information on the Existing Conditions Report and Route Selection Milestone. PIC #5 will provide an opportunity to share feedback, ideas, and values related to the Community Access Road. Food, refreshments, and door prizes will be provided at both meetings.
October 17, 2023	Email		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an invitation for the upcoming ATRI Forum #2 to AZA. The ATRI Forum is to be held in Thunder Bay from November 21 – 23, 2023. The invitation provided information on the Forum including purpose, funding, contact information, the preliminary agenda and how to RSVP. The purpose is to create a respectful, culturally-sensitive, and collaborative space to develop an understanding of ATRI in the Project area. Funding would be provided by the Province for up to 3 community representatives to attend. The preliminary agenda focuses on ATRI for November 21 – 22 and Cumulative effects on November 23. The MFFN CAR Project Consultant provided contact information for any questions or information from AZA.

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October 17, 2023	Email		X	■ Kyla Morrisseau (Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Development Manager) ■ Priscilla Graham (Band Administrator)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an invitation for the upcoming ATRI Forum #2. The ATRI Forum is to be held in Thunder Bay from November 21 – 23, 2023. The invitation provided information on the Forum including purpose, funding, contact information, the preliminary agenda and how to RSVP. The purpose is to create a respectful, culturally-sensitive, and collaborative space to develop an understanding of ATRI in the Project area. Funding would be provided by the Province for up to 3 community representatives to attend. The preliminary agenda focuses on ATRI for November 21 – 22 and Cumulative effects on November 23.
October 18, 2023	Phone		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Kyla Morrisseau, AZA First Nation, providing information about upcoming Project events. The call was not answered and a voicemail was left noting the reason for the call. The MFFN CAR Project Consultant shared that the Public Information Centre (PIC) #5 is being held from October 23 – 27, 2023, the second ATRI Forum is being held November 21 – 23, 2023, and a Climate Change Workshop is being held in Q1 of 2024. The MFFN CAR Project Consultant also asked if Kyla had any updates regarding the re-election of a Chief for AZA and on the status of the IK Sharing and Funding Agreements.

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October 31, 2023	Email		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kyla Morrisseau, AZA First Nation, providing details about upcoming Project events. The MFFN CAR Project Consultant shared that the second ATRI Forum is being held November 21 – 23, 2023, and a Climate Change Workshop is being held in Q1 of 2024. The MFFN CAR Project Consultant also asked if Kyla had any updates regarding the re-election of a Chief for AZA and on the status of the IK Sharing and Funding Agreements.
November 02, 2023	Email		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the October E-Blast to Animbiigoo-Zaagi'igan Anishinaabek (AZA). 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.

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November 03, 2023	Email	X		■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email response from Kyla Morrisseau, Consultation Coordinator, AZA, providing notice that she would be interested in attending the ATRI Forum. Kyla noted that an election for a new Chief had not happened yet, however current leadership would try to move the IK Program forward regardless. Kyla noted that the IK Sharing and Funding Agreements were nearly done and would try to get them signed.
November 09, 2023	Email		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Route Selection Milestone Webinar to AZA. 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	Phone		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant left a voicemail for Kyla Morrisseau, Consultation Coordinator, AZA, providing updates on the Project and upcoming events. The MFFN CAR Project Consultant thanked Kyla for her efforts to sign the IK Sharing and Funding agreements. Kyla was also notified that her interest in the ATRI Forum on November 21 – 23, 2023 had been noted to the MFFN CAR Project Team members who would be attending. The MFFN CAR Project Consultant invited Kyla to attend a movie screen and noted a follow-up email would be sent with the details of that event. The MFFN CAR Project Consultant noted that currently no

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						further information was available on the climate change workshop but Kyla would be notified when more details became available. Also noted was a webinar on route selection, which would be taking place on November 16, 2023, the details of which would be sent to Kyla in an email.
November 10, 2023	Email		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kyla Morrisseau, Consultation Coordinator, AZA, thanking her for her interest in attending the second ATRI Forum set to take place from November 21 – 23, 2023. The MFFN CAR Project Consultant also asked Kyla to provide an update on the status of the IK Funding agreement and election of a new Chief.
November 10, 2023	Email		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder to Indigenous Communities requesting the Communities provide IK to MFFN CAR Project Team by December 11, 2023, to be incorporated into the draft EA / IA. 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.

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November 16, 2023	Email		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Route Selection Milestone Webinar to Animbiigoo-Zaagi'igan Anishinaabek (AZA). 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 20, 2023	Email		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kyla Morrisseau, Consultation Coordinator, AZA, providing updates on the Project and upcoming events. The MFFN CAR Project Consultant thanked Kyla for her efforts to sign the IK Sharing and Funding agreements and requested that when Kyla had updates to please let the MFFN CAR Project Consultant know. Kyla was invited to a movie screening which would be taking place the first day of the ATRI Forum and details about the screening were included. The MFFN CAR Project Consultant included the link to the movie's trailer. The MFFN CAR Project Consultant thanked Kyla for her interest in the climate change workshop set to happen in 2024 and noted that currently no further information was available but Kyla would be notified when more details became available. A link to the Route Selection Webinar was also included.

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November 27, 2023	Email		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent the Milestone #2 Progress Report to AZA First Nation for review. The Milestone #2 Progress Report covers July 1, 2022 – May 31, 2023. AZA was asked to make any edits or comments to their community specific section by February 15, 2024. The report would 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 downloaded viewed / successfully.
November 28, 2023	Email		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to AZA key contacts attaching the Draft Preliminary ATRI Existing Conditions Report (draft report), which was prepared based on information that was provided directly to Marten Falls First Nation and publicly available sources of information. The MFFN CAR Project Consultant expressed interest in working with AZA to update the Draft Report with information AZA chooses to share and asked that communities provide input on the draft report by January 19, 2023, so that it may be included in the Draft EA / IS Report. The MFFN CAR Project Consultant also noted that additional information, feedback, comments, and edits can be shared after this date, as the Draft Report will not be finalized until later in 2024 and information provided after January 19, 2023, will be woven into the next phases of the assessment processes including the Final EA / IS Report. The MFFN

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						CAR Project Consultant also expressed interest in meeting with AZA to listen to feedback, discuss optimal ways to update the draft deport, and to review and discuss the Project schedule and next steps. Finally, the MFFN CAR Project Consultant noted that this is an iterative process and will continue to update their understanding of AZA's ATRI.
November 29, 2023	Email		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team sent an email noting that due to technical issues, the Milestone #2 Progress Report was updated. The link provided on November 27, 2023 remained valid. If the report had already been downloaded it was requested that the updated version be redownloaded.
December 06, 2023	Email		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant)	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent AZA First Nation a letter via email regarding potential socioeconomic assessment interest from the community. The letter provided a brief update on the status of the Project and mainly asked if the community had any interest or concern related to potential socio-economic impacts 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 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.

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December 07, 2023	Phone		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant left a voicemail for Kyla Morrisseau, Consultation Coordinator, AZA First Nation, to provide an update regarding the 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 08, 2023	Email		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to AZA First Nation providing an update regarding the CAR including the Route Selection Webinar, ATRI Forum #2, the Socio-Economic interests letter, the upcoming webinar series and the IK Program. A reminder was added that Milestone #2 Progress Report was sent out and it was requested AZA First Nation confirm they received, and were able to download the Report. It was reiterated that any comments or edits on Milestone #2 Progress Report be provided by February 15, 2024.
December 12, 2023	Email		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the Year in Review E-Blast to AZA First Nation. The E-Blast provided an overview of MFFN CAR's 2023 project highlights which included: Public Information Center #5, Preliminary Technically Preferred Route Recommendation, Aboriginal and / or Treaty Rights and Interests Forums, Community Access Road Webinar Series, field studies, and valued component videos. Information on the 2023 Field Study summaries included: Birds, wildlife, ungulates, groundwater and geochemistry, and vegetation and peatlands, and details on upcoming winter 2024 field studies were also included.

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January 11, 2024	Email		X	■ Kyla Morrisseau (AZA First Nation Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed key contacts at AZA First Nation to follow up on Milestone #2 Progress Report. The MFFN CAR Project Consultant requested feedback for the Milestone #2 Progress Report by February 15, 2024.
January 16, 2024	Email		X	■ Kyla Morrisseau (AZA First Nation Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed an invitation for the Climate Change Adaptation and the Community Access Road Webinar on Thursday, February 8, 2024, to AZA 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.
January 18, 2024	Email		X	■ Kyla Morrisseau (AZA First Nation Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the Winter 2024 Field Notice to AZA First Nation. 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 23, 2024	Phone		X	■ Kyla Morrisseau (AZA First Nation Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called Kyla Morrisseau, providing an update regarding the CAR, including updates on the upcoming Webinars for the Project, the Draft ATRI Existing Conditions Report, the Community Coordinator Program and the IK Program. The MFFN CAR Project Consultant also provided a reminder about the deadline for the Milestone #2 Progress Report and asked Kyla for a status update on AZA First Nation's review of the Report. Kyla noted it

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						should be feasible for the review to be completed by February 15, 2024, as they had an additional staff member to help out. Kyla requested the new staff member, Andrew (Environmental Advisor) to be included in future correspondence. Kyla also noted that a new Chief had been elected for AZA First Nation and Kyla would be briefing the new Chief on the MFFN CAR and NRL Projects the following day. Kyla requested several materials (map of 3 Road Projects, MFFN CAR Project Study Area Map, Draft ATRI Existing Conditions Report, and Community Coordinator Program fact sheet) be sent over for that meeting.
January 24, 2024	Email		X	■ Kyla Morrisseau (AZA First Nation Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed key contacts at AZA First Nation providing an update regarding the CAR, including updates on the upcoming Webinars for the Project, the Milestone #2 Progress Report, Draft ATRI Existing Conditions Report, the Community Coordinator Program and the IK Program. The MFFN CAR Project Consultant attached several documents, as requested by Kyla Morrisseau in a call the previous day, including the Draft ATRI Existing Conditions Report, a fact sheet for the Community Coordinator Program, and several maps for Kyla to present to the new Chief.

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January 31, 2024	Email		X	■ Kyla Morrisseau (AZA First Nation Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Kyla Morrisseau, to confirm the name and email address of the newly elected Chief. The MFFN CAR Project Consultant also asked Kyla to confirm whether she successfully received the Climate Change Webinar registration link the MFFN CAR Project Consultant had sent in an outreach email a week earlier.
January 31, 2024	Email		X	■ Kyla Morrisseau (AZA First Nation Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the January E-Blast to AZA First Nation. 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 07, 2024	Email	X		■ Kyla Morrisseau (Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Kyla Morrisseau providing the name of AZA First Nation's newly elected Chief, also noting that the Chief was reviewing the materials sent over (Ring of Fire Road Projects' Context map, Neighbouring First Nations Communities map, Technically Preferred Route Recommendation Revision 2 map, ATRI Draft Existing Conditions Report, Community Coordinator information poster and community specific Milestone #2 Progress Report google drive link) in the MFFN CAR Project Consultant's previous email. Kyla noted that they likely will not be able to meet the upcoming deadlines to review the Draft ATRI Existing Conditions

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						Report and Milestone #2 Progress Report as they were still collecting community data. Kyla also requested the registration link for the Climate Change Webinar be resent.
February 07, 2024	Email		X	■ Kyla Morrisseau (Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to key contacts at AZA First Nation noting that review of the Draft ATRI Existing Conditions Report should take priority when reviewing, however input would still be accepted after the stated January 19, 2024, deadline and would be incorporated into the final version of the ATRI Existing Conditions Report. The MFFN CAR Project Consultant congratulated the community on the election of their new Chief and provided the registration link to the February 8, 2024, Climate Change Webinar as requested.
February 08, 2024	Email		X	■ Kyla Morrisseau (Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed AZA First Nation a reminder for the Climate Change Adaptation and the Community Access Road Webinar on Thursday, February 8, 2024. A link to register and the opportunity to ask questions ahead of time was included. For those unable to attend, a recording will be available online and the link was included in the email.
February 13, 2024	Email		X	■ Kyla Morrisseau (Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed AZA First Nation a thank you for attending the Climate Change Adaptation and the Community Access Road Webinar. Links to view the webinar online and to the Climate Change survey were included.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
February 14, 2024	Email		X	■ Kyla Morrisseau (Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Yvette Metansinine (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Chief Yvette Metansinine congratulating her on the election and providing an introduction as to what the MFFN CAR Project Consultant's role is. The MFFN CAR Project Consultant noted that if Chief Metansinine had any questions about the Project to please reach out.
February 21, 2024	Phone		X	■ Kyla Morrisseau (Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant left a voicemail for Kyla Morrisseau to provide an update regarding the MFFN CAR Project, including updates on the Project webinar series, Milestone #2 Progress Report, Draft ATRI Existing Conditions Report and IK Program. The MFFN CAR Project Consultant noted a link to a recording of the Climate Change Adaptation webinar would be shared in an email sent the following day for community members who weren't able to attend live. The MFFN CAR Project Consultant noted the deadline had passed to provide comments on the ATRI Existing Conditions Report and requested that a review of this report be prioritized. It was also requested whether feedback would be provided on Milestone #2 Progress Report.
February 22, 2024	Email		X	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to key contacts at AZA First Nation to provide an update regarding the MFFN CAR Project, including updates on the Project webinar series, Milestone #2 Progress Report, Draft ATRI Existing Conditions Report and IK Program. The MFFN CAR Project Consultant included a link to the recording of the Climate Change Webinar, a link to a

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						survey to share how Climate Change has/is affecting the community, and mentioned that the Engineering and Cumulative Effects webinars would be held in Q1 2024 with formal notices shared soon. The MFFN CAR Project Consultant noted the deadline had passed to provide comments on the ATRI Existing Conditions Report and requested that a review of this report be prioritized. It was also noted the deadline has passed to provide comment on the Milestone #2 Progress Report, however as Kyla Morrisseau had mentioned there may be delays, it was requested that the community confirm whether feedback would still be provided on this report and noted that the public version of this report would be finalized soon. The MFFN CAR Project Consultant also noted, specifically to Chief Yvette Metansinine, that if she had questions or wanted to schedule a meeting to discuss the Project to please reach out.
March 01, 2024	Email		X	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to AZA 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	Phone		X	■ Kyla Morrisseau (Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant left a voicemail for Kyla Morrisseau, Consultation Coordinator, AZA First Nation to provide an update regarding the MFFN CAR Project, including updates on the Milestone #2 Progress Report, draft ATRI Existing Conditions report, and IK Program. The MFFN CAR Project Consultant noted an email would be sent the following day containing a link to the Climate Change Adaptation webinar survey to share how Climate Change has/is affecting the community, as well as a link to an updated Route Selection Video. The MFFN CAR Project Consultant also asked for a status update on the IK Sharing and Funding agreements and asked the community to please let the team know if there was any way they could support the community in moving forward with the IK program.
March 21, 2024	Email		X	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed key contacts at AZA First Nation to provide an update regarding the MFFN CAR Project, including updates on the Milestone #2 Progress Report, draft ATRI Existing Conditions report, and IK Program. The MFFN CAR Project Consultant provided a link to the Climate Change Adaptation webinar survey to share how Climate Change has/is affecting the community, and also provided a link to an updated Route Selection Video. The MFFN CAR Project Consultant invited the community to follow two new social media platforms in order to stay up to date on the Project and included links to both. The MFFN

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						CAR Project Consultant also asked for a status update on the IK Sharing and Funding agreements and asked the community to please let the team know if there was any way they could support the community in moving forward with the IK program.
April 03, 2024	Email		X	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA) 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	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA) 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 26, 2024	Phone		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant left a voicemail for Kyla Morrisseau, AZA First Nation, to provide an update regarding the MFFN CAR Project, including requesting an update on the IK Program. The MFFN CAR Project Consultant also provided a reminder to complete the Climate Change Adaptation webinar survey and noted a link to the survey to share how Climate Change has/is affecting the community would be provided in a follow-up email sent later that day.
April 26, 2024	Email		X	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Andrew Tamarack (Councillor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed key contacts at AZA First Nation to provide an update regarding the MFFN CAR Project, including requesting an update on the IK Program. The MFFN CAR Project Consultant asked Kyla if any progress had been made collecting community data for IK, an action Kyla stated as something they still needed to complete, in a February 7, 2024 email. The MFFN CAR Project Consultant also provided a reminder to complete the Climate Change Adaptation webinar survey and provided a link to the survey to share how Climate Change has/is affecting the community.
April 30, 2024	Email		X	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA) 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 MFFN's future access to clean electricity. Links to the Project website and social media pages, along with the Project Team's contact information.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
May 23, 2024	Email		X	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Animbiigoo-Zaagi'igan Anishinaabek (AZA) First Nation with the 2024 Spring Groundwater Program Update. The update provided the dates, June 2-9, 2024, that field crews are scheduled to carry out groundwater sampling and a notice was provided regarding the increase in traffic and noise within the study area during this time. Links to the field notice and MFFN CAR's website were included.
May 24, 2024	Email	X		■ Kyla Morrisseau (Consultation Coordinator & Climate Change Specialist)	■ MFFN Project Inbox (MFFN CAR Project Team)	■ The MFFN CAR Project Team received an email from Kyla Morrisseau, AZA First Nation, thanking them for providing information about the Spring Groundwater and Geochemistry Program field notice. Kyla noted she looks forward to the study results.
May 30, 2024	Email		X	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Animbiigoo-Zaagi'igan Anishinaabek (AZA) First Nation with the May 2024 E-Blast. The E-Blast provided an overview of MFFN CAR's past, current and upcoming activities including, an update on Spring Field Studies, news articles featuring new economic and employment opportunities for Indigenous communities, and a description of the Environmental Assessment / Impact Assessment Process. Links to the E-Blast and MFFN CAR's website were included.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
June 03, 2024	Email		X	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Animbiigoo-Zaagi'igan Anishinaabek 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 encourages Animbiigoo-Zaagi'igan Anishinaabek First Nation to setup a meeting with the Project Team to review the reports and have their questions answered.
June 05, 2024	Phone		X	■ Kyla Morrisseau (Consultation Coordinator & Climate Change Specialist)	■ Lauren Weseluck (MFFN CAR Project Consultant)	■ The MFFN CAR Project Consultant phoned Kyla Morrisseau, AZA First Nation, to follow up on an invitation shared May 23, regarding the Three-Road Forum being held June 11, 12 & 13, 2024 in Thunder Bay. Kyla noted that there were three members of AZA First Nation who would like to attend (herself, Joe Donio and an Elder by the name of George). The MFFN CAR Project Consultant shared that the Province of Ontario is offering funding for up to 3 representatives from (community) to attend, including travel accommodation and meals. The MFFN CAR Project Consultant asked Kyla if she would like the original invitation where the official registration email was located resent to her. Kyla confirmed that she would like this invitation re-sent.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
June 05, 2024	Email		X	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Kyla Morrisseau, AZA First Nation, thanking her for taking the time to talk to the MFFN CAR Project Consultant earlier that afternoon about the Three-Road Forum that would be happening the following week. The MFFN CAR Project Consultant attached the Forum Invitation as had been requested by Kyla on the call.
June 11, 2024	In-person / face-to-face		-	■ Attendee(s) from AZA First Nation	■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team	■ From June 11 – 13, 2024, representatives from AZA First Nation attended the Three Road Projects Gathering and Expo (the Expo), hosted by Marten Falls First Nation and Webequie First nation. The Expo was intended to provide an opportunity for participants to learn more about the projects, ask questions and share feedback. The first day of the Expo was for Elders only to provide them with the opportunity to engage with the project teams and share their perspectives. Day two of the Expo included overview presentations on the projects and presentations on peatlands, road building, water and fish. Day two also included an expo with booths representing different disciplines and groups involved with the projects, such as IK/ATRI, engineering, and wildlife, and booths from Agency and Ministry representatives. Day three of the Expo included presentations on the common approach to review the project-specific draft EA/IS reports, project-specific EA/IS information, funding information from the Province of Ontario.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
June 27, 2024	Phone		X	■ Kyla Morrisseau (Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant left a voicemail for Kyla Morrisseau to provide an update regarding the MFFN CAR Project including the IK Program. The MFFN CAR Project Consultant also noted that the Stage 1 Archaeological Assessment Report was sent out to AZA First Nation on June 3, 2024 and feedback and comments on the report are asked to be submitted by August 2, 2024. The MFFN CAR Project Consultant noted they would be sending a follow-up email with the link to the report the next day. Lastly, the MFFN CAR Project Consultant thanked AZA First Nation for participating in the Three Road Project Gathering & Expo, which took place from June 11-13, 2024.
June 28, 2024	Email		X	■ Kyla Morrisseau (Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed key contacts at AZA First Nation to provide an update regarding the MFFN CAR Project including the IK Program. The MFFN CAR Project Consultant also noted that the Stage 1 Archaeological Assessment Report was sent out to AZA First Nation on June 3, 2024 and feedback and comments on the report are asked to be submitted by August 2, 2024. A link to the report was provided. Lastly, the MFFN CAR Project Consultant thanked AZA First Nation for participating in the Three Road Project Gathering & Expo, which took place from June 11-13.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
July 02, 2024	Email	X		■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team received an email from Kyla Morrisseau, AZA First Nation, providing several updates on the Project including on the Three-Road Forum, the IK Program and Stage 1 Archaeology Assessment Report. Kyla noted the Three-Road Forum was very informative regarding status and next steps for AZA First Nation. Kyla noted the IK Funding and Sharing Agreement had now been signed and would send these documents to the MFFN CAR Project Consultant as soon as a technical issue got resolved. Kyla also noted that she had started a review on the Stage 1 Archaeology Assessment Report and would be sure to complete that review before the August 2, 2024 deadline.
July 02, 2024	Email	X		■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Kyla Morrisseau, AZA First Nation, providing an IK Funding Agreement signed by the community's Chief.
July 09, 2024	Email		X	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA) with the June 2024 E-Blast. The E-Blast provided an overview of MFFN CAR's past, current and upcoming activities including, National Indigenous History Month, a summary of the Three Road Projects Gathering & Expo, and an update and description of the Draft Environmental Assessment / Impact Assessment. Links to the E-Blast and MFFN CAR's website were included.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
July 09, 2024	Email		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kyla Morrisseau, AZA First Nation thanking her for providing the signed IK Funding Agreement. The MFFN CAR Project Consultant attached the Project's IK Guidance Agreement so Kyla had more information on the Program. The MFFN CAR Project Consultant asked for the extent of IK that would be provided and an estimated timeline of when AZA First Nation could provide it by. The MFFN CAR Project Consultant also thanked Kyla for starting her review on the Stage 1 Archaeology Assessment Report.
July 09, 2024	Email	X		■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project received an email from Kyla Morrisseau, AZA First Nation, thanking her for the IK Guidance document, noting it would be reviewed while the community waits for an agreement signed by all necessary parties. Kyla noted the extent of the IK provided by the community is unknown as they still have to determine the input and timeline and their capacity is limited. It was noted an answer would be provided to the MFFN CAR Project Consultant after an internal discussion.
July 16, 2024	Email		X	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA) with the Summer 2024 Field Notice. The email included information on the Geotechnical Investigation occurring between July 19 and 21, 2024, and the continuation of the Groundwater and Geochemistry Program in late July / August 2024. The Summer 2024 Field Notice was attached. Links to the field notice, webinar recordings, videos, and contact information for the Project Team were provided.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
July 31, 2024	Phone		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant left a voicemail for Kyla Morrisseau, AZA First Nation, noting that the Stage 1 Archaeological Assessment Report was sent out to the community on June 3, 2024 and asked for a status update on the review of the report as feedback and comments were asked to be submitted by August 2, 2024. The MFFN CAR Project Consultant noted an email would be sent later that day with the link to the reports. The MFFN CAR Project Consultant asked Kyla to confirm whether a cheque or direct deposit was preferred for the IK Program payment, and if cheque was preferred for Kyla to confirm the address that would be listed in the Consultant's follow up email.
July 31, 2024	Email		X	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Kyla Morrisseau, AZA First Nation, noting that the Stage 1 Archaeological Assessment Report was sent out to the community on June 3, 2024 and asked for a status update on the review of the report as feedback and comments were asked to be submitted by August 2, 2024. A link to the report was provided and it was encouraged, by the MFFN CAR Project Consultant, to set up a meeting with the Project team to review these reports. The MFFN CAR Project Consultant asked Kyla to confirm whether a cheque or direct deposit was preferred for the IK Program payment, and if cheque was preferred for Kyla to confirm that the address provided in the email was correct. The MFFN CAR Project Consultant also noted that funding for the Community Coordinator Program is still available, explained the logistics of the Program and offered to provide the job description if the community wanted more information.

B1. Animbiigoo Zaagi'igan Anishinaabek First Nation (AZA)

B1.1 Outgoing Community Specific Correspondence

B1.2 Incoming Community Specific Correspondence

B1.3 Draft Aboriginal and / or Treaty Rights and Interests Preliminary Existing Conditions Report

B1.1 Outgoing Community Specific Correspondence

Weseluck, Lauren [redacted]

Follow-up Re: MFFN CAR IK Program Key Dates

Nokleby, Andrea [redacted] Mon, Jun 19, 2023 at 10:00 AM
To: [redacted]
Cc: Bob Baxter <[redacted]>, Lawrence Baxter [redacted], Qasim Saddique <[redacted]>, Lauren Weseluck [redacted]

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.

[Quoted text hidden]

Weseluck, Lauren <[redacted]>

Follow Up From Today's Phone Call

Weseluck, Lauren <[redacted]> Tue, Jun 20, 2023 at 9:54 PM
To: [redacted]
Cc: "Nokleby, Andrea" [redacted], Kyla Zielbauer <[redacted]>

Hi Kyla,

I hope you had a safe drive back today. Following up on both our call earlier today, and the email my colleague Andrea sent yesterday, I was hoping to discuss the IK Program with you in more detail as the June 30th deadline is soon approaching.

I am available all day tomorrow (8:00 am - 6:00 pm) for us to connect. The easiest way to reach me is on my cell at [redacted]

Hope to talk soon.

Kind Regards,
--

Lauren Weseluck
[redacted]
www.dillon.ca

Inclusiveness: Enabling belonging to draw strength from our differences.

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Weseluck, Lauren <[redacted]

Follow Up From Today's Phone Call

Weseluck, Lauren <[redacted] Mon, Jul 10, 2023 at 4:39 PM
To: [redacted]
Cc: "Nokleby, Andrea" <[redacted], Kyla Zielbauer <[redacted], [redacted]

Hello Kyla,

I'm just following up on my previous email. I understand it's a very busy time for you however I know you did indicate an interest in discussing the Indigenous Knowledge (IK) Program following the email you received from my colleague Andrea on June 19th and as you mentioned on our call June 20th.

In May you mentioned that the IK Funding Agreement was being signed and that you were reviewing the IK Sharing Agreement. I wanted to check-in on the status of these documents and whether you have an estimated date we could expect the signed copies by.

Please let me know when you are available for a phone call - I am flexible and am happy to work around your schedule.

Thank you,
Lauren
[Quoted text hidden]

Weseluck, Lauren <[redacted]>

Follow-up to Today's Phone Call Re: MFFN CAR IK Program

Weseluck, Lauren [redacted] Fri, Sep 8, 2023 at 3:28 PM
To: [redacted]
Cc: Kyla Zielbauer [redacted], "Nokleby, Andrea" <[redacted]>, Qasim Saddique <[redacted], Jennifer Bruin <[redacted]>, "McEwen, Kate" <[redacted]>

Hi Kyla,

Thank you for taking the time to talk to me earlier this afternoon. I am following up with this email to summarize what was discussed as well as loop my coworker Andrea in.

Firstly, I want to say congratulations on the election of your new Chief, Chief Yvette Metansinine as well as say thank you for providing me with her email. I have listed the email below, please confirm it is correct so I can enter it into the Project's master contact list.

With her inauguration having just occurred I can understand that you must have a lot on your plate, however if you could try and stay aligned with the timeline you mentioned to me of speaking to Chief Metansinine the week of October 2nd and getting the IK Sharing and Funding Agreements signed by the end of that week that would be greatly appreciated.

As I mentioned I will be on vacation from October 5th - 11th, however if the documents are ready please send them over through email regardless, and we can proceed with setting up a meeting and next steps immediately following my return.

New email: [redacted]

Please let me know if you have any questions and I hope you have a great weekend!

Best Regards,
--

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Lauren Weseluck
Dillon Consulting Limited
[redacted]
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Weseluck, Lauren <[redacted]>

Follow-up to Today's Phone Call Re: MFFN CAR IK Program

Weseluck, Lauren <[redacted]> Tue, Sep 19, 2023 at 9:53 AM
To: Kyla Morrisseau[redacted]>
Cc: Kyla Zielbauer <[redacted]>

Hi Kyla,

Thank you for letting me know, and my apologies, I will keep that in mind in the future. As you said, please do keep me posted on when you have any updates and whether there is anything further I can do on my end.

Thank you,
Lauren
[Quoted text hidden]

Weseluck, Lauren [redacted]

Invitation - ATRI Forum Nov 21 - 23, 2023

Nokleby, Andrea <[redacted]> Tue, Oct 17, 2023 at 9:00 AM
To: Kyla Morrisseau [redacted]
Cc: Bob Baxter [redacted]>, Qasim Saddique <[redacted]>, Lawrence Baxter <[redacted]>, Lauren Weseluck <[redacted]>

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

Invitation ATRI Second Forum - October 2023.pdf
4559K

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 **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 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 ea.participant.fund@ontario.ca by October 23rd, 2023 to reserve your room at the Valhalla Inn. *(Later RSVP for Forum attendance is OK!)*

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL Northern Road Link

Ontario

Weseluck, Lauren <[redacted]

MFFN CAR General Project Updates

Weseluck, Lauren <[redacted] Tue, Oct 31, 2023 at 4:01 PM
To: Kyla Morrisseau <[redacted]
Bcc: "Poulakas, Demetri" <[redacted]

Good Afternoon Kyla,

I hope you've been well! I wanted to follow up on the voice message I left for you a couple weeks ago regarding upcoming Project event dates as well as touch base on whether you have any updates since we last spoke.

The second Aboriginal and Treaty Rights and Interests (ATRI) Forum will be held in Thunder Bay between November 21 and 23, 2023. I have attached the detailed invitation below to provide you with more details.

Secondly, there will be a climate change workshop which you are invited to attend in the first quarter of 2024. A more formal notice and exact dates will be shared soon.

Lastly, I wanted to request whether you have updates regarding the re-election of a Chief for Animbiigoo Zaagi'igan Anishinaabek First Nation and/or if there has been any further review of the IK Sharing and Funding Agreements.

If you have any questions please do not hesitate to reach out through email or phone at [redacted]

Thank you,
--

Lauren Weseluck
Dillon Consulting Limited
[redacted]
www.dillon.ca

Invitation ATRI Second Forum - October 2023.pdf
11113K

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
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Purpose

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WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL Northern Road Link

Ontario

Weseluck, Lauren <[redacted]

Re: MFFN CAR General Project Updates

Weseluck, Lauren <[redacted] Fri, Nov 10, 2023 at 3:09 PM
To: Kyla Morrisseau <[redacted]
Cc: Lucia Jara Moreno [redacted], "Nokleby, Andrea" [redacted]
Bcc: "McEwen, Kate" <[redacted]>

Hi Kyla,

I apologize for the delayed reply. We're very happy to hear you will be able to join us at the ATRI Forum and thank you for confirming your attendance, I have passed this information along to my colleagues who will be there.

I appreciate the effort on your behalf to get the funding agreement signed. Please do let me know when you have an update on either the IK Program or the re-election.

Thank you and enjoy your weekend,
Lauren
[Quoted text hidden]
--

Lauren Weseluck
Dillon Consulting Limited
[redacted]
www.dillon.ca

Weseluck, Lauren [redacted]

MFFN CAR - General Project Updates

Weseluck, Lauren <[redacted]> Mon, Nov 20, 2023 at 4:35 PM
To: Kyla Morrisseau [redacted]
Bcc: Lucia Jara Moreno <[redacted]>, "McEwen, Kate" [redacted]

Good Afternoon,

I am emailing you today to provide some updates for the MFFN CAR Project and to specifically highlight upcoming events for the Project.

Route Selection Webinar: The MFFN CAR Project Team has started a new webinar series on the Community Access Road. The first webinar was on **Route Selection,** and occurred last Thursday November 16th. Please find a recording to the webinar at the following link:[redacted]

ATRI Forum #2: Thank you for confirming your attendance of the ATRI Forum, which starts tomorrow and runs until November 23rd. 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.

We invite you to attend a screening of the movie *Bridges to the North,* a story about Webquie and Marten Falls First Nations. The screening will take place tomorrow, Tuesday November 21st at 7:00 pm at the Valhalla Inn. Check out the trailer for the movie here: https://www.youtube.com/watch?v=TDk14SrDdgo

Climate Change Workshop: Thank you for your interest in the climate change workshop set to happen in Q1 of 2024. Dates and a more formal notice will be shared with you soon.

IK Program: Thank you also for the continued efforts to progress the IK Sharing and Funding agreements. If you have a status update on either of these documents please let me know.

As always, please do not hesitate to reach out if you have any questions or concerns.

Thank you,
Lauren
--

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Platinum member

Lauren Weseluck
Dillon Consulting Limited
[redacted]
www.dillon.ca

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Weseluck, Lauren <[redacted]

MFFN CAR Milestone 2 Progress Report

MFFN Community Access Road Project Team <[redacted] Mon, Nov 27, 2023 at 12:04 PM
To: [redacted]
Cc: [redacted]

Dear Animbiigoo Zaagi'igan Anishinaabek,

We hope this email finds you well.

The Milestone #2 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 AZA First Nation: [redacted]

The Milestone #2 Progress Report covers 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 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 or give us a call at [redacted]

Sincerely,
Marten Falls First Nation Community Access Road Project Team

--
MFFN Community Access Road Project Team
Visit our website:[redacted]

Weseluck, Lauren <[redacted]

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

Nokleby, Andrea [redacted] Tue, Nov 28, 2023 at 4:21 PM
To: Kyla Morrisseau <[redacted], Joe Donio[redacted]
Cc: Bob Baxter <[redacted]>, Lawrence Baxter <[redacted]>, Qasim Saddique <[redacted]>, Jennifer Bruin [redacted], Lauren Weseluck [redacted]

Booshoo / Wachea,

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

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

The Project Team has prepared the attached ***Draft Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report***, which describes our current understanding of your community's Aboriginal and / or Treaty Rights and Interests as they relate to the proposed Project.

This report is important because it will be used for the future impact / environmental assessment (i.e., this report is not the assessment). In order to do a meaningful impact assessment in the future, the Project Team really needs to understand your community's rights and / or interests with respect to the proposed Project.

The Report has been prepared based on any information provided directly to Marten Falls FIrst Nation and publicly available sources of information.

We want to work with you to update the Draft Preliminary Existing Conditions Report with information your community chooses to share with Marten Falls First Nation. Important dates to note:

- We are asking for communities to provide input on the draft report by **January 19, 2024**, where possible, so it can be woven into the Draft Impact Statement / Environmental Assessment Report (2024).
- Additional information, feedback, comments and edits can be shared after this date. This Draft Preliminary Existing Conditions Report will not be finalized until later in 2024.
- Information **received after January 19, 2024** will be woven into the next phases of the assessment processes including the Final Environmental Assessment / Impact Statement Report (2025).

We would be more than happy to meet with you to:

- Hear your feedback - what did we miss, what did we get wrong, what is correct?
- Discuss the best way to update the report; and
- Review and discuss the Project schedule and next steps.

It is important to note that this is an iterative process, and we will continue to update our understanding of your rights and / or interests as we work towards completing the Impact Statement / Environmental Assessment.

We hope all is well with you and your community.

Andrea

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

DRAFT - ATRI Preliminary Existing Conditions Report - AZA First Nation Nov 28, 2023.pdf
18916K

Weseluck, Lauren [redacted]

MFFN CAR Milestone 2 Progress Report

MFFN Community Access Road Project Team <[redacted] Wed, Nov 29, 2023 at 11:26 AM
To: [redacted]
Cc: [redacted]

Due to technical issues, the Milestone #2 Progress Report was updated on November 28, 2023. The link in the original email remains valid. Please download the new version of the report provided in the community specific folder.

Apologies for any inconvenience.

Sincerely,

Marten Falls First Nation Community Access Road Project Team

MFFN Community Access Road Project Team
Visit our website: http://www.martenfallsaccessroad.ca/
Follow us on Facebook: https://www.facebook.com/MFFNCommunityAccessRoadProject/
Call us: [redacted]
[redacted]
[Quoted text hidden]

Weseluck, Lauren [redacted]

Socio-Econ Impacts Letter - MFFN CAR

Weseluck, Lauren <[redacted] Wed, Dec 6, 2023 at 1:19 PM
To: Kyla Morrisseau <[redacted]
Cc: Qasim Saddique <[redacted] Jennifer Bruin <[redacted] Lawrence Baxter <[redacted],
Bob Baxter [redacted], "Trimble, Ingrid" [redacted]>, "Fisken, Avril" [redacted]>, "Haalboom, Bethany" [redacted]>, Don McKinnon [redacted]
Bcc: Lucia Jara Moreno [redacted]>, "McEwen, Kate" [redacted]

Good Afternoon Kyla,

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 (MFFN CAR) Project that is to provide all season access to the community. Attached is a letter requesting if your community has any interests or concerns regarding possible social-community and/or economic impacts as a result of the MFFN CAR Project.

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

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

Thank You,

Lauren

--

Lauren Weseluck
Dillon Consulting Limited
[redacted]
www.dillon.ca

Socio-econ interest check letter - Dec 6.docx
3180K

06 December, 2023

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

Dear AZA First Nation:

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 Lauren Weseluck 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.

Weseluck, Lauren <[redacted]>

MFFN CAR - General Project Updates December

Weseluck, Lauren <[redacted]> Fri, Dec 8, 2023 at 11:06 AM
To: Kyla Morrisseau <[redacted]>
Cc: "Poulakas, Demetri" <[redacted]>
Bcc: Lucia Jara Moreno [redacted]

Good Morning Kyla,

I am following up on a voicemail I left you yesterday regarding some general updates for the MFFN CAR Project. Details regarding the topics I mentioned in my voicemail yesterday are highlighted below.

Webinar Series

- I know you've been interested in, and have attended some of the Project's webinars in the past and wanted to notify you that there will be several upcoming webinars in Q1 of 2024 covering topics such as climate change, engineering and cumulative effects. Dates and a more formal notice will be shared with you soon.
- Our last webinar took place on November 16, 2023 on the topic of Route Selection. If you missed this webinar, a recording of it can be found HERE.

ATRI Forum

- The Project's Second ATRI Forum took place between November 21 - 23, 2023. If you have any questions about the Forum or the content that was presented please let me know.

Milestone #2 Progress Report

- An updated link to the Milestone #2 Progress Report was shared with AZA on November 29, 2023.
- The Milestone #2 Progress Report covers all consultation with AZA from July 1, 2022 - May 31, 2023.
- We request you confirm that you received the email containing the Google Drive link with the Report and that you were able to download the Report.
- We welcome any edits or comments to your community-specific sections by February 15, 2024, before the Reports are finalized and shared publicly with the Draft Environmental Assessment Report / Impact Statement.

Socio-Economic Interest Letter

- I recently sent a letter to AZA requesting if your community has any interests or concerns regarding possible social-community and/or socio-economic impacts as a result of the MFFN CAR Project. If you could please confirm you received this letter that would be great.
- Should your community have socio-economic interests or concerns related to the Project, please let us know by December 30, 2023.

IK Program

- The MFFN CAR Project Team has asked communities to provide IK by December 11, 2023 to ensure that this information can be incorporated into the **Draft** EA / IA. I know you have been trying your best to move the IK process along, which we sincerely appreciate. IK shared after December 11th will be woven into subsequent stages of the assessment process and road design.
- Please let me know if you have an update on the IK Funding and Sharing Agreements, and whether you have any questions about the IK Report.

If you have any other updates, questions or comments please do not hesitate to reach out.

Wishing you a very happy Holiday Season!

Kind Regards,
Lauren
--

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Platinum member

Lauren Weseluck
Dillon Consulting Limited
[redacted]
www.dillon.ca

Weseluck, Lauren <[redacted]>

MFFN CAR Milestone #2 Progress Report Follow-Up

Weseluck, Lauren <[redacted]> Thu, Jan 11, 2024 at 4:29 PM
To: Kyla Morrisseau <[redacted]>
Cc: "McEwen, Kate" <[redacted]>
Bcc: Lucia Jara Moreno <[redacted]>

Good Afternoon Kyla,

I hope you had a restful holiday season!

On November 27, 2023 you were sent the Milestone #2 Progress Report for the Marten Falls First Nation Community Access Road (MFFN CAR) Project, with an updated link to your Report provided on November 29, 2023, and the request for you to review this Report.

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

We kindly ask you to confirm that you were able to view/download the documents successfully and welcome any edits or comments to the Report you received by **February 15, 2024**.

If you have any questions or would like to schedule a meeting to discuss the Report and timeline, please let me know.

Kind Regards,
Lauren
--

Lauren Weseluck
Dillon Consulting Limited
[redacted]
www.dillon.ca

DILLON CONSULTING

Weseluck, Lauren <[redacted]>

Follow-up from yesterday's call - MFFN CAR

Weseluck, Lauren <[redacted] Wed, Jan 24, 2024 at 12:04 PM
To: Kyla Morrisseau [redacted]
Cc: [redacted] "Nokleby, Andrea" <[redacted], "McEwen, Kate" <[redacted]
Bcc: Lucia Jara Moreno [redacted]

Good Morning Kyla,

Thank you for taking the time to speak to me yesterday. As promised, I am sending over the requested materials for your meeting with the new Chief today, as well as providing some further details on the topics I mentioned yesterday. The topics are outlined below:

Community Coordinator Program:

Regarding the Community Coordinator Program, I apologize as I made a slight error yesterday - there is no funding agreement for this position. I have however attached a fact sheet with all necessary information on the position.

If you have any further questions, please do not hesitate to let me know.

Milestone #2 Progress Report:

The link for your community specific section of the Milestone #2 Progress Report can be found here: [redacted]

We are requesting that you review, and provide any comments which you may have on your community-specific section, by **February 15, 2024.**

ATRI Existing Conditions Report:

On November 28, 2023 my colleague Andrea Nokleby (cc'ed) sent out the Aboriginal and / or Treaty Rights and Interests Draft Existing Conditions Report, which describes the Project Team's current understanding of your community's Aboriginal and / or Treaty Rights and Interests as they relate to the proposed Project.

I have attached your Draft ATRI Existing Conditions Report to this email. Please provide any input or edits you have on the report by January 31st, 2024.

Study Area Maps for Presentation:

As requested, I have attached a couple of maps for you to use in your presentation to Animbiigoo Zaagi'igan Anishinaabek's new Chief today.

The maps I have included for your reference are as follows:
- Location of the 3 Road Projects
- Preliminary Technically Preferred Route Recommendation
- Neighbouring Communities

I want to specify that this is the ***preliminary*** technically preferred route recommendation, and that the route is still subject to change.

If there are any further maps which you want to have on file, please let me know which specifically those are and I can reach out to the necessary discipline leads to get them sent over.

MAP_2023-06-12_NeighboringCommunities_60593122.pdf
MAP_Draft Tech_Preferred_Route_Revision 2 (1).pdf

Webinar Series:

The MFFN CAR Project Team will be hosting a Climate Change Webinar on Thursday February 8, 2024 from 4:00 - 5:00 pm EST.

The registration link for the webinar can be found here: https://us06web.zoom.us/webinar/register/WN_ze04DSZmSqSZS8c5kI9vRQ#/registration

Webinars regarding Engineering and Cumulative Effects will be held in Q1 of 2024 for interested Indigenous Communities. Dates and a more formal notice for these events will be provided soon.

IK Program:

Thank you for your efforts to get the Funding Agreement for the IK Program signed. I have cc'ed my colleague Andrea who I mentioned in our call yesterday, who is a lead on the IK Program. Once you have your meeting today, and can arrange for the new Chief to sign the Sharing and Funding Agreements, please send those two documents to both Andrea and I.

If you have any questions about the materials I sent over or any general questions about the Project, please let me know by responding to this email or calling me at [redacted]

Kind Regards,
Lauren
--

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Platinum member

Lauren Weseluck
Dillon Consulting Limited
[redacted]
www.dillon.ca

3 attachments

DRAFT - ATRI Preliminary Existing Conditions Report - AZA First Nation Nov 28, 2023 (1).pdf
18916K

Join the Community Coordinator Program!.pdf
45K

MAP_Fig1_3RoadProjects_60593122 (1).pdf
1109K

MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

Community Coordinator Program

Since March 2022, the Marten Falls First Nation (MFFN) Community Access Road Project Team has shared on-going communications about providing funding for a Community Coordinator from your community.

We believe a Community Coordinator will strengthen our collective efforts on the Community Access Road, while keeping your community up-to-date and involved.

Responsibilities

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

How much funding is available?

The funding available for a Community Coordinator is $25/hour for 16 hours per week. Communities can choose to go with milestone-based payments where the First Nation distributes funding directly to the Community Coordinator or direct payments from the Project to the Community Coordinator—the choice is up to your community!

How many months will the funding be available for?

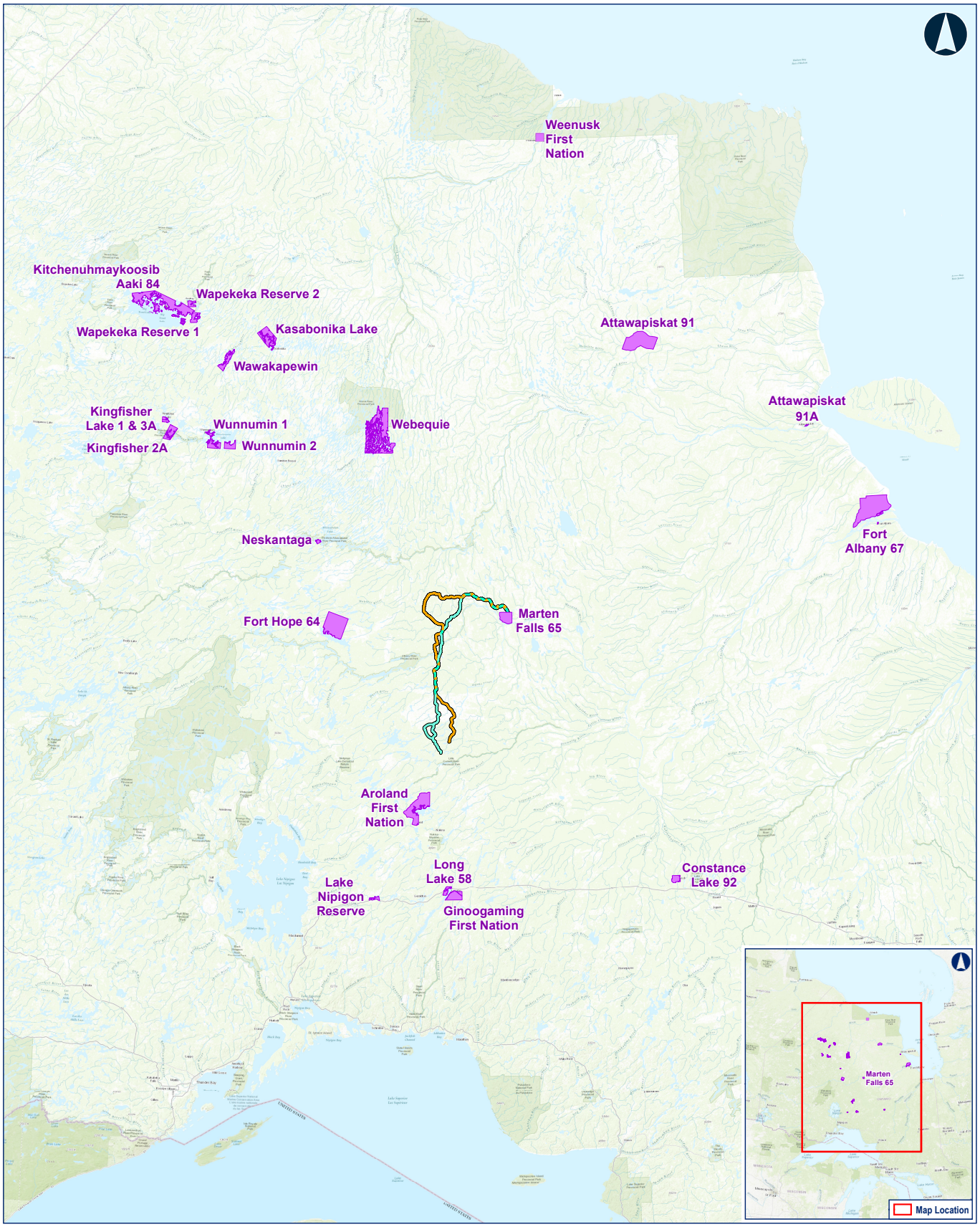
Funding is available as soon as you agree to start and the hiring process is completed, until the Final Environmental Assessment / Impact Statement is issued. Our current schedule for issuing this document is July 2025.

Next Steps

If you would like to learn more, contact Jennifer Bruin or Demetri Poulakas at info@martenfallsaccessroad.ca or 1-800-764-9114.

© 2023 Marten Falls First Nation Community Access Road

Map location: \\na.aecomnet.com\LFS\AMER\Calgary-CACGY3\Legacy\CACGYSF5001\Prod\Projects\60593122\900-CAD_GIS\920-929 (GIS-Graphics)\Design\01_Reports_2023\PIC\MXD_2023-06-12_NeighboringCommunities_60593122.mxd Date Saved: 6/12/2023 Saved By: Stephanie.Clark



Legend

First Nation Reserve

Route Alternatives

- Alternative 1
- Alternative 4
- Alternative 1 & 4 Overlap

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

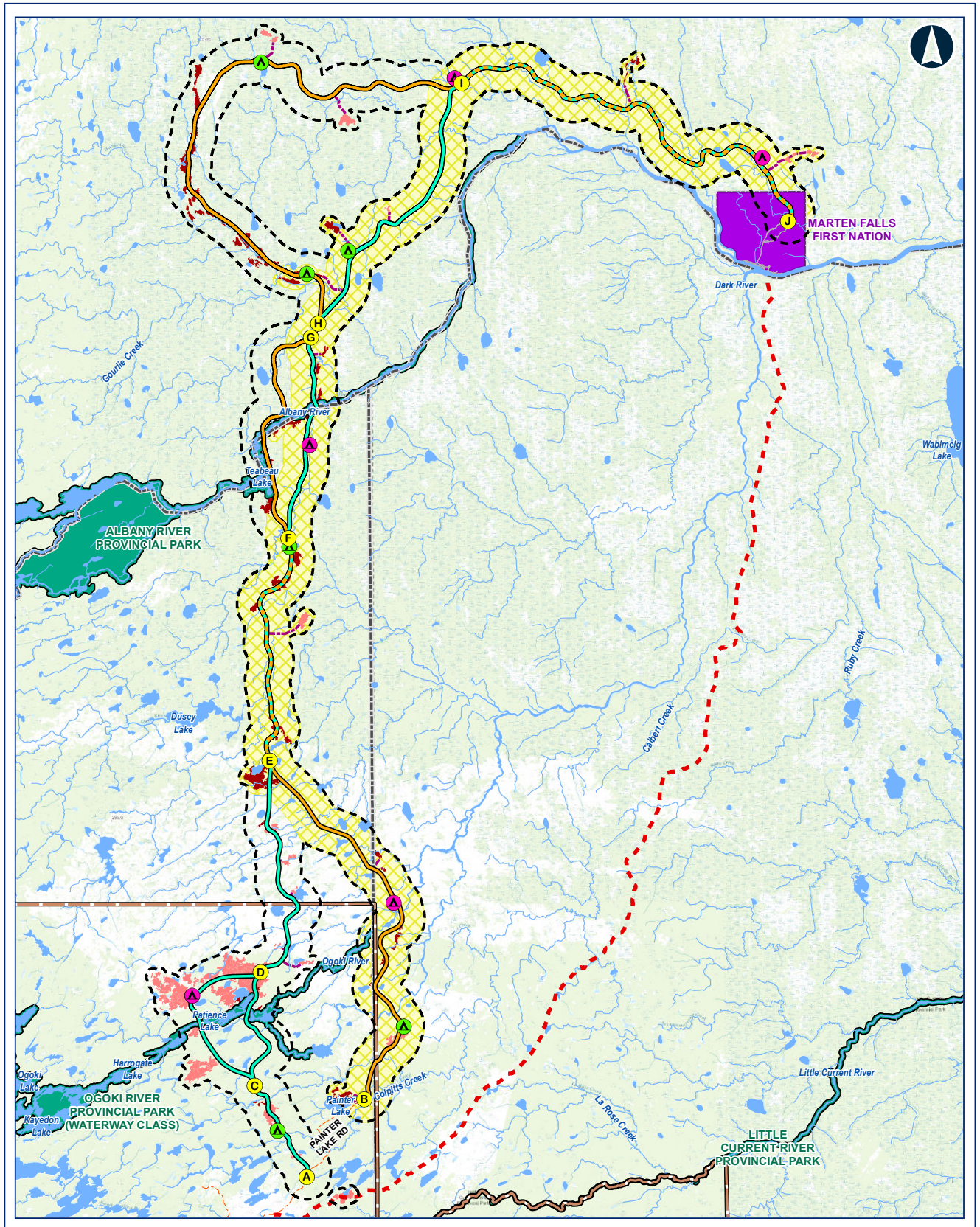
LOCATION OF NEIGHBORING INDIGENOUS COMMUNITIES

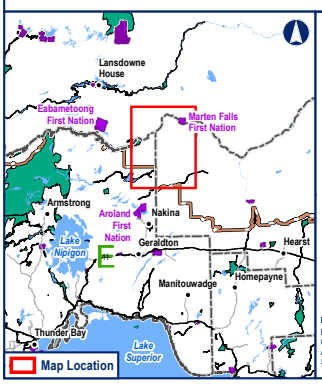
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Kilometres

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Datum: NAD 1983 CSRS UTM Zone 16N





Legend

- Segment Node
- Study Area

Route Alternatives
- Alternative 1
- Alternative 4
- Preliminary Technically Preferred Route

Potential Camp Site
- 50 Persons
- 200 Persons

Potential Aggregate Source
- Bedrock
- Sand and gravel
- Approximate Access Road to Potential Aggregate Site

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

Data Source:
Base Data: Provided by MNRF 2023; Route Infrastructure - Provided by AECOM 2021. Contains Information licensed under the Open Government Licence Ontario.
Aerial photography provided by:
Service Layer Credits: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase,

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Technically Preferred Route Recommendation Revision 2

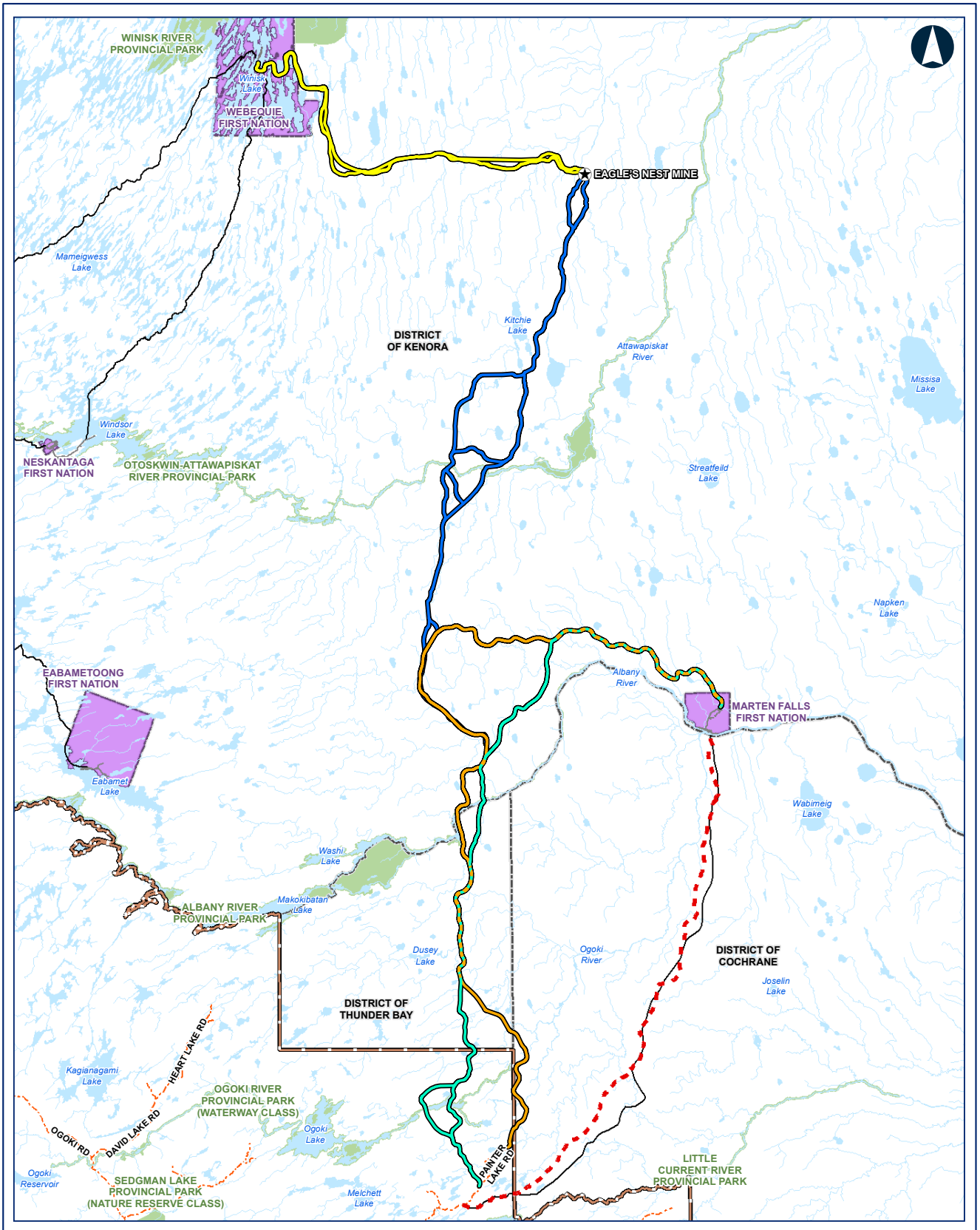
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Datum: NAD 1983 CSRS UTM Zone 16N

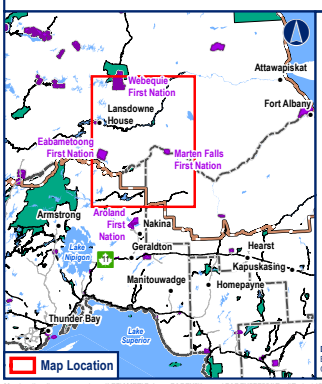
Dec, 2023	1:400,000 *when printed 11"x17"
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Figure 1

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Date Saved: 12/15/2023 1:30:42 PM User Name: Stephanie Clark





Legend

- Eagle's Nest Mine
- MFFN CAR Route Alternative 1
- MFFN CAR Route Alternative 4
- Northern Road Link Route Alternatives
- Webequie Supply Road Route Alternatives

General Features

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

Data Source:
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Road Projects

0 5 10 20 30
Kilometres

Datum: NAD 1983 CSRS UTM Zone 16N

Oct, 2023 | 1:800,000 * when printed 11"x17"

Rev: 00

Figure 1

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Map location: \\na.aecomnet.com\LFS\AMER\Calgary-CACOY3\Legacy\CACOYSF5001\Prod\Projects\60593122\900-CAD_GIS\920-929 (GIS-Graphics)\Design\01_Reports_2023\Road Projects\MXD_Fig1_3RoadProjects_60593122.mxd
Date Saved: 10/4/2023 7:32:33 AM User Name: Stephanie.Clark

DILLON CONSULTING

Weseluck, Lauren [redacted]

Follow-up From Last Week

Weseluck, Lauren <[redacted]> Wed, Jan 31, 2024 at 9:06 AM
To: Kyla Morrisseau <[redacted]>
Cc: "McEwen, Kate" [redacted]
Bcc: Lucia Jara Moreno <[redacted]>

Good Morning Kyla,

I just wanted to follow up on the email I had sent January 24th to see if either yourself, or the new Chief had any questions following the discussion the two of you had last week.

In addition, I was wondering if you could provide me with the name of the new Chief (this is for communication purposes, to make sure the right name is listed on correspondence moving forward) and if you could please confirm whether [redacted] is the email I should be using, as you noted in one of our previous communications.

I also wanted to ensure you received the Climate Change Webinar registration link as that will be happening next Thursday February 8th. If there are any issues, please let me know and I would be happy to resend.

Kind Regards,
--

DILLON CONSULTING

BEST MANAGED COMPANIES
Platinum member

Lauren Weseluck
Dillon Consulting Limited
[redacted]
www.dillon.ca

DILLON CONSULTING

Weseluck, Lauren [redacted]

Follow-up From Last Week

Weseluck, Lauren <[redacted] Wed, Feb 7, 2024 at 12:00 PM
To: Kyla Morrisseau <[redacted]
Cc: [redacted], "Nokleby, Andrea" <[redacted] Qasim Saddique <[redacted]>, Jennifer Bruin [redacted] "McEwen, Kate" <[redacted], [redacted]
Bcc: Lucia Jara Moreno [redacted]

Hello Kyla,

Thank you for the update and Congratulations to the new Chief. You can find the registration link to the Climate Change Webinar here: [redacted]

With regards to the upcoming deadlines, I appreciate your honesty about AZA First Nation's capacity and imagine it is a very busy time. We would ask that you please make your review of the **Draft ATRI Preliminary Existing Conditions Report** a priority. This report was included in my email sent on January 24, 2024.

As noted in the original email accompanying the Draft ATRI Preliminary Existing Conditions Report, we were originally asking for communities to provide input on the draft report by January 19, 2024, *where possible*, so it can be woven into the Draft Impact Statement / Environmental Assessment Report (2024). However, additional information, feedback, comments and edits can still be shared, and we encourage you to do so, despite this date having already passed. This Draft Preliminary Existing Conditions Report will not be finalized until later in 2024.

We will continue to work with your community to ensure the necessary information gets incorporated into the finalized version of the ATRI Preliminary Existing Conditions Report, or if this is not possible, weave information into the next phases of the assessment process such as the Final EA/ IS Report in 2025.

If you have any questions or would like to discuss the Draft ATRI Report or IK Program further we are always available to meet and I would be happy to coordinate a meeting.

Thank you,
Lauren

Weseluck, Lauren <[redacted]

MFFN CAR Project Introduction

Weseluck, Lauren [redacted] Wed, Feb 14, 2024 at 2:26 PM
To: Kyla Morrisseau <[redacted], [redacted]
Cc: "McEwen, Kate" [redacted], [redacted]
Bcc: Lucia Jara Moreno <[redacted]

Good Afternoon Chief Yvette Metansinine,

I wanted to take the time to briefly introduce myself and congratulate you on being elected Animbiigoo Zaagi'igan Anishinaabek First Nation's new Chief.

My name's Lauren, I am the main contact between the Project Team for the Marten Falls First Nation Community Access Road (MFFN CAR) Project and Animbiigoo Zaagi'igan Anishinaabek First Nation for matters regarding community consultation.

Kyla let me know that she was planning on meeting with you a couple weeks ago to provide an overview to you on the MFFN CAR Project. If you have any questions for me or the rest of my team following that meeting, please do not hesitate to reach out!

Thank you,
Lauren

--

Lauren Weseluck
Dillon Consulting Limited
[redacted]
www.dillon.ca

Weseluck, Lauren <[redacted]>

MFFN CAR - General Project Updates February

Weseluck, Lauren [redacted] Thu, Feb 22, 2024 at 10:50 AM
To: Kyla Morrisseau [redacted]
Cc: [redacted], "McEwen, Kate" [redacted]
Bcc: Lucia Jara Moreno [redacted]

Good Morning Kyla,

I wanted to follow up on the voicemail I left for you yesterday regarding the MFFN CAR Project, and specifically request if you had any updates on the matters outlined below.

Draft ATRI Existing Conditions Report

This Draft ATRI Existing Conditions Report describes the Project Team's current understanding of Animbiigoo Zaagi'igan Anishinaabek First Nation's Aboriginal and / or Treaty Rights and Interests, as they relate to the proposed Project. We are asking that you **please make the review of this Report a priority**.

Andrew, Kyla noted last month that you may be assisting with the review of any upcoming reports, and I was wondering if you could provide me with a status update. If you have any questions please do not hesitate to let me know.

Milestone #2 Progress Report

Kyla, you also mentioned the last time we spoke that you were planning on reviewing the Milestone #2 Progress Report. Please let me know if you still plan on reviewing and providing comments on your community specific sections, and if so do so as soon as possible, as the deadline was February 15th, 2024.

If you do not provide comments soon we will be moving forward to finalize your sections of the report for the public version.

Webinar Series

For any Animbiigoo Zaagi'igan Anishinaabek First Nation community members who did not get a chance to attend the Climate Change Webinar which happened on February 8th, 2024, please find a recording of the webinar here.

Your feedback is important to us. If you attended the webinar, 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. Dates and a more formal notice will be shared soon.

IK Program

Kyla, please let me know if you have any updates regarding the IK Sharing and Funding Agreements following your meeting with Chief Yvette Metansinine.

Chief Metansinine if you have any questions about the IK Program, or Project in general, as you get adjusted into your new role and would like to schedule a meeting with our larger team to talk about the Project, please let me know and I would be happy to arrange something.

Thank you,
Lauren
--

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Platinum member

Lauren Weseluck
Dillon Consulting Limited
[redacted]
www.dillon.ca

Weseluck, Lauren [redacted]

MFFN CAR General Project Updates - March 2024

Weseluck, Lauren [redacted] Thu, Mar 21, 2024 at 11:02 AM
To: Kyla Morrisseau <[redacted], [redacted]
Cc: "McEwen, Kate" <[redacted]
Bcc: Lucia Jara Moreno [redacted]

Good Morning Kyla,

I am following up on the voicemail I left for you yesterday regarding the MFFN CAR Project. The details of the topics I mentioned in my voicemail can be seen below.

Milestone #2 Progress Report

Please confirm whether your community will be providing comments on your community specific section of the Milestone #2 Progress Report. If the answer is yes, your feedback must be provided at latest by **March 30, 2024.** If we do not hear from your community by this date, we will be moving forward with finalizing your sections of the report for the public version.

Draft ATRI Existing Conditions Report

The Draft ATRI Existing Conditions Report describes the Project Team's current understanding of AZA First Nation's Aboriginal and / or Treaty Rights and Interests, as they relate to the proposed Project. As the deadline has passed to provide input, we request that you **please make the review of this Report a priority**.

Andrew it was my understanding that you would be leading the review of this so if you have any questions please let me know.

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 on the topic linked here.

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

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]

Social Media Platforms

The MFFN CAR Project is now on LinkedIn and Instagram! Follow us to stay up to date on the Community Access Road.

Project Programs

Please let me know if you have a status update on the IK Sharing and Funding Agreements. If there is anything we can do to support you moving forward with sharing IK, please do not hesitate to let me know.

Thank you,
Lauren
--

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Platinum member

Lauren Weseluck
[redacted]
www.dillon.ca

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Weseluck, Lauren [redacted]

MFFN CAR General Project Updates - April 2024

Weseluck, Lauren [redacted] Fri, Apr 26, 2024 at 11:06 AM
To: Kyla Morrisseau [redacted]
Cc: [redacted] "McEwen, Kate" [redacted]
Bcc: Lucia Jara Moreno [redacted]

Good Morning Kyla,

I am following up on the voicemail I left for you earlier today regarding the MFFN CAR Project. The details of the topics I mentioned in my voicemail can be seen below.

Project Programs

Please let me know if you have a status update on the IK Sharing and Funding Agreements.

Following your "Project Introduction" meeting with the Chief Metansinine earlier this year, you noted that you still needed to collect community data, including any concerns they held related to the Project. Please let me know if you have had any progress with this. If there is anything we can do to support you moving forward with sharing IK, do not hesitate to let me know.

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]f

Have a great weekend and hope to talk soon.

Kind Regards,
Lauren
--

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BEST MANAGED COMPANIES
Platinum member

Lauren Weseluck
Dillon Consulting Limited
[redacted]
www.dillon.ca

Weseluck, Lauren <[redacted]>

Details Regarding June Three-Road Forum

Weseluck, Lauren <[redacted]> Wed, Jun 5, 2024 at 4:11 PM
To: Kyla Morrisseau <[redacted]>
Cc: [redacted], "Nokleby, Andrea" <[redacted]>, "Cugnet, Jaimie" <[redacted]>, Kyla Zielbauer <[redacted]>
Bcc: Lucia Jara Moreno [redacted]

Hi Kyla,

Thank you for taking the time to talk to me just now regarding the MFFN CAR Project.

As promised, I have attached the invitation to the Forum with the corresponding details to this email. If you have any further questions about the funding please do not hesitate to let me know.

Kind Regards,
Lauren
--

Lauren Weseluck
Dillon Consulting Limited
[redacted]
www.dillon.ca

Inclusiveness: Enabling belonging to draw strength from our differences.

2024-05-29 Three Road Projects Gathering & Expo_Invitation & Agenda_2024-05-29.pdf
555K

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 **ea.participant.fund@ontario.ca**.

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 ea.participant.fund@ontario.ca by May 29, 2024 to reserve your room at the Superior Inn Hotel and and Conference Centre. *(Later RSVP for Gathering attendance is OK!)*

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL Northern Road Link

Ontario

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

WSR WEBEQUIE SUPPLY ROAD

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

NRL Northern Road Link

Ontario

Weseluck, Lauren <[redacted]

MFFN CAR General Project Outreach - June 2024

Weseluck, Lauren <[redacted] Fri, Jun 28, 2024 at 4:35 PM
To: Kyla Morrisseau [redacted]
Cc: "McEwen, Kate" <[redacted]
Bcc: Lucia Jara Moreno[redacted]

Good Afternoon Kyla,

I am following up on the voicemail I left for you yesterday regarding the MFFN CAR Project. Details related to the topics I mentioned in my voicemail are highlighted below.

Three-Road Forum

Thank you to the members of your community for attending the Three-Road Forum and Expo between June 11 - 13, 2024. If you have any questions or feedback, please contact the MFFN CAR Project Team at info@martenfallsaccessroad.ca.

IK Program

I wanted to check in to see if you had any updates on the status of the IK Sharing and Funding Agreements. I know we have been having conversations about the IK Program for a while so it would be great to try and advance this as soon as possible.

Please let me know if this is something you still have the capacity for, and are still planning on providing. As always, I am happy to arrange a call to discuss further and provide any support that I can.

Stage 1 Archaeology Report

The Stage 1 Archaeology Assessment Report was sent out to communities on June 3, 2024. I have re-attached the link containing the report here so you have easy access to it: [redacted]

The Stage 1 Archaeology 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.

If you could please complete your review and provide any feedback / comments you have by **August 2, 2024** that would be appreciated.

If you have any questions about the above topics please do not hesitate to let me know!

Thank you and enjoy your weekend,
Lauren
--

DILLON CONSULTING

Lauren Weseluck
[redacted]

Inclusiveness: Enabling belonging to draw strength from our differences.

DILLON CONSULTING

Weseluck, Lauren <[redacted]

MFFN CAR General Project Outreach - June 2024

Weseluck, Lauren <[redacted] Tue, Jul 9, 2024 at 12:00 PM
To: Kyla Morrisseau [redacted]
Cc: Joe Donio <[redacted]>, [redacted]<[redacted], "McEwen, Kate" <[redacted], Lucia Jara Moreno <[redacted]>, "Nokleby, Andrea"[redacted]>

Hi Kyla,

This is great! Thank you for working to get the agreement signed, I have passed the agreement onto the appropriate discipline lead who will be coordinating the signatures on our end. I have also attached the IK Program Guidance Document to this email so you have some further information on the Program.

Now that we have the funding and sharing agreements signed I wanted to check in with you to determine whether you know the extent of the Indigenous Knowledge you will be providing, and what your estimated timeline will be for sharing that IK. This will also help us determine whether there are any supporting materials you would like us to provide to you, and when we will need to provide those by.

Thank you also for the notice that you have started reviewing the Stage 1 Archaeology Report. If you have any questions I encourage you to set up a meeting with our Project Team.

Thank you,
Lauren
[Quoted text hidden]

MFFN CAR Project - IK Program Guidance Document - July 9 Attachment.pdf
8035K

MFFN Community Access Road Project

Indigenous Knowledge Program Guidance Document

November 2020



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

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1. Introduction

Marten Falls First Nation (MFFN) thanks you for your interest in participating in the Indigenous Knowledge Program (IK Program) for the MFFN Community Access Road Project (the Project). We appreciate the level of trust and the foundation of respect required for the collection and/or sharing of IK with the MFFN Project Team.

The purpose of this Guidance Document is to provide your community with:

- A brief **overview of the proposed Project**;
- An **overview of the IK Program to support discussions** of how Indigenous knowledge (IK) and information on how Indigenous land and resource use can be collected and become part of the Project assessment, planning and design processes; and
- **Information and resources** to support your community in meaningfully participating in the IK Program.

Key terms used in this document (in **blue text**) are defined throughout. These are also provided in the glossary in **Appendix A**.

Please note: in addition to the IK Program, the **Consultation** Program for the Project serves as an additional and important avenue for collecting information, concerns, perspectives, and other information relevant to the Project from Indigenous communities.

The Crown is responsible for the constitutional Duty to Consult for the assessment processes for the Project. MFFN is responsible for carrying out Statutory Consultation processes in fulfilling the Duty. The IK Program and Consultation Program strive to both engage and consult with communities to build relationships and provide inputs into the overall consultation requirements for the Project.

2. Overview of the Project

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. 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.

As the proponent for the Project, MFFN has started a Provincial Environmental Assessment and Federal Impact Assessment (**the assessment processes**) to assess the potential Project effects and benefits. The assessment processes will inform Project planning and design.

Please note that the assessment processes are for the MFFN all-season community access road Project only. The Northern Road Link is a separate project that will undergo a separate assessment process, with MFFN and Webequie First Nation as a joint-proponent. Consultation and engagement for the Northern Road Link will be addressed through a separate process.

Indigenous Knowledge refers to Indigenous systems of knowledge as well as cultural practices related to the production of knowledge based on traditional belief systems, relationships to the environment, and community practices. It is the accumulated and living knowledge built upon the historic experiences of Peoples living on the land and adapting to social, economic, environmental, spiritual and political change (Chiefs of Ontario, n.d.). It includes knowledge about the natural environment (e.g., locations of caribou seasonal use and calving areas), the relationships between environmental changes and species or ecosystems, and how potential effects to the environment can be avoided or reduced.

Indigenous Land and Resource Use refers to specific areas and resources used for traditional purposes when Indigenous peoples learn and practice their IK (Garvin et al., 2001). This includes the areas and sites used for hunting, trapping, fishing, and gathering and the resources harvested, as well as cultural sites, features and practices. Sometimes referred to as Traditional Land Use.

3. Overview of the IK Program

The IK Program aims to collect **Indigenous Knowledge** (IK) relevant to the Project and information on **Indigenous land and resource use** and values (including cultural) in the vicinity of the Project area.

The primary objectives of the IK Program are to:

- Identify areas where important Indigenous land uses, resources, and/or values could be impacted by the Project;
- Understand community concerns about the potential negative impacts of the Project; and
- Work to avoid or mitigate potential Project impacts on these land uses, resources and/or values and maximize any potential positive effects.

The IK Program strives to work with **interested Indigenous communities** on how relevant IK and Indigenous land and resource use information will become part of the assessment processes and Project planning and design. We understand there are larger regional issues and those will be documented and incorporated into the assessments, as applicable.

The IK Program involves two key ways for information gathering and sharing:

- **Sharing existing and relevant IK and Indigenous land and resource use information** previously collected by communities (e.g., for community-based land use planning) with the MFFN Project Team; and
- **Completing Project-specific IK and Indigenous land and resource use studies** to collect relevant IK and information on Indigenous land and resource use in the vicinity of the Project.

Please note: This IK Program Guidance Document also helps to meet the information requirements set out in the Tailored Impact Statement Guidelines issued for the Project by the Impact Assessment Agency of Canada. In addition, information collected through both the IK and Consultation Programs will provide valuable inputs into the **Aboriginal and Treaty Rights and Interests** valued component, which tentatively includes:

- Indigenous Current Use of Land and Resources for Traditional Purposes (hunting, trapping, fishing, gathering, cultural and spiritual sites, quantity and quality of resources, etc.) – see Section 6.5 for definition of 'current'; and
- Cultural Continuity or the ability to practice and transmit cultural traditions (experience of being on the land, ability to access preferred sites and resources, etc.).

3.1 Sharing Existing Information

Some communities may already have relevant IK and information on Indigenous land and resource use and other values from community-based land use planning processes or other activities. We respectfully request that any existing information you wish to share be provided to the MFFN Project Team as soon as possible so that it can be incorporated into the assessment processes. The earlier we receive information (even in draft form), the sooner we can include it in the assessment and Project planning processes.

Further, if you are aware of areas where values could potentially be impacted within the Local Study Area but are unable to share specific details, it is valuable to share whatever information you can early on so that we can work with you as we continue through the assessment processes.

3.2 Indigenous Knowledge & Indigenous Land and Resource Use Study

For communities that are interested in completing a **Project-specific Indigenous Knowledge and Indigenous land and resource use (IK/ILRU) study**, we understand that some communities may prefer to complete a study on their own or using their own consultants. Other communities may require support with completing a study. We are available to support communities in completing an IK/ILRU study (e.g., preparing materials and maps, digitizing information collected, etc.), if and as needed.



Communities using their own consultants should make an effort to follow the IK Guidance Document to support the collection of information to meet the requirements set out in the Tailored Impact Statement Guidelines issued for the Project by the Impact Assessment Agency of Canada.

3.3 Confidentiality

Given the sensitive nature of IK and information on Indigenous land and resource use, the protection and confidentiality of shared information is of great importance to the MFFN Project Team. To honour and respect this important information, an IK Sharing Agreement must be executed between your community and MFFN prior to sharing any information and before beginning a Project-specific IK/ILRU study. The IK Sharing Agreement will be developed with each community. The agreement will outline how confidential/sensitive information will become part of the assessment processes and protected.

3.4 Indigenous Knowledge Program Guiding Principles

Our approach to working with your community on the IK Program is guided by these key principles:



We will **work proactively to build relationships** that are based on trust, transparency, understanding, cooperation, and mutual respect.



The protection and incorporation of IK and Indigenous land and resource use information will be governed by **IK Sharing Agreements.**



Community-specific protocols, traditional channels of authority, and levels of approval within each participating Indigenous community will be followed and respected.



The people of your community are an important source of knowledge of the environment, past and present uses of the land and its resources, and associated cultural practices and values that may be relevant to the Project and our local and regional study areas.



Our aim is to work with you to participate in and complete the IK Program in a manner that **respects your IK collection and sharing protocols** so that IK can be meaningfully integrated into and become part of the assessment processes.



We will strive to **respectfully work with Indigenous Communities** in terms of how IK and information on Indigenous land and resource use within the local and regional study areas will become part of the Project assessment, planning and design processes.

4. Indigenous Knowledge and the Assessment Processes

The information collected through the IK Program (and/or through the Consultation Program for the Project) will be used to:

- Guide and confirm the indicators to be used in the assessment processes for the various **valued components** (e.g., wildlife, vegetation, fish, caribou, moose, Indigenous land and resource use, etc.);
- Support the description of existing environmental conditions (**baseline conditions**) for the various valued components;
- Identify the potential effects of the Project on the various valued components;
- Help identify potential measures to reduce the potential for negative effects (impact management measures) and enhance the potential benefits; and
- Help identify potential monitoring programs.

Valued components
are important components of the natural and human environment that could be impacted by a proposed project or activity.

The MFFN Project Team will work with Indigenous communities to ensure that IK and any information on Indigenous land and resource use and other values that is shared is appropriately integrated into the assessment processes. This will include providing Indigenous communities with the opportunity to:

- Review and discuss draft assessment documents produced by the MFFN Project Team to confirm that we captured and presented your community's information appropriately; and
- Work with the MFFN Project Team on the effects assessment for the Aboriginal and Treaty Rights and Interests and associated components (Indigenous land and resource use, and cultural continuity).

Should your community prefer to do your own effects assessment, we will accept this and work with you to incorporate your effects assessment into the assessment processes.

5. Study Areas for the Assessment

The existing conditions and potential Project effects will be documented for three **study areas** to capture potential local, direct and indirect effects:

- **Project Study Area:** area of direct disturbance (the physical area required for Project construction and operation);
- **Local Study Area:** the area where the potential direct effects of the Project (e.g., direct effects on wildlife, vegetation and surface water associated with noise and vehicle emissions) 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 as a result of changes in wildlife and fish and their habitats) may occur.

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 assessment processes.

A Study Area Memo was previously provided to your community that contains information on some of the study areas selected for the Project (e.g., wildlife, vegetation, etc.) that are related to Indigenous land and resource use – this memo is provided in **Appendix B**.

5.1. Study Areas for Aboriginal and Treaty Rights and Interests

Study areas have been identified for the Aboriginal and Treaty Rights and Interests valued component – these are shown in **Appendix B** and described in Table 1 on the following page. These study areas should inform any IK and Indigenous Land and Resource Use Studies undertaken in terms of the geographic extents used to collect information during these studies.

Please note: The Regional Study Area was revised in October 2020 to include several additional watersheds (e.g., at the southern terminus of the proposed Project and Painter Lake Road) that the Project may interact with based on comments received from communities to date. Figure 1 in Appendix B has been updated from what was sent to communities in August 2020 to reflect the revised Regional Study Area.

Table 1. Proposed Study Areas for the Aboriginal and Treaty Rights and Interests Valued Component

Study Area	Geographic Extent	Rationale
Local Study Area	5 km of the centreline of the Route Alternatives and 5 km buffer around other project components (e.g., aggregate sources) and temporary infrastructure (e.g., construction camps, staging areas and stockpile areas).	The Local Study Area allows the Project Team to gather specific information that can be used to help Project design by avoiding or mitigating impacts to sensitive features. It also corresponds to the outermost boundaries of the combined Local Study Areas for the fish and fish habitat, surface water, vegetation, general wildlife, moose, and air quality valued components. It has been defined based on the key components that may be relied on (water, fish, vegetation, wildlife, moose) or considered to influence (air quality, noise) Indigenous culture and/or land and resource use.
Regional Study Area	Combined area of the quaternary watersheds crossed by each of the road alignments.	The Regional Study Area allows the Project Team to gather information at a larger scale to better understand potential indirect effects on the valued components specific to Indigenous people. It 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 given that these components may be relied on by Indigenous peoples for cultural and land and resource purposes.

A few important notes and considerations:

- These study areas are for the IK Program and Aboriginal and Treaty Rights and Interests valued component and do not represent the study areas for other baseline programs (wildlife, vegetation, etc.) being conducted as part of the assessment processes.
- The proposed road alignments may change slightly from what is shown in Figure 1 based on feedback and information from Indigenous communities and our understanding of the existing environmental conditions.
- While these study areas are intended to guide data collection in terms of IK and Indigenous land and resource use in the vicinity of the Project, collecting community information and perspectives that are more general (e.g., habitat values important for caribou) is also an important part of the Consultation and IK Programs.

6. Guidance Materials for Project-Specific Studies

The following sections provide some important considerations and guidance materials for any IK and Indigenous Land and Resource Use (IK/ILRU) Studies that are undertaken by communities for the Project. These materials are intended to guide and support communities in collecting and sharing relevant IK and information on Indigenous land and resource use and associated values so that it can become part of the assessment processes.

Please note: These materials, including the questions contained in the appendices, were developed based on the information that has been requested by regulators (including through the federal Tailored Impact Statement Guidelines) for inclusion in the assessment processes.

6.1. General Study Approach

While IK/ILRU studies can be customized to suit the needs and values of each community, they generally follow the following steps:



1. Review existing information

Many communities have already started collecting IK and information on Indigenous land and resource use for other projects or their own purposes. There also may be relevant information available in historical documents (e.g., ethnographic reports) to provide historical and cultural context (see **Section 6.3** for some questions to guide review). It is a good idea to start by examining what has already been collected to see what information is relevant to the Study Areas (see **Section 5.1**), and identify where there are important information gaps to guide information collection efforts.



2. Select study participants

It is important to select a range of participants to satisfy federal **Gender-based Analysis Plus (GBA+)** requirements which are meant to identify segments of the population that could be especially affected by the Project (e.g., women, youth, Elders, etc.). Any IK/ILRU studies completed should include a range of participants (e.g., men, women, Elders, Knowledge Holders, middle-aged members, youth) to support the inclusion of different perspectives. While Elders are recognized as the most knowledgeable and can offer information about past uses of lands and resources, they may not be using the land and resources in the same way today, and there may be other people in the community who are using the land and resources in the study areas for traditional purposes (e.g., hunting, trapping, fishing, etc.) and have relevant knowledge. The review of existing information (Step 1) can also help to select participants and fill gaps in age or gender categories.



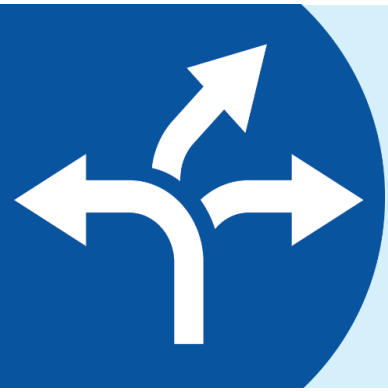
3. Prepare for information collection

It is important to prepare the materials needed for information collection including consent forms for participants (see **Section 6.2**), base maps for the Study Areas to be used for mapping sessions (see **Section 6.4**), defining the time periods that will be used for baseline information collection (see **Section 6.5**), identifying categories to organize information collection (see **Section 6.6**), and a set of questions to guide information collection sessions (see **Section 6.3**, **Section 6.7** and **Section 6.8**). Each community should also consider if a translator is required to support information collection and reporting and make these arrangements before information collection sessions.



4. Collect the information

Information collection is generally done through workshops, focus groups, interviews with participants, or a combination of these depending on what will work best for each community and the participants. All participants should be provided information about the project at the start, prior to asking any questions.



5. Digitize spatial data

Information and spatial data collected should be digitized (put into electronic format) for storage purposes and to support reporting. This will enable the development of maps showing important sites and areas that were identified by participants. This may be done directly during data collection using direct-to-digital data collection methods or through data digitization of information recorded on paper maps once information collection sessions have been completed, depending on what would work best for your participants and community (see **Section 6.9**).



6. Validate the information

It is important to validate (confirm) information collected with the participants who provided it (see **Section 6.10**). This ensures that the information and data was documented accurately and appropriately.

7. Report on the information

The study report should explain how information was collected, and present the information both in text and through mapping (see **Section 6.11**).



6.2. Confidentiality & Participant Informed Consent

In addition to considering confidentiality in terms of the information that is shared with the MFFN Project team (see **Section 3.3**), communities need to also consider how the information collected will be kept confidential internally. Strategies that could be used to keep information confidential include:

- Do not share information and mapping with others unless the person who shared the information have provided written permission;
- Use confidentiality agreements with any third-party researcher(s) supporting your community with the study; and
- The final maps and any reports developed should not contain participants' names (identifiers like participant # should be used instead), and the names associated with participant # should be strictly managed internally (Tobias, 2010).

It is also important that community members participating in the IK Program (and sharing IK and/or information on Indigenous land and resource use) provide consent to sharing the information. In order to do this, they must understand how the information they share may be used. Participant consent forms are generally used to support this. A sample participant consent form that could be used for your community members is provided in **Appendix C**.



6.3. Information on Community Culture and Lifestyle – Past and Present

Providing information on the culture and lifestyle of your community, both in the past and in the present, is valuable for the assessment processes as it provides important background information on the activities that are important to the community and related to Aboriginal and Treaty rights, and how historical and cumulative effects may have already impacted these rights-based activities. This includes information on:

- The history of your community including traditional way of life, governance systems and laws, language, cultural practices and how they were/are taught and handed down, and uses of lands and resources; and
- Current community context, including changes that have taken place over time (e.g., in terms of way of life, governance, language, cultural practices and teaching, land and resource use, etc.) as a result of historical and cumulative effects (e.g., establishment of the trapline system, construction of dams, mineral exploration, forestry, etc.).

A set of questions that should be used to guide information gathering on historical and current community context is provided in **Appendix D**. This information may be collected through research and review of existing documents and/or during information collection sessions with study participants.

It is anticipated that similar questions will also be asked during the Consultation Program for the Project so this type of information can also be collected through this avenue of engagement.

6.4. Preparing Base Maps

The MFFN Project Team will provide interested communities with the digital files (e.g., shapefiles) for the study areas and the potential route alternatives (see Figure 1 in **Appendix B**) to support the preparation of base maps to be used for information collection. These maps are generally printed out and used to record sites and areas during mapping sessions, although some communities may record sites and areas digitally using mapping software and computers (direct to digital methods).

Whichever approach is used, it is important to choose an appropriate **map scale** to allow for spatial data (sites, areas, etc.) to be captured easily and accurately. Maps with too large of a scale (e.g., 1:20,000) may have too much detail (making it hard for participants to find landscape reference points) and require a significant amount of time for data collection. Maps with too small of a scale may not provide enough detail and make it difficult to collect accurate data – one dot on a 1:250,000 scale map can cover 0.25 km on the ground. A 1:50,000 scale map is generally ideal (Tobias, 2000) and multiple maps may be required to cover the Study Areas. However, a mix of map scales may be useful depending on the information being collected and the accuracy required (e.g., specific cultural sites vs. seasonal movement patterns of caribou).

Map scale refers to ratio of the distance on a map to the actual distance of the ground. For example, if a map has a scale of 1:50,000, then 1 cm on the page represents 50,000 cm (50 m) on the ground. Small-scale maps show less detail than large-scale maps.

It is also important to include any place names (including names of lakes, rivers, towns, reserves, etc.) on the base mapping to support participants in orienting themselves on the base maps, which can help make data collection sessions faster and easier. Lastly, if multiple maps will be used, map numbers should be assigned to each and these map numbers should be referenced for any data collected so it is clear which data relates to which maps.

6.5. Temporal Boundaries for Baseline Information on Indigenous Land and Resource Use

There are generally at least two **temporal boundaries** or time periods used to collect baseline information on the **current use** of lands and resources for traditional purposes: past (within living memory up to a recent point in time when conditions may have changed) and present. It is important to provide definitions for any specific time periods used.

Temporal boundaries refer to the time frames used to assess something. Temporal boundaries are often used to guide baseline information collection, as well as assessment processes in terms of project timelines and associated potential impacts. The two temporal boundaries for the impact assessment for the proposed Project are construction and operation/ maintenance.

Current use refers to how the use of lands and resources may be affected throughout the proposed project's lifecycle. This includes uses by Indigenous peoples that are actively being carried out at the time of the assessment. It also includes uses that have ceased due to external factors if they could be expected to resume once conditions change, and uses that are likely to occur in a reasonably foreseeable future provided that they have continuity with traditional practices, traditions or customs (CEAA, 2015).

The MFFN Project Team has identified and defined the following time periods to guide baseline information collection on current use for MFFN:

- **Past Use:** Land and resource use after 1947 (when the registered trapline system in Ontario was implemented) up to 2008 (when the landscape and local economy really started to change as a result of mineral discoveries); and
- **Present Use:** Land and resource use from 2008 up to present day and into the reasonably foreseeable future.

We recognize that communities may prefer to select their own temporal boundaries based on their histories and land and resource use patterns.

In addition to the past and present community context (see **Section 6.3**), the use of these two time periods will allow the MFFN Project Team to better understand pre-development baseline conditions and changes that have occurred over time to present day for a more holistic perspective of "baseline" conditions.

6.6. Categories to Organize Information

Categories (e.g., harvesting, cultural, habitation, travel, etc.) are generally identified and used to organize information in IK/ILRU studies. These categories can be used to organize questions to be asked to participants. They are very helpful when digitizing and organizing all the data collected into a geodatabase. They also make reporting easier for the community.

The use of categories also makes the integration of information into the assessment processes easier. The MFFN Project Team has identified a set of general categories and subcategories that should be used to organize IK and information on Indigenous land and resource use for the Project, as shown in Table 2.

Table 2. Categories to organize information collected

General Category	Sub Categories	Examples of what may be included in these categories
Animal Harvest	Large mammals	Bear, moose, caribou, deer
	Furbearers	Bobcat, ermine, fisher, marten, weasel, wolf, rabbit, etc.
	Birds	Ptarmigan, partridge, duck, geese, etc.
	Other	Porcupine, raccoon, duck eggs, etc.
	General trapping area	
Fish Harvest	Fish	Lake trout, whitefish, pike, pickerel, ling, etc.
Plant Harvest	Berries	Blueberries, raspberries, Saskatoon berries, etc.
	Medicinal plants	Sage, peppermint, muskeg tea, sweet grass, etc.
	Food plants	Wild rice, mushrooms, etc.
	Other	Birch, cedar, moss, firewood, etc.
Cultural, Spiritual and Sacred	Cultural sites and areas	Traditional community gathering area, ceremonial site, teaching site, culturally sensitive area, traditional meeting place, shaking tent, sweat lodge, etc.
	Spiritual and Sacred sites and areas	Spiritual sites, birth site, burial site or ground, place where ashes were spread, sacred rock, etc.
	Historical sites	Archaeological site, pictograph, Hudson's Bay Trading post, etc.
	Stories/legends sites	Sites with stories/legends/oral histories
Place Name	Traditional name	Traditional site or areas names, orientation points, etc.

General Category	Sub Categories	Examples of what may be included in these categories
Habitation	Permanent habitation	Cabins, village sites, etc.
	Temporary habitation	Camp sites, teepee sites, etc.
Travel	Water travel	Canoe routes, boat and motor routes, portages, etc.
	Ground travel	Walking paths or trails, winter trails, skidoo/snowmobiling/ ATV trails, etc.
	Historical routes	Historical trails, historical canoe routes, etc.
Points of Interest	Environmental features	Esker, pond, lake, streams, rivers, rapids, waterfalls, etc.
	Other	Cache, stone bridge, gold strike, dangerous area, etc.
Fish & Wildlife Use Areas	Important use areas	Spawning areas, calving areas, denning areas, nesting sites, concentration areas (e.g., moose, caribou), etc.
	Travel and migration routes	Moose travel route, caribou migration route, fish migration route, animal trails, etc.
Shared Area		Areas that may be shared or used with other Indigenous communities for traditional activities (e.g., hunting, trapping, etc.) or other cultural uses.





6.7. Collecting IK and Information on Indigenous Land & Resource Use

The following types of information should be collected and shared to become part of the assessment processes:

- Information about the **existing environment in the vicinity** of the Project, both in the past and present;
- **Indigenous Knowledge that is tied to specific places or areas** (e.g., locations of important moose calving areas);
- Specific sites used for **Indigenous land and resource use** (e.g., hunting, trapping, fishing, etc.) or **other cultural purposes** (e.g., sacred sites, teaching sites, etc.); and
- **Indigenous Knowledge that is not tied to specific places** (e.g., how resources are prepared and used, important relationships between animals and their environments, etc.).

This information may be collected through research and review of existing documents and/or during information collection sessions with study participants.

An IK/ILRU Question Guide that should be used to guide gathering of IK and information on Indigenous land and resource use within the study areas is provided in **Appendix E**. The questions are organized based on the categories listed in Table 2 (**Section 6.6**). Note that there are both general and site-specific questions within several of the categories. The general questions could be used in any workshops or focus groups, while the site-specific questions would be most appropriate for any interviews (although they can be used during a workshop or focus group if interviews will not be completed for the study).

Features mapped during information collection sessions are recorded as:

- Points – used to represent a fixed or specific location (e.g., salt lick location, cabin location, moose kill site, etc.);
- Lines – used to represent a linear landmark or activity (e.g., trails, travel routes, caribou crossing, etc.); and
- Polygons – used to represent an area (e.g., moose winter use areas, caribou calving grounds, trapline area, etc.).



It is important to note that points and lines should be used, where possible, as these provide greater accuracy in the data collected. However, in some cases the use of polygons may be most appropriate. Where polygons are used, it is best practice to avoid very large ones where possible as these can impact the accuracy and credibility of the data.

6.8. Collecting Perspectives on Potential Project-related Impacts

The following types of information should also be collected and shared to become part of the assessment processes:

- Perspectives about how the **natural** and **physical environments** (e.g., wildlife, water, air, etc.) and **human environment** (e.g., Indigenous land and resource use, culture, language, Aboriginal and Treaty Rights, etc.) may be **positively** or **negatively** impacted by the Project; and
- Perspectives on the **cumulative effects** that have already impacted the **community, culture and cultural practices** and how the proposed Project may contribute to these effects.

A set of questions that should be used to guide gathering of information on the potential positive or negative impacts of the proposed Project is provided in **Appendix F**. These questions could be used during any workshops or focus groups, or asked during any interviews, depending on what would work best for your community and participants.

It is anticipated that similar questions on the potential impacts of the Project on the will also be asked during the Consultation Program for the Project so this type of information can also be collected through this avenue of engagement. However, Project-specific IK/ILRU studies provide an important opportunity to provide these community perspectives and concerns, especially in terms of the potential impacts of the proposed Project on Indigenous land and resource use and cultural sites and practices based on information documented through the study.

6.9. Digitizing Data Collected

Communities using direct-to-digital methods of mapping will have the spatial data that is collected (e.g., hunting sites, cabin locations, etc.) digitized (turned into electronic form) at the time of collection. However, for communities that are using paper maps to record spatial data, the data must be digitized and stored once it has been collected. The points, lines and polygons associated with features identified on the base maps must be digitized in a GIS format. In addition, the descriptive information associated with each mapped point, line and polygon feature (e.g., what was hunted here, when it was hunted, who hunted it, etc.) must be captured in a database that is linked to each of features documented.

The MFFN Project Team is available to support communities in digitizing the data collected and developing maps, and we would be happy to discuss this further.

6.10. Data Validation

It is important to validate or confirm that the information collected has been document properly and accurately. Group sessions to review the maps and information in the database with the participants who provided the information are a useful way to do this as confirmation can potentially be made by more than one person. These sessions also allow for more information that may emerge through discussion to be collected and mapped. In addition, information collected from previously completed 'on the land' activities, including participation in field studies for the proposed Project, can also be used to support data validation. Any corrections to the information or data should be made within the database and associated mapped (digitized) features.

*As noted in **Section 4**, the MFFN Project Team will also provide communities with the opportunity to review our interpretations and descriptions based on the data we receive to ensure we have accurately reflected the perspectives of the community.*

6.11. Reporting

Once all information collected through the study has been validated, a final study report must be prepared. The study report should include:

- A description of how the study was conducted (or the methodology), including:
  - The background documents, reports or other sources that were reviewed to support the study;
  - How participants were selected and if and how different genders and age groups were factored into the selection of participants;
  - How the information was collected (e.g., workshops and/or interviews), documented and digitized (including if translators were used to support information collection); and
- The results of the study in terms of:
  - The IK and information on Indigenous land and resource that was documented, including associated mapping; and
  - Information on the concerns and perspectives of participants in terms of the potential impacts of the proposed Project and any associated recommendations.

The database and mapping developed is the most useful tool for report writing as they contains all information in one place. The mapping included in the study report should be **composite maps** that show the combined data collected for each of the categories (e.g., animal harvesting, etc.) rather than maps showing the data collected from each individual participant. For any particularly sensitive sites that may have been documented and for which there are concerns related to confidentiality, it is best practice to apply a buffer (e.g., 500 m or 1 km) and randomize the centre of point data within that buffer for the purposes of reporting.

A report template that should be used to guide final reporting for the study is provided in **Appendix G**. The report template can be customized to suit the needs of the community; however, the general nature of information included in this report template should be included in the final report provided. In addition, and as noted in **Section 6.2**, the report should not contain participants' names for confidentiality purposes – identifiers like participant # should be used instead.

The MFFN Project Team requests that communities share preliminary composite maps and associated spatial data (with limited information included to protect sensitive and confidential information) as soon as they are available and prior to full reporting to support timely information sharing and enable meaningful consideration of Indigenous values in Project planning and the assessment processes. We also ask that a draft or interim report version is shared prior to a final report. This request is reflected in the IK Program schedule (see **Section 7**).

Please note: We will be providing communities with a template database (with limited information requirements to protect sensitive and confidential information) that should be used for sharing spatial data with the MFFN Project Team. All data shared with the MFFN Project Team will be strictly for the purposes of assessment and Project planning, including avoidance and impact mitigation measures, and will be protected according to the IK Sharing Agreement. If spatial data is not provided (i.e., only report maps are provided), it is important to note that the MFFN Project Team may need to digitize information shared in the report to support Project planning and identification of negative impact avoidance and mitigation measures.

7. Schedule

The proposed schedule for the IK Program and any Project-specific IK/ILRU studies that may be undertaken is shown in Table 3.

Table 3. Schedule for the IK Program

Key Task/Deliverable	Date
Executed IK Sharing Agreements	Fall 2020
Start Project-specific IK/ILRU studies	Fall 2020
Sharing of existing IK-ILRU information that may be relevant and preliminary mapping completed for Project-specific IK/ILRU studies	As soon as possible
Draft IK/ILRU Study Report	March 2021
Final IK/ILRU Study Report	April 2021

8. Next Steps

As noted in **Section 4**, the IK and ILRU information shared with the MFFN Project Team will become an important part of the assessment processes – it will be used to support the selection of valued components and indicators, the description of existing environmental conditions, the characterization of the potential impacts of the proposed Project, the identification of measures to reduce the potential for negative effects (impact management measures) and enhance the potential benefits, and the development of monitoring programs. The MFFN Project Team will work with Indigenous communities to ensure that IK and ILRU information shared is appropriately used in the assessment process through

ongoing consultation and engagement activities and the identification of opportunities for collaboration as the assessment processes proceed.

9. References

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Appendix A
Glossary



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Appendix A – Glossary

Aboriginal Interests: In the context of environmental assessment, Aboriginal interests are the interests that are specific to each Aboriginal group or First Nation that may be impacted by a proposed project, including but not limited to environmental, cultural, social, and legal interests.

Aboriginal Rights: Aboriginal rights are the customs, practices and traditions that are integral to a First Nation. These rights are recognized and protected under Section 35 of the Constitution Act, 1982. Aboriginal rights vary from group to group depending on the customs, practices, traditions, treaties and agreements that have formed part of their distinctive cultures.

Assessment processes: Refers to the Provincial Environmental Assessment and Federal Impact Assessment processes that are required for the proposed Project. These assessment processes look at the potential positive and negative effects of the Project on valued components. These two assessment processes will be coordinated with the federal and provincial regulators and Indigenous communities, and will be undertaken concurrently (both processes will be completed at the same time).

Baseline conditions: Information about conditions in the environment or a community prior to a project being constructed.

Composite map: A map that combines and shows all data for a particular group of interview guide categories (e.g., hunting, trapping, etc.) for all participants involved in the mapping exercise.

Consultation: A process of communication between parties that seeks to make clear the concerns of the parties about a particular issue and attempts to address or accommodate the concerns so that both parties are satisfied. With respect to Aboriginal rights, a component of the "Sparrow Test" that may be applied by governments to justify infringement of the rights.

Current use: Current use refers to how the use of lands and resources may be affected throughout the life of a project. This includes uses that are actively being carried out at the time of the assessment. It also includes uses that have ceased due to external factors if they could be expected to resume once conditions change, and uses that are likely to occur in a reasonably foreseeable future provided that they have continuity with traditional practices, traditions or customs (CEAA, 2015).

Gender-based Analysis Plus (GBA+): Refers to an analytical process used to understand how diverse groups of women, men, and gender diverse people (including vulnerable groups) may experience a project and its potential impacts differently.

Indigenous Knowledge: Refers to Indigenous systems of knowledge as well as cultural practices related to the production of knowledge based on traditional belief systems, relationships to the environment, and community practices. It is the accumulated and living knowledge built upon the historic experiences of Peoples living on the land and adapting to social, economic, environmental, spiritual and political change (Chiefs of Ontario, n.d.). It includes knowledge about the natural environment (e.g., locations of caribou seasonal use and calving areas), the relationships between environmental changes and species or ecosystems, and how potential effects to the environment can be avoided or reduced.

Indigenous land and resource use: Refers to specific areas and resources used for traditional purposes when Indigenous peoples learn and practice their IK (Garvin et al. 2001). This includes the areas and sites used for hunting, trapping, fishing, and gathering and the resources harvested, as well as cultural sites, features and practices. Sometimes referred to as Traditional Land Use.

Interested Indigenous communities: Refers to Indigenous communities that have the potential to be affected by the proposed Project and are interested in participating in the IK program for the Project.

Project-specific Indigenous Knowledge and Indigenous Land and Resource Use (IK/ILRU) Study: Refer to a study that is undertaken to collect information about the traditional use of land and resources (e.g., hunting, trapping, cultural uses, etc.) by an Indigenous community. Study reports include both the information collected in text and the spatial data collected (locations of use) in maps.

Map scale: Refers to ratio of the distance on a map to the actual distance of the ground. For example, if a map has a scale of 1:50,000, then 1 centimetre on the page represents 50,000 centimetres (50 metres) on the ground. Map scales can usually be found on the outer edge of a map, usually near the maps key.

Study areas (or spatial boundaries): 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 assessment processes.

Temporal boundaries: Temporal means pertaining to time. Temporal boundaries refer to the time frames used to assess something. Temporal boundaries are often used to guide baseline information collection, as well as assessment processes in terms of project timelines (e.g., construction, operation) and associated potential impacts.

Treaty Rights: Rights that are described in a written agreement (e.g., treaty, land claim or self-government agreement) between a First Nation and the Crown and protected by section 35 of the Constitution Act, 1982.

Valued components: Refers to important components of the natural (wildlife, water, etc.) and human (social, cultural, economic) environment that could be impacted by a proposed project or activity.

Appendix B

Preliminary Aboriginal and Treaty Rights & Interests Study Areas Memo



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Appendix B – Preliminary Aboriginal and Treaty Rights & Interests Study Areas Memo

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 kilometres (km) northeast of Thunder Bay, Ontario. 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**). The Project will connect MFFN to Ontario's provincial highway network (Highway 643) to the south via the existing Painter Lake Road.

MFFN (the Proponent) has started a Provincial Environmental Assessment and Federal Impact Assessment (**the assessment processes**) to assess the potential effects and benefits related to the proposed Project. An important part of the assessment processes is collecting Indigenous Knowledge (IK), community knowledge and information on Indigenous land and resource use to help us understand baseline (existing) conditions, predict the potential effects of the Project, and determine appropriate impact management and monitoring measures. An IK and Consultation Program has been developed for the Project. These Programs will help us to collect and determine in discussion with your community how IK (e.g., natural environment information) and information on Indigenous land and resource use in the vicinity of the Project area (e.g., harvesting, cultural sites) will become part of the assessment processes and Project planning and design.

Please note that information and correspondence related to the IK program is considered part of the consultation and assessment processes for the all-season community access road to MFFN (the Project) only. The Northern Road Link is a separate project that will undergo a separate assessment.

Purpose of this Memo

We are currently working on defining study areas for the 'Aboriginal and Treaty Rights and Interests' valued component, which tentatively includes:

- Indigenous Current Use of Land and Resources for Traditional Purposes (hunting, trapping, fishing, gathering, cultural and spiritual sites, quantity and quality of resources, etc.); and
- Cultural Continuity – ability to practice and transmit cultural traditions (experience of being on the land, ability to access preferred sites and resources, etc.).

Valued components are important components of the natural and human environment that could be impacted by a proposed project or activity.

Indicators for this valued component will be further described in the Terms of Reference and through the IK Program.

The purpose of this memo is to gather comments and feedback on the proposed study areas for this valued component. Note that these study areas are considered preliminary and we expect that inputs received will inform the final study areas. These study areas will also inform the IK and Indigenous Land and Resource Use Studies that may be completed by some communities in terms of the geographic extents used to collect information from community members during these studies.

It is important to note that different study areas will be used for the effects assessment for other valued components (e.g., wildlife, fish, vegetation, etc.). More information on the study areas used for these valued components and how they informed the study areas for the Aboriginal and Treaty Rights and Interests valued component is provided later in this memo.

IK Program Summary

As per previous communications, there are two key components of the IK Program:

1. Collecting existing IK and Indigenous land and resource use information collected by communities for other purposes (e.g., community-based land use planning) that they choose to share with MFFN; and
2. Completing Project-specific IK and Indigenous Land and Resource Use Studies with interested communities.

Please note that in addition to the IK Program, the Consultation Program serves as an important avenue for collecting concerns, perspectives, community knowledge and other information relevant to the Project from Indigenous communities in the Project area.

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 assessment processes. To capture the range of potential effects, the following study areas are typically used in assessment processes:

- **Project Study Area:** area of direct disturbance (the physical area required for Project construction and operation);

- **Local Study Area:** the area where the potential direct effects of the Project (e.g., direct effects on wildlife, vegetation and surface water associated with noise and vehicle emissions) 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 as a result of changes in wildlife and fish and their habitats) may occur.

Study areas are generally defined for each of the valued components that will be assessed (e.g., wildlife, vegetation, fish, water, Indigenous Peoples, etc.). The Project Study Area will be the same for all valued components, and for the MFFN Project is defined as a 100 m wide right-of-way of the road alignments (i.e., Route Alternatives 1, 4 and 4-West) and temporary infrastructure. The proposed Route Alternatives are shown in **Figure 1** (appended). The size of the local and regional study areas may differ across the valued components depending on the geographic extent needed to understand the potential effects of the Project.

Please note that as further information is received about the proposed Project (e.g., technical studies, IK, etc.), it is anticipated that there will be ongoing adjustments to where Project components will be located. This allows MFFN to move the proposed Project away from important and/or sensitive features or areas. It is anticipated changes will occur within the 5 km wide corridors detailed in the Draft Terms of Reference; however, there is the possibility that changes could occur outside of the existing corridors. For example, based on preliminary construction investigations of route Alternative 4, the Engineering Team identified a new routing alternative (currently referred to as Alternative 4-West, see **Figure 1**). This new routing could result in a shorter crossing of the Ogoki River, and would provide access to an aggregate source that could eliminate the need for an additional haul road. As adjustments are made, we will share information so that feedback is based on accurate Project locations.

What Did We Consider When Defining the Preliminary Study Areas for Aboriginal and Treaty Rights and Interests?

The selection of study areas for the Aboriginal and Treaty Rights and Interests valued component must consider the geographical area needed to accurately assess potential effects that may result from the Project. Given that this valued component is closely tied to and dependent on other valued components of the natural environment (including surface water, wildlife, vegetation, fish, and air quality), we need to first have a sense of what the study areas for these natural environment valued components are.

Table 1 below provides a summary of the preliminary study areas that have been defined for some of the key natural environment valued components identified for the Project.

It is important to note that the study areas provided in Table 1 are considered preliminary and are subject to change based on review and inputs from federal and provincial regulators and Indigenous communities.

The Local Study Areas have been defined to include a large enough area to account for the potential direct effects of the Project. For example, the Local Study Areas for fish and surface water are considered large enough to account for potential direct downstream/off-site effects. The Local Study Areas are also considered large enough to allow for potential adjustments to the road alignments to avoid sensitive features.

The Regional Study Areas have been defined to include a large enough area to account for the potential indirect effects of the Project. A Cumulative Effects Assessment study area will be developed as part of the assessment.

Most of the Regional Study Areas for the Project have been defined based on quaternary watersheds, which provide useful assessment boundaries. To help define what these are, we need to first define what watersheds are in general. **Watersheds** are defined as the area where all of the water drains to the same place. They are categorized based on their size from largest to smallest:

Primary watersheds are the largest and made up of various smaller watersheds. The three primary watershed in Ontario are the Great Lakes - St. Lawrence, Southwestern Hudson Bay, and Nelson River watersheds.

Secondary watersheds are generally large river or lake systems. There are 28 secondary watershed in Ontario (e.g., Albany River Watershed).

Tertiary watersheds range in size from 700 – 31,000 km^2. There are about 145 tertiary watersheds in Ontario (e.g., Lower Ogoki and Upper Albany Makokibatan Watersheds).

Quaternary watersheds make up tertiary watersheds. They tend to be from 50 – 200 km^2 in size but can be larger. There are over 1,000 quaternary watersheds in Ontario (e.g., Wabassi River Outlet, Gourlie Creek Outlet).

Table 1. Preliminary Study Areas for Other Key Valued Components for the Project

Valued Component	Proposed Local Study Area	Proposed Regional Study Area
Fish and Fish Habitat	2.5 km of the centreline of the Route Alternatives and 2.5 km buffer around temporary infrastructure (e.g., construction camps, staging areas and stockpile areas).	Includes the quaternary watersheds crossed by the road alignments and temporary infrastructure.

Valued Component	Proposed Local Study Area	Proposed Regional Study Area
Surface Water	2.5 km of the centreline of the Route Alternatives and 2.5 km buffer around temporary infrastructure (e.g., construction camps, staging areas and stockpile areas). *Surface water refers to all aboveground waters including lakes, rivers, wetlands, etc.*	Includes the quaternary watersheds crossed by the road alignment and temporary infrastructure. The Regional Study Area for Surface Water also encompasses the Regional Study Areas of other Valued Components that either affect surface water or are affected by surface water (e.g., Fish and Fish Habitat).
Vegetation	2.5 km of the centreline of the Route Alternatives and 2.5 km buffer around temporary infrastructure (e.g., construction camps, staging areas and stockpile areas).	Includes the quaternary watersheds crossed by the road alignments and temporary infrastructure.
Wildlife (General)	2.5 km of the centreline of the Route Alternatives and 2.5 km buffer around temporary infrastructure (e.g., construction camps, staging areas and stockpile areas). *General refers to all wildlife other than wolverine, caribou and moose.*	Includes the quaternary watersheds crossed by the road alignments and temporary infrastructure. Watersheds provide a natural transition area to help identify long-range, indirect effects the project may have on wildlife surrounding the community access road.
Wildlife (Wolverine)	10 km buffer around the Route Alternatives and temporary infrastructure (e.g., construction camps, staging areas and stockpile areas) given the large home range for the species.	Includes the tertiary watersheds crossed by the road alignments and temporary infrastructure. Indirect effects to wolverine are more likely to be defined by tertiary watershed boundaries due to their larger home range.

Valued Component	Proposed Local Study Area	Proposed Regional Study Area
Ungulates (moose & caribou)	MOOSE: 2.5 km buffer around the Route Alternatives and temporary infrastructure (e.g., construction camps, staging areas and stockpile areas). CARIBOU: 35 km buffer around the Route Alternatives and temporary infrastructure (e.g., construction camps, staging areas and stockpile areas).	MOOSE: Coincides with wildlife management unit (WMU) 17 and part of WMU 1D (proposed route in WMU 1D with 16 km buffer). Based on the fact that moose in Ontario are managed at the WMU level. CARIBOU: Coincides with the three caribou ranges in the region (Missisa Range, Nipigon Range, and Pagwachuan Range).
Air Quality	5 km buffer around the Route Alternatives and temporary infrastructure (e.g., construction camps, staging areas and stockpile areas), based on provincial recommendations that effects are assessed up to 5 km from an emissions source.	Not applicable since effects not expected beyond the Local Study Area.
Noise	1 km buffer around the Route Alternatives and temporary infrastructure (e.g., construction camps, staging areas and stockpile areas).	2.5 km buffer around Route Alternatives and temporary infrastructure (e.g., construction camps, staging areas and stockpile areas).
Physiography & Groundwater	2.5 km buffer around the Route Alternatives and temporary infrastructure (e.g., construction camps, staging areas and stockpile areas).	5 km buffer around the Route Alternatives and temporary infrastructure (e.g., construction camps, staging areas and stockpile areas).

Valued Component	Proposed Local Study Area	Proposed Regional Study Area
Cultural Heritage	5 km buffer around the Route Alternatives and temporary infrastructure (e.g., construction camps, staging areas and stockpile areas).	1 km buffer around the Local Study Area.

Preliminary Study Areas for Aboriginal and Treaty Rights and Interests

Preliminary study areas have been identified based on community input received to date, best practices, and the preliminary study areas identified for the other valued components (refer to **Table 1**). These preliminary study areas are described in **Table 2** below with associated rationale, and shown in **Figure 1** (appended).

The proposed Local Study Area has been defined to include a large enough area to account for the potential direct effects of the Project. It is also considered large enough to allow for flexibility to accommodate potential changes to the road alignment options (i.e., Route Alternatives 1, 4, and 4-West) that may be required based on the results of on-going studies inputs received during the IK and Consultation Programs. The Regional Study Area has been defined to include a large enough area to account for the potential indirect effects of the Project.

As noted previously, these study areas will also inform any IK and Indigenous Land and Resource Use Studies completed for the Project. It is also important to note that while these preliminary study areas are intended to guide data collection in terms of site- or area-specific Indigenous land and resource use in the vicinity of the Project, collecting IK that is more general (e.g., habitat values important for caribou) is also an important part of the program and will become part of the assessment processes (including baseline conditions, effects assessment and identification of impact management measures).

Table 2. Preliminary Study Areas for Aboriginal and Treaty Rights and Interests

Proposed Study Area	Geographic Extent	Rationale
Local Study Area	5 km of the centreline of the Route Alternatives and 5 km buffer around other project components (e.g., aggregate sources) and temporary infrastructure (e.g., construction camps, staging areas and stockpile areas).	The Local Study Area allows the MFFN Project Team to gather specific information that can be used to help Project design by avoiding or mitigating effects to sensitive features. It also corresponds to the outermost boundaries of the combined Local Study Areas for the fish and fish habitat, surface water, vegetation, general wildlife, moose, and air quality valued components. It has been defined based on the key components that may be relied on (surface water, fish, vegetation, general wildlife and moose) or considered to influence (air quality) Indigenous culture and/or land and resource use. Matching with the Local Study Areas for surface water and fish is also considered appropriate given key concerns related to potential effects on water, which all other natural components are reliant on, as described during consultation with Indigenous communities to date.
Regional Study Area	Combined area of the quaternary watersheds crossed by each of the road alignments.	The Regional Study Area allows the MFFN Project Team to gather information at a larger scale to better understand potential indirect effects on the valued components specific to Indigenous people. It 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 given that these components may be relied on by Indigenous peoples for cultural and land and resource purposes. Matching with the Regional Study Areas for surface water and fish is also considered appropriate given key concerns related to potential effects on water, which all other natural components are reliant on, as described during consultation with Indigenous communities to date.

Next Steps

Thank you for reviewing the Preliminary Study Areas Memo. We look forward to your comments and feedback on the proposed study areas for the Aboriginal and Treaty Rights and Interests valued component. **We respectfully request any feedback, comments, and/or supporting information or documentation on the preliminary study areas are provided by September 25, 2020.**

Comments, questions, information and feedback can be directed to the IK Program Leads:

- Bob Baxter, MFFN Advisor at bbaxter48@gmail.com
- Larissa Mikkelsen, MFFN Advisor at larissa@lbsconsulting.ca

While we recognize that many communities have been affected by COVID-19, we are committed to working with and supporting communities in participating in the Consultation and IK Programs through this time. We want to provide as much time as possible to complete any Project-specific IK and Indigenous Land and Resource Use Studies that may be undertaken as part of the IK Program. We greatly appreciate your timely feedback.

Sincerely,

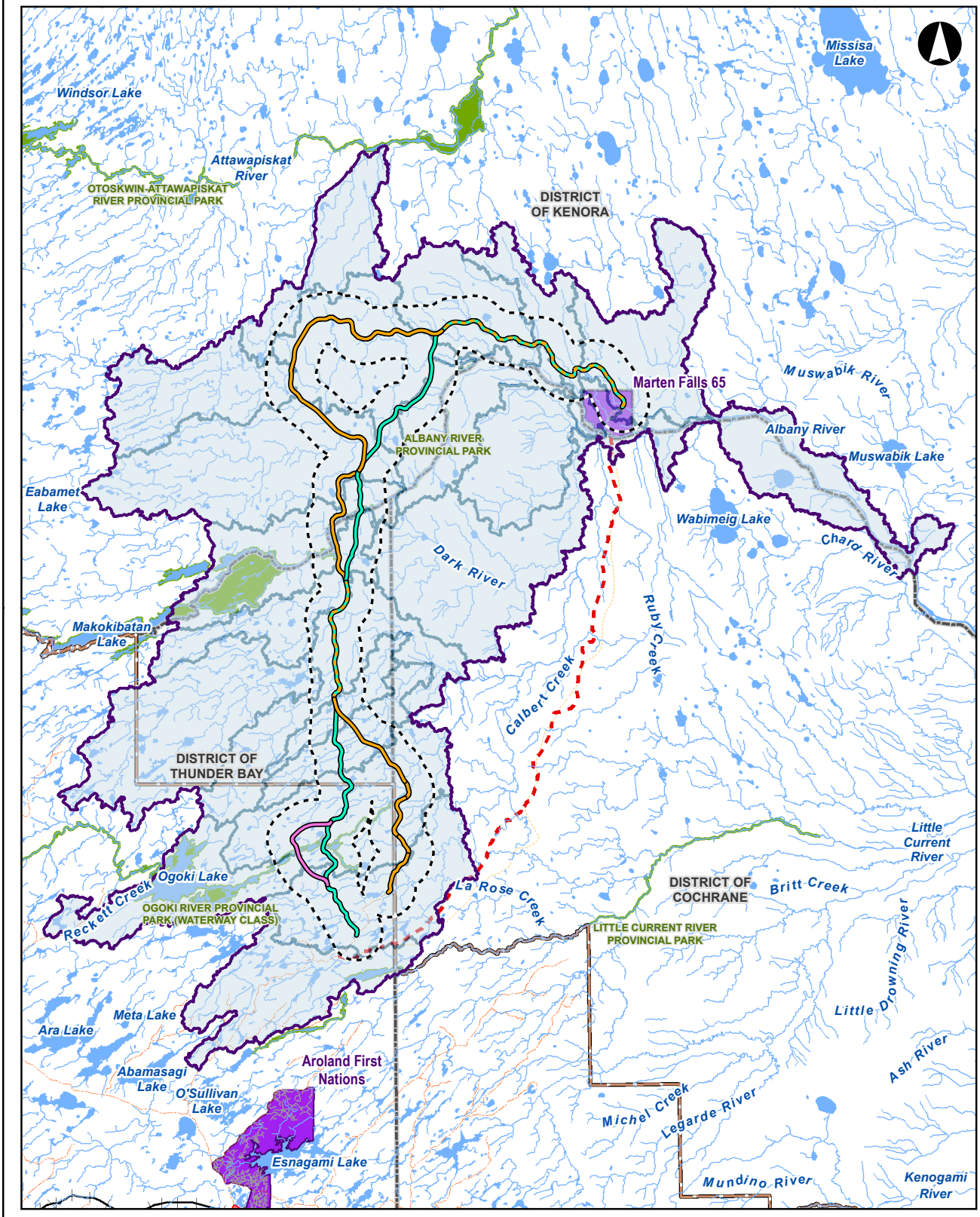


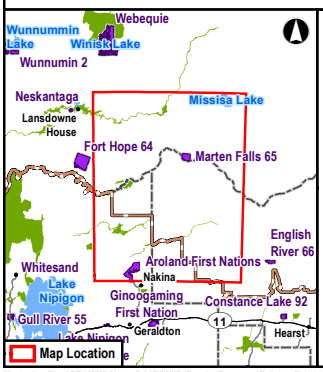
Qasim Saddique
Project Director



Lawrence Baxter
Senior Community Member Advisor

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





Legend

- Local Study Area
- Regional Study Area

Route Label

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

General Features

- Highway
- Local Road
- Winter Road
- Resource / Recreation Road
- Existing Winter Access Road
- Railway
- Watercourse
- First Nation Reserve
- Far North Boundary
- District Municipal Boundary
- Waterbody
- Quaternary Watershed
- Provincial Park

Data Sources:
Basedata - Provided by MNRF 2019; Route Infrastructure - Provided by AECOM/Dillon 2019
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DRAFT

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Preliminary Study Areas for the Aboriginal and Treaty Rights and Interests Valued Component

0 5 10 20 30 40
Kilometres
Datum: NAD 1983 UTM Zone 16N

Oct, 2020	1:740,000 * when printed 11"x17"	P#:188898	Rev:00

DILLON CONSULTING

Figure 1 - Revised October 2020

Appendix C

Participant Informed Consent Form

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Appendix C – Participant Informed Consent Form

The following provides an example participant informed consent form that could be used for your Indigenous Knowledge and Indigenous Land and Resource Use Study.

I _____ (name) give permission for _____ (name) to interview me on this day _____ (today's date) for the Indigenous Knowledge and Indigenous Land and Resource Use Study for the Marten Falls First Nation Community Access Road Project.

I understand that the information I provide in this interview is being collected by the Marten Falls First Nation Project Team and their representatives to help them understand:

- The environmental conditions in the area of the project, both in the past and present;
- Indigenous Knowledge that should become part of the project environmental/impact assessment processes;
- Concerns about how the project could negatively impact the natural environment (land, water and animals) and [*INSERT COMMUNITY NAME*] cultural activities and culturally important places, including places that community members use for hunting, trapping, fishing, and gathering; and
- How potential negative impacts could be avoided or reduced.

I understand that the information collected will be used to:

- Establish the baseline (historical and existing) conditions and inform studies of species and lands and how they may be affected by the project;
- Identify sites and areas that are important to [*INSERT COMMUNITY NAME*] and could potentially be negatively impacted by the project;
- Support the assessment of potential project impacts on [*INSERT COMMUNITY NAME*];
- Support the regulatory requirements for the environmental/impact assessment processes in terms of consultation and engagement;
- Inform the project route alignment (where the road will go) so that the project can be designed to avoid or reduce negative impacts wherever possible; and
- Support [*INSERT COMMUNITY NAME*] in building a database of [*INSERT COMMUNITY NAME*] Indigenous Knowledge and land and resource use information that could be used for other community purposes (with my approval to do so first).

By signing below, I understand that:

1) I give my consent to have my words and responses recorded on maps and in notes, and to using audio and video equipment only if I feel comfortable and approve here: ☐ Yes ☐ No
2) I am free to not respond to any of the questions asked and stop the interview at any point without any consequences;
3) I will retain ownership over the information I provide and any recordings made of my participation;
4) I give permission for my words and statements to be used in reports for the environmental/impact assessment processes;
5) [*INSERT COMMUNITY NAME*] may use the information I provide for defending and communicating the rights and interests of community members during regulatory and negotiation processes;
6) I can remain anonymous in that my name will be protected and will not be used in any reports that contain information from this interview;
7) I give consent to have photographs taken of me and that these may be used in study materials (e.g., the report) only if I feel comfortable and approve here: ☐ Yes ☐ No
8) The information collected (e.g., maps, tapes, reports, etc.) will be returned to [*INSERT COMMUNITY NAME*] for storage and archival, and will not be used for any other purposes without my permission or the permission of my descendants.

_____	_____	_____
Participant (Print Name)	Signature	Date
_____	_____	_____
Interviewer (Print Name)	Signature	Date

Appendix D

Guidance for Collecting Information on Community Culture & Lifestyle (Past and Present)



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Appendix D – Guidance for Collecting Information on Community Culture & Lifestyle (Past and Present)

The following questions should be used to guide and support general information gathering on community cultural and lifestyle in both the past and today. Specific questions related to the proposed Project area are contained in Appendices E and F.

1. What is the history of your community and/or what are important dates in the history of your community?

2. How would you describe the traditional way of life of your community and its members before any significant changes (e.g., European settlement, residential school system, etc.) took place in terms of:
    a. How was the land important to the community and culture?
    b. How did community members use the land and its resources each season?
    c. What was an ordinary day like for a women? For a man? For children?
    d. How was your culture (including language) shared and transmitted through the use of lands and resources?
    e. How were land use and land management decisions made? What governance system, clan system, family system, and/or traditional or natural laws were in place and guided land and resource use?

3. How has your community changed over time in terms of:
    a. Importance of the land to your community and culture today?
    b. How community members generally use the lands and resources today? Men? Women? Children?
    c. How is your culture (including language) shared and transmitted through the use of lands and resources today?
    d. What aspects of the traditional governance system (e.g., clan system, family system) and/or laws (e.g., natural laws) are still in place or are being revived in the community?

4. What historical and/or cumulative effects (e.g., dams, residential schools, day schools, reserve system, establishment of the registered trapline system, mineral development, etc.) led or contributed to these changes in the traditional way of life and culture?
    a. When did key changes take place?

The following questions aim to provide an understanding of how much food eaten today is wild versus store bought, and how much this has changed over time compared to the past for a better understanding of true baseline conditions.

5. How much of your food today (%) is from wild animals and plants (including berries) compared to store bought food?
    a. Which ones are most important?
    b. Roughly how much of each animal do you hunt/trap/fish each year today (e.g., how many moose per year)?
6. How much of your food in the past (%) was from wild animals and plants (including berries)?
    c. When was this?
    d. Which ones were most important and in what season?
    e. Roughly how much of animal did you hunt/trap/fish per year? How many plants and berries (in pounds or however you would explain it)?

Appendix E

IK/ILRU Question Guide

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Appendix E – IK/ILRU Question Guide

The following question guide should be used to support the collection of Indigenous Knowledge and information on Indigenous land and resource use relevant to the proposed Project and within the Local and Regional Study Areas. The guide begins with an example script that could be used to introduce the purpose of the interview, followed by a set of questions (general and more site-specific ones) that should be used based on the information we have been asked to provide by provincial and federal regulators.

Introductory Script

My name is [INSERT INTERVIEWER NAME] and my co-researcher is [INSERT CO-RESEARCHER NAME]. We are working on behalf of [NAME OF YOUR COMMUNITY] to gather information on your knowledge of and experience in the area of the proposed Marten Falls First Nation Community Access Project.

The Project involves the development of an all-season road to connect Marten Falls First Nation to Highway 643 to the south using the existing Painter Lake Road. The environmental assessment that is being done will look at the existing natural and human environments in the area of the proposed Project and the potential negative and positive impacts of the Project on these environments, including Indigenous people. The information you provide today will be used by [NAME OF YOUR COMMUNITY] to support the protection of important sites and areas and your culture and values.

The interview will take up to [INSERT HOW MANY HOURS THE INTERVIEW WILL BE]. We will ask you a number of questions about your knowledge, experience and land and resource use in the local and regional study areas being used to assess potential impacts on Indigenous peoples. The questions are based on the type of information we are being asked to provide for the assessment process by federal and provincial regulators. The study areas are shown on these maps where we will mark up sites you have used in the past or currently use for hunting, trapping, fishing and gathering. *[Review the maps showing the local and regional study areas so the participant gets an understanding of the areas]*.

You can decline any of the questions we ask if you would prefer not to answer. All information and files from today's session will be stored and managed by [NAME OF YOUR COMMUNITY]. We also have a consent form that explains exactly how the information you provide may be used. We would like to review it with you now. *[Review the participant consent form now and determine if the participant provides consent to be video or audio taped during the session.]*

We will begin with some general questions about your background. Then we will move into more specific questions about your knowledge and experience in the local and regional study areas, both in the past and present. We will end the session with questions about your perspectives on the potential

negative or positive impacts of the proposed Project on your Aboriginal and Treaty rights, and how any negative impacts could be avoided or reduced and any positive impacts could be enhanced. If there is anything that we don't ask you about but you think should be included in final study report, please let us know.

Once we have completed all interviews for this study, we will be taking the information collected and show it on maps like this so that the road can be designed to avoid sites and areas that should be protected. You will be provided with a copy of the map developed from the information we collect today to confirm we have documented it correctly before it is reported on.

Do you have any questions before we begin? *[Answer any questions the participant may have before beginning].*

Interview Guide

[Mark down the following as you begin the interview]

Today's date:
Time:
Location:
Participant ID #[1]:
Gender (male/female):
Interviewer:
Co-researcher/note taker:
Age Category: Under 18 ☐ Elder ☐ Other ☐

Background Information

1. What is your full name?
2. What year were your born or how old are you?
3. What languages do you speak?
    a. For any language other than English, how often do you speak it? (e.g., some of the time, most of the time, 50% of the time, etc.)

[1] *Either assign a new # to the participant or use the # that has been used for the participant in previous studies or interviews)*

Introductory Questions

The following questions are intended to give use a sense of your experience, or the experience of your family or relations, in the Local and Regional Study Areas for the proposed Project.

1. Have you ever used sites or areas within the Local or Regional Study Areas for hunting, trapping, fishing, gathering, or cultural/spiritual purposes?
    a. If yes, which activities?
    b. If no, why?
2. Have your family or other relations ever used sites of areas within the Local or Regional Study Areas for hunting, trapping, fishing, gathering, or cultural/spiritual purposes?
    a. If yes, which activities?
    b. If no, why?
3. Have you ever done any commercial trapping or fishing in the Local or Regional Study Areas?
    a. If yes, where and when?

Animal Harvesting – Hunting & Trapping

General Questions *(Could be used during workshops or focus groups)*

1. Which animals (wildlife, birds) are culturally or spiritually significant to you or your community and why?
2. Which animals are harvested and how?
3. What time of year (season) do you hunt?
    a. Trap?
4. How important are these animals to your daily life and why?
5. What do you look for or what is important when looking for sites and areas to hunt or trap these animals (e.g., certain trees, landscape features, muskeg, quiet place, etc.)?
6. Who taught you to hunt or trap these animals?
7. Do you teach others to hunt or trap these animals?

Site-Specific (Mapping) Questions for the Study Areas

1. Can you show us any places in the Local or Regional Study Area where you have killed or trapped animals?
    a. Which animals/species?
    b. When (year or decade)?
    c. Why did you harvest it (e.g., for food, for ceremony, for medicine, etc.)?
2. Do you continue to use this site for hunting or trapping?
    a. If so, how often?
    b. If not, why not?

3. Are there any key sensitive areas within the Local or Regional Study Area that you use for hunting or trapping that should be protected?

Fish Harvesting

General Questions *(Could be used during workshops or focus groups)*

8. Which fish are culturally or spiritually significant to you or your community and why?
9. Which fish are harvested and how?
10. What time of year (season) do you fish?
11. How important are these fish to your daily life and why?
12. What do you look for or what is important when looking for sites and areas to fish (e.g., water or landscape features, quiet place, etc.)?
13. Who taught you to fish?
14. Do you teach others to fish?

Site-Specific (Mapping) Questions for the Study Areas

4. Can you show us any places in the Local or Regional Study Area where you have harvested fish?
    a. Which fish/species?
    b. When (year or decade)?
    c. Why did you harvest it (e.g., for food, for ceremony, for medicine, etc.)?
5. Do you continue to use this site for fishing?
    a. If so, how often?
    b. If not, why not?
6. Are there any key sensitive areas within the Local or Regional Study Area that you use for fishing that should be protected?

Plant Harvesting

General Questions *(Could be used during workshops or focus groups)*

1. Which plants (berries, trees, moss, medicinal plants, mushrooms, other plant materials) are culturally important or significant to your community and why?
2. Which plants are picked/gathered and how?
3. How important are these plants to your daily life?
4. What do you look for or what is important when looking for sites and areas to pick/gather/collect plants (e.g., certain trees, landscape features, muskeg, quiet place, etc.)?
5. Who taught you to pick/gather these plants?
6. Do you teach others to pick/gather these plants?

Site-Specific (Mapping) Questions for the Study Areas

1. Can you show us places in the Local or Regional Study Area where you have picked/gathered plants, including berries, trees, moss, medicinal plants, mushrooms, other plant materials?
    a. Which plants?
    b. What time of year (season) and when (year or decade)?
    c. Why did you pick/gather it (e.g., for food, for ceremony, for medicine, etc.)?
2. Do you continue to use this site/area for plant picking/gathering?
    a. If so, how often?
    b. If not, why not?
3. Are there any key sensitive areas within the Local or Regional Study Area that you use for plant/berry picking that should be protected?

Cultural/Spiritual/Sacred Sites

Site-Specific (Mapping) Questions for the Study Areas

1. Do you know of any cultural sites (including gathering and ceremonial sites, teaching sites, traditional meeting place, sweat lodge, shaking tent sites, etc.) within the Local or Regional Study Area that are important to you or your community?
    a. Who uses this site?
    b. What time of year (season) and when (year or decade)?
    c. Why is this site important?
    d. Who taught you about this site?
    e. Is the site still used today?
        i. If so, how often?
        ii. If not, why not?
2. Do you know of any spiritual or sacred sites (burial places, birthing places, sites where ashes were placed, sacred rock, etc.) within the Local or Regional Study Area that are important to you or your community?
    a. Who uses this site?
    b. What time of year (season) and when (year or decade)?
    c. Why is this site important?
    d. Who taught you about this site?
3. Do you know of any sites or places within the Local or Regional Study Area that have stories, legends or special knowledge associated with them that are important to you or your community?
    a. Why is this site important?
    b. Who taught or told you about this site or place?
    c. How do you or your community members use this site (e.g., share stories, share language, teach others, etc.)?

4. Do you know of any historical sites (e.g., archaeological site, pictograph, etc.) within the Local or Regional Study Area that are important to you or your community?
    a. Why is this site important?

Traditional Names/Place Names

Site-Specific (Mapping) Questions for the Study Areas

1. Do you know of any sites or places within the Local or Regional Study Area that have traditional names or special place names in your traditional language?
    a. Do you use this site?
        i. If yes, how and when?

Habitation

Site-Specific (Mapping) Questions for the Study Areas

1. Can you show us any places within the Local or Regional Study Area that you have stayed overnight (e.g., cabin, camp, tent site)?
    a. How many times have you stayed here (once, several times, each year) and when (year or decade)?
    b. Why have you stayed here?
    c. Is this place important to you or your community?
        i. If yes, why?

Travel

Site-Specific (Mapping) Questions for the Study Areas

1. Can you show us any trails or routes within the Local or Regional Study Area that you have travelled on foot or by vehicle (quad, snowmobile) to access sites used for hunting, trapping, fishing, picking/gathering, camping, or cultural purposes?
    a. What time of year (season) and when (year or decade)?
    b. When did you first use this route and when did you last use this route?
    c. What did you use this route for (e.g., to access a hunting site, to access a spiritual site)?
2. Can you show us any routes within the Local or Regional Study Area that you have travelled along water (creeks, lakes, rivers) by boat to access sites used for hunting, trapping, fishing, picking/gathering, camping, or cultural purposes?
    a. What time of year (season) and when (year or decade)?
    b. When did you first use this route and when did you last use this route?
    c. What did you use this route for (e.g., to access a hunting site, to access a spiritual site)?

3. Do you know of any old land or water routes within the Local or Regional Study Area that used to be used by community members/your ancestors in the past?

Points of Interest

Site-Specific (Mapping) Questions for the Study Areas

1. Can you show us any points of interest (e.g., cache, dangerous area) or environmental features (e.g., esker, pond, lake, rapids, waterfall) that are important to you or your community?
    a. Why is it important?
    b. Who taught you about this site?
    c. Do you or anyone in your community use this site today?
        i. If so, how often?
        ii. If not, why not?
2. Are there any sources of water (e.g., lake, river, creek, spring, artesian well, etc.) within the Local or Regional Study Area that you use for drinking water or for water for cultural or spiritual uses?

Fish & Wildlife Use Areas

Site-Specific (Mapping) Questions for the Study Areas

7. Do you know of any specific locations or areas of good habitat or places that are important for wildlife (e.g., moose, caribou, birds), fish, or plants within the Local or Regional Study Area? These may include fish spawning areas, calving areas, mating areas, mineral licks, seasonal use areas, nesting areas, dens, etc.
8. Do you know of any routes used by wildlife or fish to migrate or move across an area within the Local or Regional Study Area?

Appendix F

Potential Impacts Question Guide



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

Appendix F – Potential Impacts Question Guide

The following question guide should be used to support the collection of perspectives on the potential positive or negative impacts of the project based on the information we have been asked to provide by provincial and federal regulators.

Potential Impacts & Cumulative Effects

1. Based on your understanding of the proposed Project, do you have any concerns that the Project may impact the following, and if so how:
    a. Wildlife/animals?
    b. Fish?
    c. Plants?
    d. Cultural or spiritual sites?
    e. The natural environment, including air and water?
2. Do you think the proposed Project may impact (positively or negatively) the following, and if so how:
    a. The availability of lands and resources for Indigenous uses (e.g., hunting, trapping, etc.)?
    b. The quality of resources (animals, plants, fish etc.) available for Indigenous uses (e.g., hunting, trapping, etc.)?
    c. Access to lands and resources for Indigenous uses (e.g., hunting, trapping, etc.)?
    d. Culturally important sites and areas?
    e. Your experience of being on the land?
    f. Your ability to practice, teach and pass on your culture or language?
3. Do you think the proposed Project may have any other impacts on you or your community?
    a. If so, what and how?
4. Do you think the proposed Project may contribute to any cumulative effects that have already impacted you or your community?
    a. If so, what?

Opportunities for Mitigation and/or Enhancement

1. Do you have any suggestions for how any potential negative impacts could be avoided or minimized, and if so how?
2. Do you have any suggestions for how any potential positive impacts on your or your community could be increased or enhanced, and if so how?

Appendix G

Study Report Template



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

Appendix G – Study Report Template

The following study report template could be used to support reporting for your IK/ILRU study. The template has been developed based on the information we have been asked to provide by provincial and federal regulators. The MFFN Project Team recognizes that this template may need to be customized to suit the needs of your community.

1. Introduction

This is where you can provide an introduction to your community-specific Indigenous Knowledge and Indigenous Land and Resource Use (IK/ILRU) Study.

1.1 Project Description

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 kilometres (km) northeast of Thunder Bay, Ontario. 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). The Project will connect MFFN to Ontario's provincial highway network (Highway 643) to the south via the existing Painter Lake Road.

1.2 Regulatory Requirements

The information contained in this report will be governed by the IK Sharing Agreement and will help to inform the Provincial Environmental Assessment as outlined in the Approved Terms of Reference (ToR) and the Federal Impact Assessment as outlined in the Tailored Impact Statement Guidelines (the assessment processes). The assessment processes will assess both the potential Project effects and benefits and will inform Project planning and design.

2. Study Methodology

2.1 Literature Review

There is where you can include a description of a literature review that was completed for the IK/ILRU Study if applicable (include in references list in Section 10).

2.2 Temporal and Spatial Boundaries

This is where you can describe the temporal and spatial boundaries that your community used for your IK/ILRU Study if different than what is presented below. If your community uses different temporal and spatial boundaries, please provide the rationale.

2.2.1 Temporal Boundaries

The following time periods were used to guide baseline information collection:

- **Past Use**: Land and resource use after 1947 (when the registered trapline system in Ontario was implemented) up to 2008 (when the landscape and local economy really started to change as a result of mineral discoveries).
- **Current Use**: Land and resource use from 2008 up to present day and into the reasonably foreseeable future.

2.2.2 Spatial Boundaries

The spatial boundaries for the IK/ILRU study were defined as:

- **Local Study Area:** 5 km of the centreline of the Route Alternatives and 5 km buffer around other project components (e.g., aggregate sources) and temporary infrastructure (e.g., construction camps, staging areas and stockpile areas).
- **Regional Study Area:** Combined area of the quaternary watersheds crossed by each of the Route Alternatives.

2.3 Data Collection Approach

2.3.1 Previously Collected Data

Description of existing data that is relevant to the Project including maps/shapefiles. Please see IK Guidance Document for further information.

2.3.2 Participant Selection

*Please include a description of how participants were selected considering GBA+ requirements and if and how different genders and age groups were factored into the selection of participants. Please see **Section 6.1** of the IK Guidance Document for further information.*

2.3.3 Data Collection

Please include a description of how data was collected (e.g., interviews, workshops, focus groups, etc.). Please see IK Guidance Document for further information.

2.4 Data Validation

Please include a brief description on how data and information was validated. Please see IK Guidance Document for further information.

3. [INSERT FIRST NATION] Lands

This where we are asking you to provide information on your First Nation lands that includes but is not limited to:

- *Traditional Territory including a description and map if applicable*
- *Treaty Lands including information on your First Nation's unique Treaty history*
- *Reserve Lands including a description and map*
- *Specific and Comprehensive Land Claims*

4. Community Culture and Lifestyle - Past and Present

This where we are asking you to provide information that was collected from the questions found in ***Appendix D – Guidance for Collecting Information on Community Culture and Lifestyle (Past and Present).*** *Including but not limited to:*

- *History of your community*
- *Important historical dates within your community*
- *Description of your traditional way of life*
- *Importance of land to the community and culture*
- *Description of seasonal land and resources use*
- *Description of an ordinary day for women, men, Elders, children, others*
- *Important cultural traditions and how they are taught and handed down*
- *Governance systems and traditional laws related to land use and management*
- *Changes over time within your community in terms of cultural practices, traditional governance, etc.*
- *What specific events or changes (e.g., dams, residential schools, day schools, reserve system, establishment of the registered trap line system, etc.) led or contributed to these changes in the traditional way of life and culture?*

- *Important legends or stories that are significant and help explain your community's culture (including ties to the land and resources*
- *Wild vs. Store Bought Foods (% from wild animals and plants compared to store bought food in the past versus present, etc.)*

5. IK/LRU Baseline Information

This where we are asking you to provide information that was collected from the questions found in ***Appendix E – IK/ILRU Question Guide****. The following sub-headings are based on the categories in the IK Guidance Document and on the need to collect both general (non-site specific information) and site specific information and are intended for guidance only. We recognize that you may prefer to organize your information differently.*

5.1 Animal Harvesting – Hunting & Trapping

5.1.1 Non Site-specific Information and Indigenous Knowledge

- *May include information on: animals that are of cultural importance, general habitat needs of certain animals, how harvested animals are prepared and what they are used for (e.g., food, ceremonial purposes, etc.), observations of how animal populations have changed in terms of numbers of areas used, etc.*

5.1.2 Information Specific to the Study Areas

- *Includes locations of Indigenous land and resource use within the Local or Regional Study Areas*
- *Includes locations of important environmental values (e.g., moose winter use areas, fish spawning areas, etc.) within the Local or Regional Study Areas*
- *Includes mapping of documented uses and values with any buffers for sensitive information as appropriate/where required*

5.2 Fish Harvesting (Fish and Fish Habitat)

5.2.1 Non Site-specific Information and Indigenous Knowledge

5.2.2 Information Specific to the Study Areas

5.3 Plant Harvesting (Vegetation)

5.3.1 Non Site-specific Information and Indigenous Knowledge

5.3.2 Information Specific to the Study Areas

5.4 Cultural/Spiritual/Sacred Sites

5.4.1 Non Site-specific Information and Indigenous Knowledge

5.4.2 Information Specific to the Study Areas

5.5 Traditional Names/Place Names

5.5.1 Non Site-specific Information and Indigenous Knowledge

5.5.2 Information Specific to the Study Areas

5.6 Habitation

5.6.1 Non Site-specific Information and Indigenous Knowledge

5.6.2 Information Specific to the Study Areas

5.7 Travel

5.7.1 Non Site-specific Information and Indigenous Knowledge

5.7.2 Information Specific to the Study Areas

5.8 Points Interest

5.8.1 Non Site-specific Information and Indigenous Knowledge

5.8.2 Information Specific to the Study Areas

5.9 Fish and Wildlife Use Area

5.9.1 Non Site-specific Information and Indigenous Knowledge

5.9.2 Information Specific to the Study Areas

6. Potential Project-Related Impacts

*This where we are asking you to provide information that was collected from the questions found in **Appendix F – Potential Impacts Question Guide**. This information can be described quantitatively or qualitatively. Information on impacts and or/ changes, both positive and negative, can include but is not limited to:*

- *Sites and areas (ha) used for traditional activities (hunting, trapping, fishing, gathering)*
- *Availability of lands and resources for traditional activities*
- *Quality of resources for traditional activities*
- *Access to lands and resources for traditional activities*
- *Loss of or change to culturally important sites and areas (e.g., ceremonial sites, sacred areas, place names, teaching sites)*
- *Sufficiency of lands and resources for cultural practices*
- *Experience of being on the land*
- *Changes to cultural traditions*

7. Recommendations

This is where we are asking you to provide any preliminary recommendations or mitigation measures, and/or any other additional comments you would like to provide the MFFN Project Team to consider.

8. Summary of Impacts and Recommendations

This is where you can provide a summary of preliminary potential impacts and recommendations (e.g. mitigation measures) your community would like to highlight or raise with the MFFN Project Team.

Project Component	Potential Impacts to Environmental Resources	Potential Impacts to XX First Nation	Recommendations

9. Closure

This is where you could provide any other closing remarks your community would like to make.

10. References

Please include a list of references used in your IK/ILRU Study.

Weseluck, Lauren <[redacted]>

MFFN CAR General Project Updates - July 2024

Weseluck, Lauren [redacted] Wed, Jul 31, 2024 at 5:07 PM
To: Kyla Morrisseau <[redacted]>
Cc: "McEwen, Kate" [redacted], "Walker, Valdine" [redacted]
Bcc: Lucia Jara Moreno <[redacted]>

Good Afternoon Kyla,

I hope you are doing well. I wanted to follow up on the voicemail I left for you earlier today. Details related to the topics I mentioned in my voicemail are highlighted below.

IK Program:

Firstly, I would kindly ask you to confirm whether you would prefer payment for the IK Program to come in the form of a cheque or a direct deposit. If you choose cheque, could you please confirm whether the following is your correct mailing address?

Attention: Kyla Morrisseau - [redacted]
Cheque Payable: [redacted]

Stage 1 Archaeology Assessment Report:

Feedback and comments on the Stage 1 Archaeology Assessment Report are being requested by **August 2, 2024**. Please provide a status update on your review. If you have any questions we would be happy to set up a meeting to discuss them with you in more detail.

You can find the link to the reports here: [redacted]

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.

Community Coordinator Program:

Funding for the Community Coordinator Program is still available. The Community Coordinator would 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. If you would like more information on the Community Coordinator Program, I would be happy to attach the job posting.

If you have any other questions related to the Project, please do not hesitate to let me know.

I hope you enjoy your long weekend!

Kind Regards,
Lauren
--

Lauren Weseluck
Dillon Consulting Limited
[redacted]
www.dillon.ca

B1.2 Incoming Community Specific Correspondence

DILLON CONSULTING

Weseluck, Lauren <[redacted]

Follow-up to Today's Phone Call Re: MFFN CAR IK Program

Kyla Morrisseau <[redacted] Sun, Sep 10, 2023 at 1:33 PM
To: "Weseluck, Lauren" <[redacted]

FYI: For the time being please do not address a name if you need to send AZA Chief something as of September 9th the new chief has been denounced (Yvette Metansinine is not the Chief at this time). A re-election is slated to occur in the next couple of months. I will keep you posted. Let's see how we can get these funding agreements signed and move forward.

Baamaapii ***(*means until later in Ojibway)***

Kyla Morrisseau

Animbiigoo Zaagi'igan Anishinaabek
Consultation Coordinator

[redacted]

DILLON CONSULTING

Weseluck, Lauren < [redacted]

Re: MFFN CAR General Project Updates

Kyla Morrisseau [redacted] Fri, Nov 3, 2023 at 9:34 AM
To: "Weseluck, Lauren" [redacted]>

Boozhoo Lauren;

Miigwetch, for that, I would be very interested in joining the forum. In addition, I would love to be kept in the loop to participate in the pending Climate Change workshop.

We have not had a re-election yet. I will let you know ASAP. The existing leadership wants to keep this moving forward with our community's input.

I do have the agreements basically done for both the IK funding and roads coordinator application. I will see if I can get them signed off on.

Have a good Friday, and enjoy your weekend!

Baamaapii ***(*means until later in Ojibway)***

Kyla Morrisseau

Animbiigoo Zaagi'igan Anishinaabek
Consultation Coordinator

[redacted]

Weseluck, Lauren <[redacted]

Follow-up From Last Week

Kyla Morrisseau <[redacted] Wed, Feb 7, 2024 at 7:58 AM
To: "Weseluck, Lauren" <[redacted]
Cc: "McEwen, Kate" <[redacted]

Boozhoo Lauren,

Yes, we received the information. The new Chief is Yvette Metansinine for the rest of this term. She is reviewing all the information and maps provided.

Note that AZA's participation in some of the upcoming deadlines for information sharing is going to be rather tight. We still need to collect community data and their concerns within the project. Could you please resend the webinar link at your convenience? I can not locate it in my email box.

Have a good day, be in touch soon.

Baamaapii ***(*means until later in Ojibway)***

Kyla Morrisseau

Animbiigoo Zaagi'igan Anishinaabek
Consultation Coordinator

[redacted]

Subject: RE: Marten Falls Community Access Road Update – Spring Groundwater Program

Kyla Morrisseau <[redacted]
to MFFN Community Access Road Project Team, Ogima

Fri, May 24, 11:45 AM

You are viewing an attached message. Dillon Consulting Limited Mail can't verify the authenticity of attached messages.

Boozhoo,

Miigwetch for that information and anticipate the study results.

*Baamaapii **(*means until later in Ojibway)***

Kyla Morrisseau

Animbiigoo Zaagi'igan Anishinaabek
Consultation Coordinator

[redacted]

DILLON CONSULTING

Weseluck, Lauren <[redacted]

MFFN CAR General Project Outreach - June 2024

Kyla Morrisseau <[redacted]> Tue, Jul 2, 2024 at 11:13 AM
To: "Weseluck, Lauren" <[redacted]>, Joe Donio <[redacted]>, "[redacted]" <[redacted]>
Cc: "McEwen, Kate" <[redacted]>

Boozhoo Lauren,

Miigwetch for your voicemail.

The 3 Roads Forum and Expo were informative and very beneficial for us from AZA to understand the project's current status and the next steps.

I have the IK Sharing and funding agreement signed and ready to send, but I'm currently experiencing some issues with the scanner. I will send it to you as soon as the problem is resolved. This will allow us to move forward with the project.

I also want to touch on the Stage 1 Arch Assessment. I have started reviewing it and will provide my comments before the August 2nd deadline.

Have a good Tuesday ☺

Baamaapii ***(*means until later in Ojibway)***

Kyla Morrisseau

Animbiigoo Zaagi'igan Anishinaabek

Consultation Coordinator

[redacted]

[Quoted text hidden]

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.

Weseluck, Lauren <[redacted]>

MFFN CAR General Project Outreach - June 2024

Kyla Morrisseau <[redacted]> Tue, Jul 2, 2024 at 11:58 AM
To: "Weseluck, Lauren" [redacted] Joe Donio [redacted], "[redacted]" <[redacted]>
Cc: "McEwen, Kate" <[redacted]>

Boozhoo,

Please find attached the Indigenous Knowledge Program Funding Agreement signed by Chief Metansinine.

Do let me know if anything else is required.

[Quoted text hidden]

Good Afternoon Kyla,

[Quoted text hidden]

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.

[Quoted text hidden]

Indigenous Knowledge Program Funding Agreement.pdf
2875K

DILLON CONSULTING

Weseluck, Lauren <[redacted]>

MFFN CAR General Project Outreach - June 2024

Kyla Morrisseau <[redacted]> Tue, Jul 9, 2024 at 4:27 PM
To: "Weseluck, Lauren" <[redacted]>

Miigwetch, for the guidance document. I will review it while we await the fully executed agreement.

We must first discuss what we will input and establish a timeline for sharing our IK. I will circle back with you as soon as I have an answer.

Miigwetch, for your patience and understanding; our capacity is very limited.

[Quoted text hidden]

B1.3 Draft Aboriginal and / or Treaty Rights and Interests Preliminary Existing Conditions Report

Animbiigoo Zaagi'igan Anishinaabek First Nation

Marten Falls First Nation

Aboriginal and / or Treaty Rights and Interests:

Preliminary Existing Conditions Report

Marten Falls First Nation Community
Access Road Project

WORKING DOCUMENT



Contacts

Bob Baxter, MFFN Community Advisor
Email: [redacted]
Phone: [redacted]
Website: martenfallsaccessroad.ca

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

November 28, 2023

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01

Introduction

Marten Falls First Nation is the Proponent of a proposed all-season Community Access Road (the Project). The Project would connect the community to the Ontario provincial highway network (**Figure 1-1**). The Project is subject to the federal *Impact Assessment Act* and the *Ontario Environmental Assessment Act* and associated regulatory processes. As part of these regulatory processes, the Proponent is required to assess the potential impacts of the Project on the rights and interests of Indigenous peoples, including on Aboriginal and / or Treaty Rights which are recognized and affirmed in Section 35 of the *Constitution Act, 1982.* The Project Team is currently consulting with 23 Indigenous communities, including Marten Falls First Nation, who may have Aboriginal and / or Treaty Rights and Interests that have the potential to be adversely impacted by the Project. As a First Nation Proponent, constitutionally protected rights are of the upmost importance and significance to Marten Falls First Nation.

The purpose of this *Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report* is to:



Share our current understanding of rights and interests within the Project area specific to each Indigenous community;

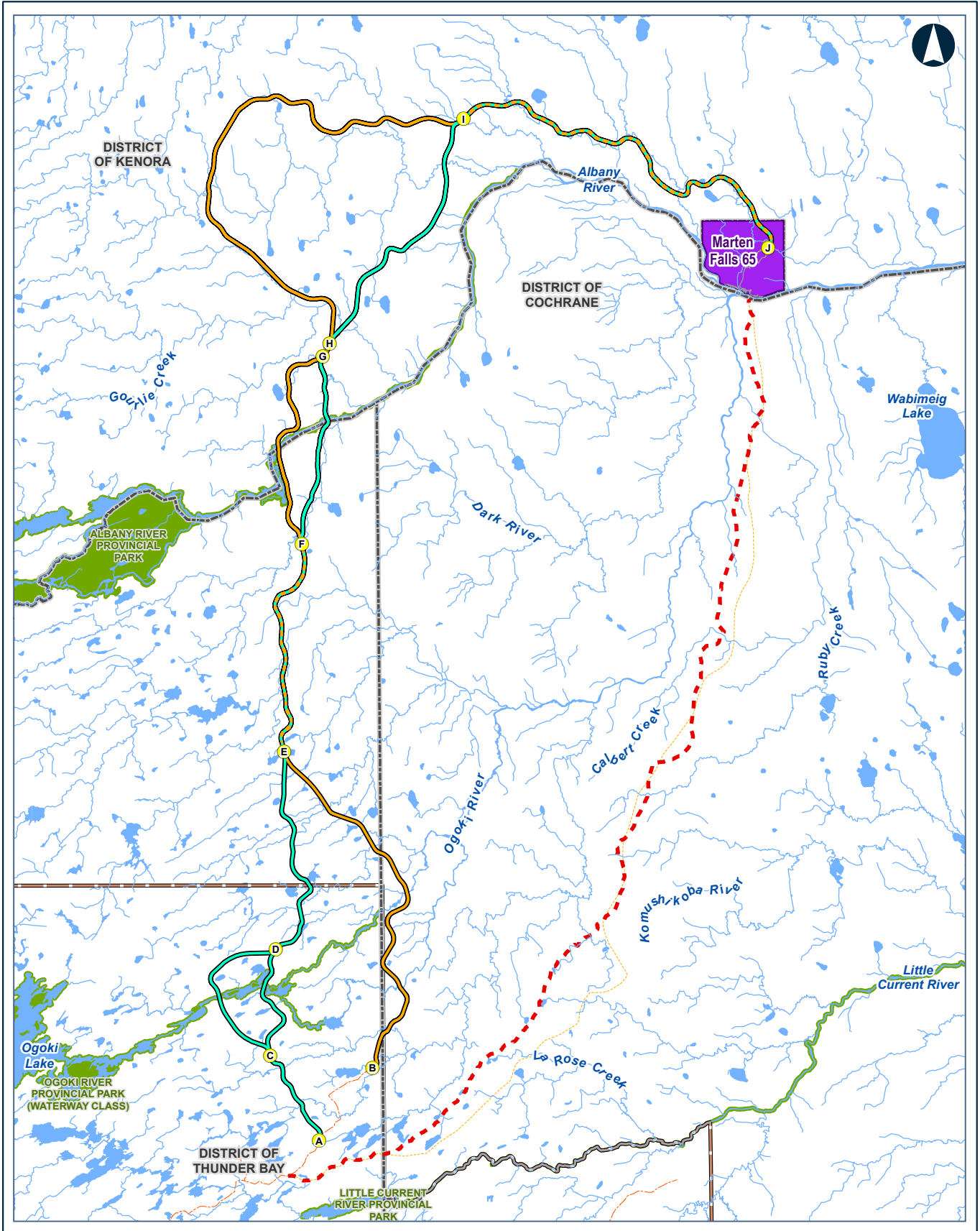


Provide our understanding of how rights are currently being exercised within the Project area; and



Seek your review and feedback on our current understanding.

The report begins with background information about the proposed Project and Aboriginal and / or Treaty Rights and Interests, and why it is so important to have a strong understanding of rights and interests relevant to the proposed Project (**Section 1**). This is followed by our understanding of the historical and regional context with respect to Aboriginal and / or Treaty Rights and Interests and how they have been cumulatively impacted to date (**Section 2**). The next section includes our understanding of your community today, including Aboriginal and / or Treaty Rights and Interests that have the potential to be impacted by the proposed Project (**Section 3**). The report concludes with an overview of the next steps in the regulatory processes and how Marten Falls First Nation will continue to work with Indigenous communities on assessing the potential impacts of the Project on the Aboriginal and / or Treaty Rights and Interests of Indigenous peoples (**Section 4**).





Legend

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

DRAFT

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Project Overview

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

Sep, 2023	1:430,000 * when printed 11"x17"
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Figure 1-1

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1.1 Imagining Access – Why the Project?

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

The development of the Community Access Road will mean that Marten Falls First Nation can begin to forge partnerships with businesses and governments to grow social and economic development opportunities. Opportunities will mean more training and jobs for youth in the region. In the near future, Marten Falls First Nation members will be able to work from their home community and spend or save their hard-earned money at the nearest urban centres. The road will also allow for the continuation of Marten Falls First Nation people on the land because community members will be able to access the lands and waters at a fraction of the price it is now for transportation.

Presently, many Marten Falls First Nation members, especially the youth, have migrated to the cities and towns in search of a better life. It only makes sense that they get a chance at a better life right in their own territory. The Community Access Road will support Marten Falls First Nation in repatriating their members and youth, and in continuing to honour their role as stewards of the lands, waters, and resources as their ancestors did.

1.2 Aboriginal and Treaty Rights and Interests Overview

For the purpose of this report, Aboriginal and Treaty Rights and Interests are defined as follows.

Aboriginal Rights refer to the collective rights to practice traditions and customs that distinguish the unique culture of Indigenous groups and societies, which have been practiced since prior to European contact. These rights are grounded in the recognition of the status of Indigenous groups and societies as the original peoples of Canada, and their continued use and occupation of the land since before European contact; these rights flow to the descendants of Indigenous groups and societies on this basis. Aboriginal rights are not specifically defined under Section 35 as they can vary from group to group depending on the customs, practices and traditions that have formed part of their distinctive cultures, but they may include (CIRNAC, 2023):

- Indigenous title or ownership rights to land;
- Right to occupy and use lands and resources, such as hunting and fishing rights;
- Self-determination and self-government rights; and
- Cultural and social rights.

Treaty Rights are rights that are set out in historic and modern treaty agreements, including Treaty 9 and the Robinson-Superior Treaty, where the proposed Project is located. Treaties define specific rights, benefits, and obligations for the signatories of them, and vary depending on the time and circumstances in which they were negotiated (CIRNAC, 2023).

Aboriginal Interests refer to all requirements relating to Indigenous peoples required by both the federal *Impact Assessment Act* and the *Ontario Environmental Assessment Act*. In addition to an assessment on potential impacts to Section 35 Aboriginal and Treaty Rights, Interests also include impacts under federal jurisdiction with respect to Indigenous peoples, including impacts on (i) physical and cultural heritage, (ii) current use of land and resources for traditional purposes, (iii) any structure, site or thing that is of historical, archaeological, paleontological or architectural significance, and any change occurring in Canada to the health, social or economic conditions of Indigenous peoples in Canada (IAAC & BCEAO, 2022). Therefore, Interests include those identified by Indigenous groups with respect to potential economic, social, health, heritage, or environmental effects of the proposed Project, which may or may not be directly related to specific Aboriginal and / or Treaty Rights.

Note: Interests related to Aboriginal and / or Treaty Rights only are presented in this **Preliminary Existing Conditions Report**. Interests that are not specifically related to Aboriginal and / or Treaty Rights are presented in the existing conditions reports prepared by other disciplines (e.g., Socio-Economic, Land and Resource Use). Relevant information prepared by other disciplines will be used to inform the assessment on Aboriginal and / or Treaty Rights and Interests.



1.2.1 What is the Aboriginal and / or Treaty Rights and Interests Assessment Process?

The assessment of the potential impacts of the proposed Project on Aboriginal and / or Treaty Rights and Interests is intended to be flexible and adaptable. The impact assessment process is generally undertaken as a series of seven steps (IAAC, 2022), as shown in **Figure 1-2**. Steps may need to be revisited and revised based on inputs from, and the specific context of, potentially affected Indigenous communities.

Dialogue (and ideally collaboration) with Indigenous communities throughout the process enables modifications to the process, if and as needed, and promotes a holistic understanding and consideration of Indigenous community needs, protocols, rights, and interests.

It important to note that the steps of the Aboriginal and / or Treaty Rights and Interests impact assessment are not completed in isolation of each other (i.e., step 1 does not need to be fully completed before moving onto the next step). This is because of the interconnectedness of the steps, the iterative nature of the process, the volume of information that is collected during the process, and the dialogue with Indigenous communities throughout the process.

Figure 1-2: Aboriginal and / or Treaty Rights and Interests Impact Assessment Process



The Marten Falls First Nation Project Team is currently working through Steps 1 to 3. This **Preliminary Existing Conditions Report** is a working document that has been developed based on dialogue with and inputs received from Indigenous communities to date and an extensive literature review of publicly available documents. By sharing this Preliminary Existing Conditions Report, we are wanting to work with Indigenous communities to validate, build on and / or revise our understanding of:

- Aboriginal and / or Treaty Rights and Interests relevant to the proposed Project (Step 1);
- The context in which impacts on these rights and interests have already occurred, and how the proposed Project may further impact rights and interests (Step 2); and
- The guiding values and topics associated with community well-being, cultural expression, and the preferred means of exercising rights (Step 3).

The next steps in the Aboriginal and / or Treaty Rights and Interests Impact Assessment process is to collaborate with Indigenous communities to grow the Proponent's understanding of:

- Pathways of potential impacts from the proposed Project (Step 4);
- Anticipated levels of impact that the Project may have (Step 5); and
- Measures and / or actions that can be taken to address potential impacts including the associated pathways (Step 6).
- The final step (Step 7) is to engage with communities to validate the outcomes of the Aboriginal and / or Treaty Rights and Interests Impact Assessment.





1.2.2 Proposed Study Areas for the Aboriginal and / or Treaty Rights and Interests Assessment

Study areas identify the geographic areas within which potential effects of the Project may occur. These study areas are used to guide the data collection and assessment processes.

The Project has both a general Study Area and a Project Development Area which are defined as follows:

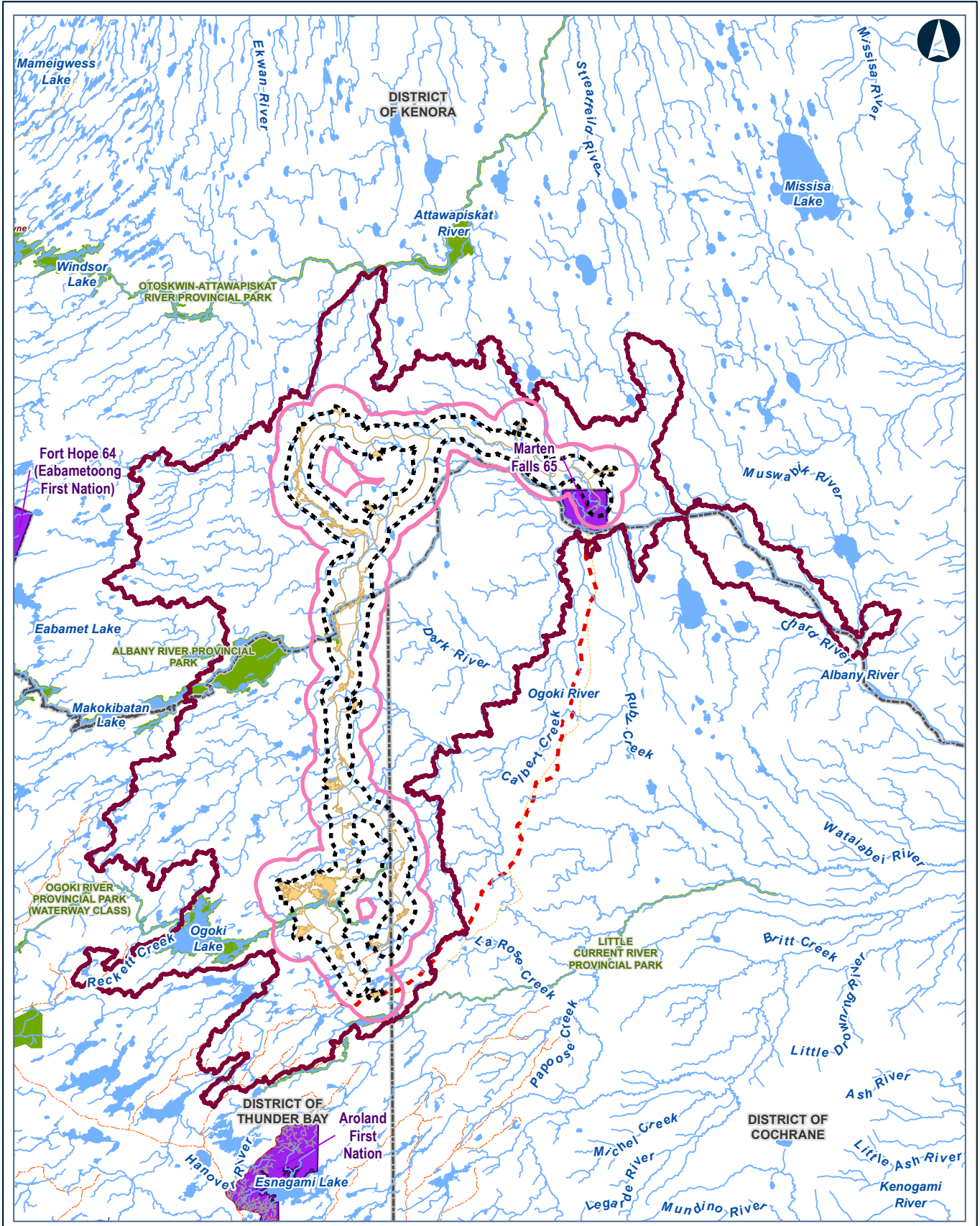
- Project Study Area- includes the area within 2.5 km of each side of the centreline of each alternative route (resulting in a 5 km wide Study Area). The preliminary Study Area generally allows for the documentation of existing conditions and prediction of potential effects for the Project. A 5 km wide Study Area provides flexibility for route refinements that may arise during the Environmental Assessment process through advancement of design (e.g., adjustment of the road alignment to avoid features). The specific location of Project components, including the roadway, quarries, borrow areas, aggregate source areas and temporary infrastructure, are not yet known and will be determined in the Environmental Assessment.
- Project Development Area – encompasses the 100-metre-wide Community Access Road right-of-way, temporary construction access roads, work areas, worker camps, and pits, quarries and associated access roads.

In addition to the Project Study Area and the Project Development Area, study areas have been identified for the Aboriginal and / or Treaty Rights and Interests assessment. Information on the proposed study areas for the Aboriginal and / or Treaty Rights and Interests impact assessment and associated requests for input have been previously shared with all potentially affected Indigenous communities, as follows:

- **August 2020:** The Project Team shared the Preliminary Aboriginal and / or Treaty Rights and Interests Study Areas Memo with Indigenous communities for review and comment.
- **September 2020:** The Project Team received valuable feedback from Indigenous communities on the preliminary study areas.
- **January 2021:** The Project Team revised the proposed study areas for the assessment based on feedback received and distributed an Update on the Proposed Aboriginal and / or Treaty Rights and Interests Study Areas Memo outlining the changes and requesting any feedback.
- **August 2022:** The Project Team revised the proposed study areas based on changes to the proposed Project Development Area for the Project. Changes to the Project Development Area resulted to changes in the proposed Local Study Area for the Aboriginal and / or Treaty Rights and Interests assessment only; there were no changes to the proposed Regional Study Area for the assessment. An Update on the Proposed Aboriginal and / or Treaty Rights and Interests Study Areas Memo, outlining the changes and requesting any feedback, was distributed to Indigenous communities.

The current study areas for the Aboriginal and Treaty Rights and / or Interests assessment (as of September 2023) are shown in **Figure 1-3**.







Legend

- Project Study Area
- ATRI Local Study Area
- ATRI Regional Study Area
- Project Development Area

General Features

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

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

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

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

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

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Figure 1-3

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1.3 A Shared Understanding – Working Together

Marten Falls First Nation is committed to developing a shared understanding of Aboriginal and / or Treaty Rights and Interests within the assessment study areas. The Project Team recognizes that there are things that may have been missed or misunderstood with respect to community Aboriginal and / or Treaty Rights and Interests, and the intent in preparing and sharing this **preliminary report** is to encourage the community to validate, build-on, and /or correct any misunderstandings.

This report sets the stage for the Project Team's understanding of community Aboriginal and / or Treaty Rights and Interests and will be foundational to the impact assessment that will be completed in the future. By understanding the Aboriginal and / or Treaty Rights and Interests of communities in relation to the proposed Project, the Project Team will be better positioned to have informed conversations with potentially impacted Indigenous communities and their members.

It is the objective of the Project Team to avoid, mitigate or reduce potential negative impacts associated with the proposed Project while enhancing potential positive impacts related to Aboriginal and / or Treaty Rights and Interests.





02

Historical and Regional Context

The culture, knowledge, and history of Indigenous peoples is passed down through oral stories and accounts from generation to generation. The following chapter presents an historical and regional overview of the Indigenous peoples in the region. The information presented below was collected from written academic articles, journals, and other publicly available documents, many of which were informed by oral history. Indigenous authors and publishers were sought where possible to capture a more authentic understanding of the history, culture, rights, and interests of Indigenous peoples, both pre- and post-contact, and how Indigenous peoples and their rights and interests have been cumulatively impacted to date.

Note: the term "Indian", which is the historical term used by the Crown for First Nations peoples in Canada, is used throughout **Section 2** when referencing historical documents and associated content.

2.1 Pre-Contact Context

Section 2.1.1 to **2.1.6** describe aspects of the societies of Indigenous peoples of the region prior to more consistent contact with Europeans (pre-contact), which occurred in the mid- to late-17th century.

The Indigenous peoples of what is now known as northern Ontario primarily consisted of the Anishinaabeg (which translates to 'Original People') and the Cree peoples (The Canadian Encyclopedia, 2023).

The Anishinaabeg in this region of Ontario have been referred to as the Northern Ojibwa. The Cree people of this region are known as the Omushkegowuk ('People of the Muskeg'). Throughout **Section 2.1.1** to **2.1.6**, 'Indigenous peoples' refers to the Anishinaabeg and the Omushkegowuk peoples of the region specifically, unless otherwise stated. Information on the community as it is today – is provided in **Section 3**.



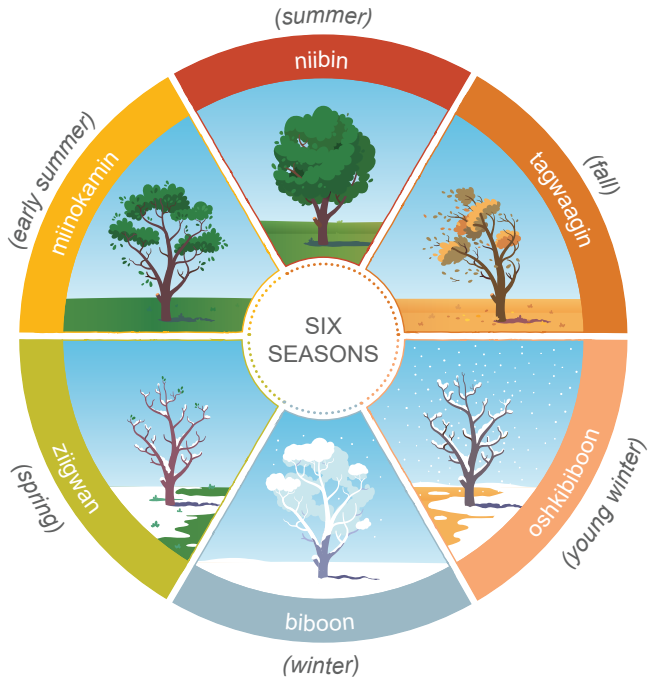


2.1.1 Seasonal Lifeways

Indigenous lifeways are typically shared and nurtured through culture, language, stories, and ceremony, and rooted in place and scared relationship with the Earth, sky, sun, plants, animals, and water (Robertson, 2023). Prior to contact, Indigenous peoples lived their lives following the animals they hunted and according to the seasons. As noted by Davidson-Hunt and Berkes (2003), the Anishinaabeg have six seasons:

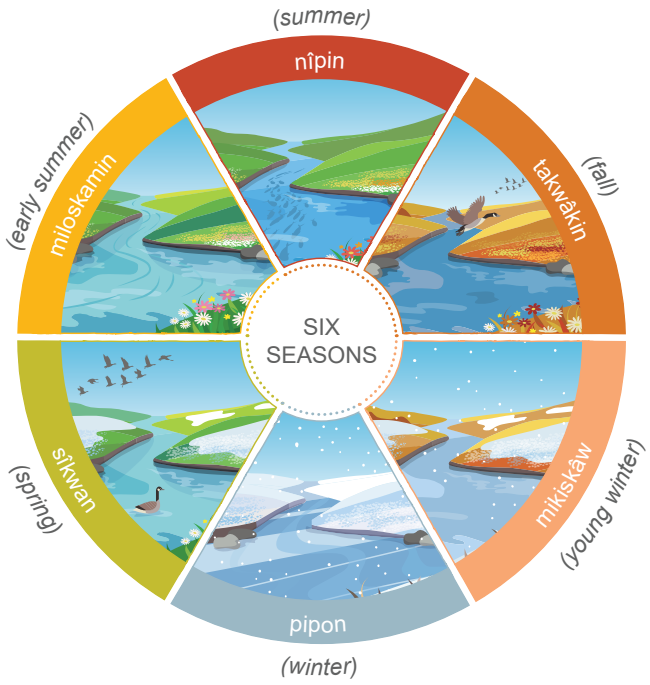
- *Ziigwan* (spring);
- *Miinokamin* (early summer);
- *Niibin* (summer);
- *Tagwaagin* (fall);
- *Oshkibiboon* (young winter); and
- *Biboon* (winter).

The seasons were denoted according to changes in the landscape. For example, *tagwaagin* begins when the leaves start to change colour and fall from the trees and turns into *oshkibiboon* when all the leaves have fallen off the trees and the first snows have fallen, while *biboon* turns to *ziigwan* when the ice on the lakes begin to melt and break up (Davidson-Hunt and Berkes, 2003).



The Omushkegowuk have described six seasons with several seasons reflecting the yearly melting and freezing of the waterways given their reliance on lakes and rivers for their livelihoods (Honigmann, 1948; Six Seasons of the Asiniskaw Ithiniwak, n.d.):

- *Sîkwan* (breakup, translates to "rattling feathers" because the geese fly in and it sounds like rattling);
- *Miloskamin* (spring, translates to "good moving water");
- *Nîpin* (summer, translates to "gifts from the water" because of the fish that are offered);
- *Takwâkin* (fall, translates to "gathering up" becaus e this is the season in which birds and people prepare for the coming winter);
- *Mikiskâw* (freeze-up, translates to "plenty of beads" because of the forming frost); and
- *Pipon* (winter).





Both the Anishinaabeg and the Omushkegowuk used the moon cycles to mark temporal dynamics of seasonal change, and to provide a more standardized way to note the passage of time during the year (Davidson-Hunt and Berkes, 2003; Six Seasons of the Asiniskaw Ithiniwak, n.d.).



Indigenous peoples of the region were hunters and gatherers who travelled seasonally, following the important resources that sustained them in each season. They used birch bark canoes, rafts, snowshoes, and toboggans for easier travel depending on the season (Long, 2010). A rich variety of foods were available, including birds (e.g., duck, goose, and partridge), big game (e.g., bear, deer, moose, and caribou), furbearers (e.g., beaver, muskrat, marten, and wolverine), and fish (e.g., whitefish, pickerel, pike, trout and sturgeon) (Dawson, 1976; Long, 2011; Long *et al.*, 2017). Indigenous peoples also gathered berries, plants, medicines, and fuels (Long, 2011). *Manoomin* (wild rice) was an important staple food among the Anishinaabeg in the Great Lakes region (Desmarais, 2019). Kuhnlein and Turner (1991) noted that plants used in the Hudson Bay Lowlands, further north, included: the roots and sweet sap of large tamarack trees; rock tripe lichen; angelica (wild celery); wapato (arrowhead); the shoots, roots, and stems of fireweed; cattails; wild onions; and, the buds of juniper and spruce trees. Early accounts indicate that the Omushkegowuk spent much of the year pursuing game over large areas in the north, while areas to the south provided food the Anishinaabeg were able to harvest in large quantities including fish, deer, moose, and caribou, requiring less travel (Bishop & Smith, 1975).



The division of labour was based on gender. The men were hunters and trappers (and butchers prior to returning to the group), and makers of toboggans, sleds and snowshoe and wigwam frames. The women fished and hunted and trapped small game, gathered plant foods and medicines, collected firewood, prepared meals, and created material goods for family and trade, in addition to their child caregiver duties (McMillan and Yellowhorn, 2004, as cited in Soloway, 2015). The role of women in preparing geese for future use by drying and smoking, and in preparing feathers and quills for sale, was especially important among the Omushkegowuk, (Lytwyn, 2002).

Indigenous lifeways were intimately tied to the family (Long, 2010). The social organization consisted of community groups composed of immediate and extended families, which may have inhabited single or several drainage basins. Settlements consisted of small habitation sites and associated hunting camps (Dawson, 1987). Up to ten families lived and shared together, typically a group of brothers and their wives and children (Bohaker, 2020), depending on the season and circumstances (Long, 2011). Families resided in cone-shaped wigwams made of wood and moss, covered in moose or caribou hides (MFFN & OMNRF, 2020).

When studying traditional Omushkegowuk (Attawapiskat) land tenure, Cummins (1992) reported that two to five Omushkegowuk families lived and travelled together as a 'microband', and up to 15 families connected as a 'macroband'. The macrobands in the region were aware of each other as they completed their seasonal rounds (Cummins, 1992).

Communities would come together in the summer, usually at a lake or shore within the territory where food was abundant; these areas were occupied annually for extended periods by clustered groups (Dawson, 1987). Summer gatherings were the largest, and hundreds of people (sometimes over a thousand) from several 'bands' would assemble for visiting, trade, marriage negotiations and to discuss issues of common concern (Leacock, 1981; Bohaker, 2020).

Small camps used on a temporary basis by community members to harvest resources in both summer and winter were also present around the larger summer gathering sites. Groups would disperse in the winter to their hunting areas (Dawson, 1987), and each family had a hunting territory (Oldmixon, 1931, as cited in Long *et al*., 2017). According to anthropologist Edward Rogers (1963), hunting ranges (territories) were loosely managed and hunting groups returned to the same general area each year. Trapping was done mostly for subsistence as the hunter-gatherer lifestyle required seasonal movement to avoid resource depletion (Rogers, 1963).

Indigenous land use, cultural practices, and settlement systems were shaped primarily by the seasonal cycles of the region. During the summer, time was spent fish harvesting and drying, berry picking and drying, and collecting materials for building homes and utility items including wigwams, snowshoes and fish baskets (MFFN & OMNRF, 2020). Furbearer snaring and small bird hunting was also common (Long *et al*., 2017). Summer was also a time for traditional gatherings for ceremonies including marriages, feasts, new friendships, naming ceremonies, and celebrations for community members who passed away (MFFN & OMNRF, 2020).



Fall was spent preparing for the winter hunting camps and season. This involved preserving food and preparing hides, making any utility items needed (e.g., moccasins and snowshoes), and making sure the dogs were fattened up for the coming winter sledding when it was time to move to the winter

areas (Omushkego Education & OCCC, 2006; MFFN & OMNRF, 2020). Fish were an important source of food during this time (Omushkego Education & OCCC, 2006), as were a variety of birds including waterfowl, grouse, and ptarmigan (Omushkego Education & OCCC, 2006; Long *et al*., 2017). Caribou and moose provided additional sources of food during this time (Omushkego Education & OCCC, 2006).

During the early winter or freeze up, travel was limited until the rivers and streams were frozen and fishing and trapping were important for sustenance (Omushkego Education and OCCC, 2006). Winter was a prime time for hunting caribou and trapping furbearers (Long *et al*., 2017). Winter gave people freedom as they could travel all over the land, and not worry about food spoiling (MFFN and OMNRF, 2020).

Breakup and spring (early summer) brought warmth. Areas for new shelters away from winter homes were scouted to prepare for the spring hunt (MFFN and OMNRF, 2020). Among the lowland Omushkegowuk, the spring harvesting of goose and duck was significant and was seen as a celebration for the survival of the family through the harsh winter conditions (Cummins, 1992). Canoes were used as a mode of travel as the waters of the rivers and streams started to flow again (Omushkego Education & OCCC, 2006). After the ice breakup was a time for fish harvesting and drying, and muskrat hunting and trapping (MFFN & OMNRF, 2020).

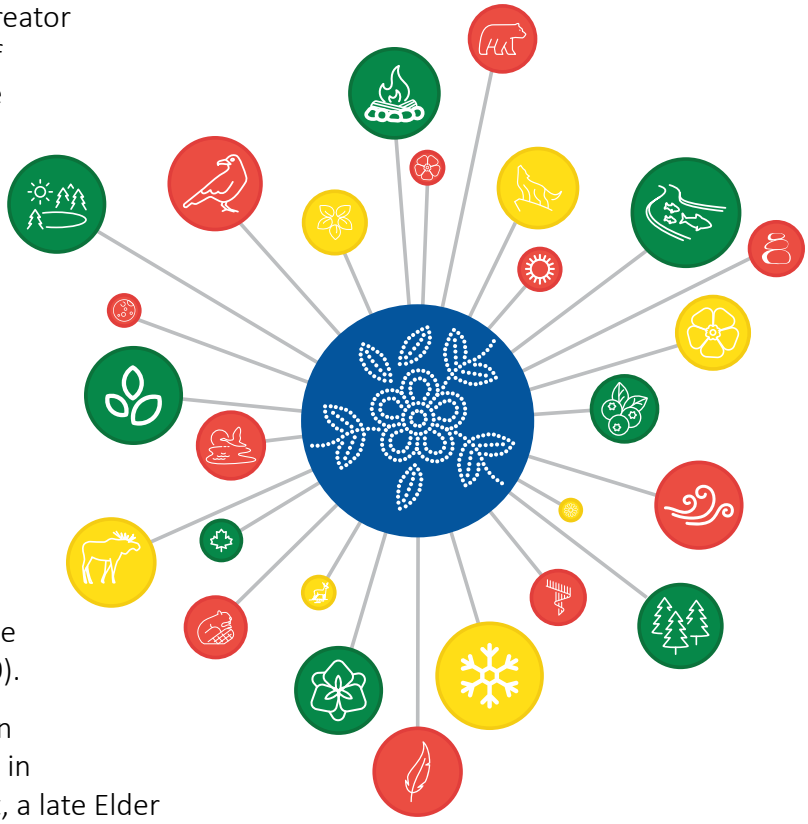


2.1.2 Culture and Worldview

Indigenous peoples of the region practiced a cultural way of living. The culture was, and continues to be, grounded in relationships with and knowledge of the environment, and shared through oral stories and practices (MFFN & OMNRF, 2020). When Europeans started to travel into the region, many viewed the land as something to be explored, owned, developed, and used for profit – this view was in contrast to the Indigenous' world view that the land and its resources is something to be shared, cared for, and honoured (Tsuji & Tsuji, 2021). From an Indigenous way of life, Indigenous peoples did not own the land; they were connected to it and depended on its generation and empowerment of all life, including the intangible aspects like culture, language, and dream (Tsuji & Tsuji, 2021). Indigenous worldview and identity were, and continue to be, grounded in intimate relationships with the land and the natural world, and the principles of kinship, respect, reciprocity, and responsibility (Bell, 2013; Guido, 2021).

The perspectives of many Indigenous peoples were, and continue to be, rooted in a recognition of the inter-relation of all of creation – everything is considered to be connected, like the strands of a spider's web (Bell, 2013). Moreover, many Indigenous peoples' beliefs on the origin of humankind framed their perspectives on relationships between humans and other beings: plants and animals inhabited the land before humankind and assisted humans when they arrived on earth (Johnston, 2005; Luby *et al*., 2021); and, all things in the natural world are valuable and equal (Simpson, 2000a).





According to the Anishinaabe origin story, the Creator envisioned humankind in response to feelings of loneliness. However, the Creator did not provide humankind dominion over Creation, and instructed that humankind was to take care of Mother Earth (Luby *et al*., 2021). The order of creation in the Anishinaabe creation story places humans last, as well as least in the order of dependence, and weakest in terms of bodily powers (Johnston, 1976). In addition, for the Anishinaabeg, all living beings were understood to have souls (and not just humans), and therefore personhood. Understanding the natural world and its inhabitants as kin, as brothers and sisters, was a critical piece of Anishinaabe culture and law; this is reflected in their presence in almost all Anishinaabe stories (Fontaine, 2020).

The important relationships and kinship between humans and the natural world are also reflected in Omushkego oral history. As told by Simeon Scott, a late Elder from Fort Albany First Nation, the first people were living in *the land above* when an unseen voice asked a man and a woman if they would like to go down and see *the land below*. They went to go see *the great net-maker*, a spider, to lower them down onto the land now called northern Ontario, but they did not heed his warnings that only one person may look down from the spider's line – they both looked down and fell. They were rescued from the eagle's nest in which they had landed by a bear and a wolverine. The first peoples then followed the bear, who taught them everything they needed to know to survive in their new home (Ellis, 1995).

The oral histories of Indigenous peoples of the region speak to the importance of respect, reciprocity, and responsibility.

- Among the Anishinaabeg, respect entails "a reverence for the diversity of life and peoples, for different ways of knowing, and for different ways of being" (Simpson in Bell *et al.,* 2010, p. 14). A deep respect for the natural world and the balance of all components of it underpins the worldview of Cree peoples (Preston, 2002), including the Omushkegowuk. The land and its resources had to be respected and sustainably utilized for the benefit of all, including ancestors and future generations (Honor the Earth, 2017).
- Indigenous peoples' relations with the land were primarily reciprocal in nature as this was considered critical to establishing and maintaining healthy relationships with the natural environment (Preston, 2002; Bell, 2013; Honour the Earth, 2017, Tsuji & Tsuji, 2021). If something

was taken or received, something had to be given back to give thanks. Gifts were offered for successful hunts and harvests; these included specific offerings that were often very private to the individual or group but they also entailed actions to sustain the life of a moose or caribou population from which they hunted (Tapestry Institute, n.d.).

- Indigenous stories also indicate important responsibilities to ensure healthy and balanced relationships with Creation. Anishinaabe teachings describe the gifts that each person is born with and responsibility of each person to "use their gifts to the best of their ability for the good of the community, and for the good of creation" (Bell, 2013, p. 103).

The perception of environments as social-ecological systems is an underpinning of an Indigenous worldview, and the spatial and temporal dynamics of the land were included in both memory and language (Davidson-Hunt & Berkes, 2003). As noted by Davidson-Hunt and Berkes (2003), Anishinaabe ways of remembering can be described as an experience of journeying within the land that is situated in both space and time: the journey is structured temporally according to the practices, seasons, moons, and ceremonies that mark of the passing of time and life stages, and spatially based on what is encountered and observed. This is evident in Indigenous place names, which provide a mental image of how a particular place in the landscape looks, how it relates to other places, and what occurred or might be found at the place (e.g., *Aagimakobawatig* describes a place where black ash grows beside a rapid). As noted by Berkes et al. (1998), the Anishinaabe notion of "land" is more akin to the concept of "ecosystem" but with the added dimensions of peoples, their culture and their history.

In addition to providing sustenance, the lands, waters, and their resources provided, and continue to provide, spiritual connection and well-being. Everything could be considered alive – both animate and inanimate objects were believed to have a spirit life (Simpson, 2000a). Many Anishinaabeg understood the world to be inhabited by spiritual beings known as *manidoos*, and these were known to be associated with places and seasons (Johnston, 2005). Moreover, the spiritual world was believed to exist as parallel world or plane of existence that could be accessed through prayer



or ceremony or that could manifest when it decided to do so (Honour the Earth, 2017). These beliefs remain an important part of Anishinaabe culture today.

In Anishinaabe culture, Johnston (2005, p. 17) describes that "there is an ongoing relationship between the Dead and the Living; between Ancestors and Descendent." It was considered the obligation of the living to bury their relatives in a proper manner (in marked graves with commemorative and symbolic items placed on them) and in a proper place (in their place of origin and/or near their ancestors), and to protect them from disturbance or desecration; failure to do so was thought to harm both the dead and the living (Johnston, 2005). Many Anishinaabe believed that bodies have several souls: one of them remains in the bones after death and only leaves when it is "recycled" into a descendant; the other leaves the body after death and travels to rejoin other relatives who have died (Johnston, 2003, as cited in Bohaker, 2020). Feasting to celebrate the dead (Feast of the Dead) was important for the care and protection of deceased souls (Johnston, 2005). The feasts also had a function of perpetuating alliances among kin and initiating alliances with outsiders (Bishop, 1976). Based on available records, the Jesuit missionaries were "mystified by the care and attention that Aboriginal people showed toward their dead" (Johnston, 2005, p. 8).

Prior to contact, Indigenous lifeways were based on a deep connection with the lands and all its inhabitants. As noted by Cajete (2000), "Native people expressed a relationship with the natural world that could only be called ensoulment" (p. 186). They spent so much time on the land, interacting with the natural world, that "their landscapes became reflections of their very souls" (Cajete, 2000, p. 187). The mutual relationships between, and the value of, all things in the natural world (including celestial bodies, spirits, and natural forces), as well as the need for balance among them, were recognized and honoured (Honor the Earth, 2017).



2.1.3 Language

Indigenous culture is rooted in language (Wastesicoot, 2015). Both the Anishinaabeg and Omushkegowuk are Algonquian in terms of their language group, one of the most populous and widespread Indigenous linguistic and cultural groups in North America. *Anishinaabemowin* (Ojibwe) was the language of the Anishinaabeg, while the Omushkegowuk spoke *Inilîmowin* (Swampy Cree).

Both languages are considered polysynthetic, which means that they have long, compound words to express complex meanings that would require many words, or even an entire sentence, in other languages (Oxford, 2019). A typical word is made up of several, or many small parts, with a variety of combinations that mean different things. For example:

- *Boozhoo* ("hello") in *Anishinaabemowin* acknowledges the original spirit of *Nanaboozhoo*, and also conveys the process of using the breath of life ("*boo*") to express the feeling of life ("*zhoo*") (Horton, 2021); and,
- The *Inilîmowin* word *niwanahikân* means "I am setting my traps" (Omushkego Education, 2016).

Both *Anishinaabemowin* and *Inilîmowin* also organize their nouns according to animacy: whether the noun is referring to a living thing like a human or animal (animate) or an object (inanimate); this is analogous to the use of masculine and feminine nouns in French, just on a different axis. However, some non-living objects, like drum and tobacco, are treated as animate, and this may have to do with the spiritual significance of these objects (Oxford, 2019).

There was no written form for the Ojibway and Cree languages prior to contact, though European missionaries later created a system of writing (OCCC, 1986). By the early 1800s, European traders noted that a mixed Cree-Ojibway dialect was spoken by Indigenous people who lived in territories shared by the Lowland Cree and Northern Ojibway, where mixing and intermarriage was common (Lytwyn, 2002); this became what is today referred to as *Anishininiimowin* (Oji-Cree).

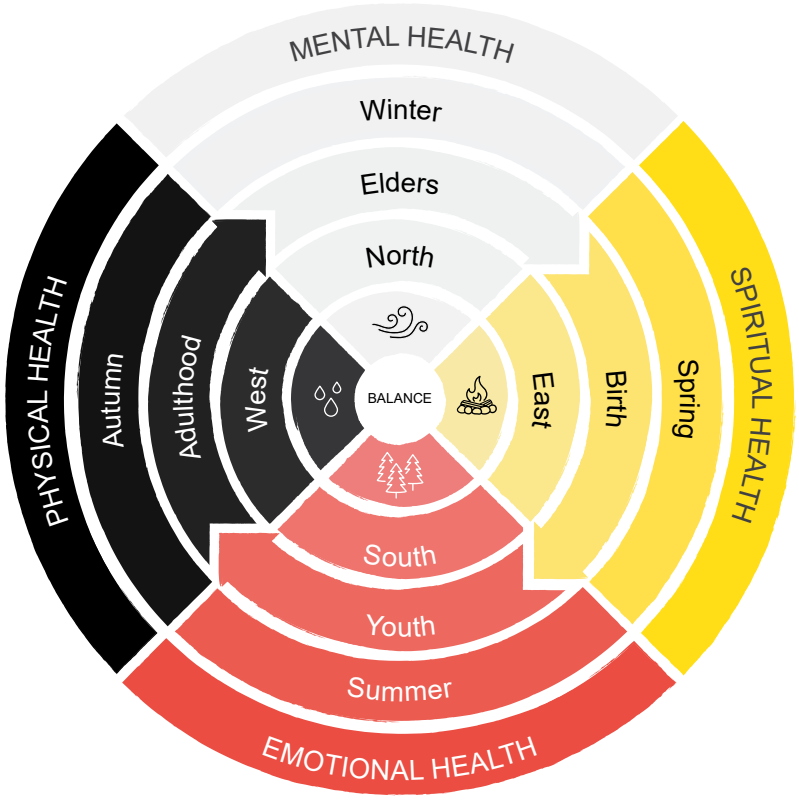




2.1.4 Learning and Knowledge Building

Indigenous educational traditions have been described as holistic whereby the learning process had to address the whole person, including the intellectual, spiritual, emotional, and physical dimensions (RCAP, 1996a). The process of learning and knowledge building among Indigenous people was considered a life-long process rooted in personal experience, ceremony, reflection and sharing (Simpson, 2000b), and recognition and honouring of the relationships with and within the natural world (McGregor, 2013).

Rituals, storytelling, and harvesting and gathering practices out on the land were foundational for conveying worldviews and handing down instructions for maintaining balance in the natural and spiritual worlds through the generations (Honor the Earth, 2017). As described by Johnston et al. (2018), Indigenous knowledge "originates in oral sources (conversations, stories, traditional teachings) in the day-to-day practices of Indigenous peoples according to Indigenous worldviews and including insights from the spirit world" (p. 4). The knowledge-transfer activities of rituals, ceremonies, storytelling and practices on the land were often directly tied to the place the knowledge relates to (Honor the Earth, 2017); that is, Indigenous knowledge sharing was not only relational in nature but also place-based.





Leanne Simpson (2000b) explored Anishinaabe ways of learning and identified a variety of important learning modalities, including dreaming, ceremonies, learning by doing (experiential learning), and storytelling. Dreaming, visioning, and ceremonies were considered important paths for knowledge transmission from the spiritual world to humans (Simpson, 2000b). Being on the land was considered critical for experiential learning, and young people learned how to participate by practicing the tasks and skills they would need to perform as adults (Antoine *et al*., 2018). Learning by observation was an important component of experiential learning. The Anishinaabeg often relied on plants, animals, and spiritual entities as teachers, each offering gifts and lessons of caring and sharing that were accessed through careful observation (Simpson, 2000b). For example, plants and animals could offer lessons based on where and when they grow, how they multiply, how they provide food for others, and who they prefer the company of, and who they avoid (Raven at el., 1998, as cited in Simpson, 2000b).

Storytelling was an important way to teach principles and values. There were various forms of stories, including stories of origin, sacred stories, stories of personal experience, and stories that convey laws, responsibilities, morals, values and life lessons, all of which were grounded in one's intimate relationship with the land (Fontaine, 2020). In oral tradition, storytellers may impart their own life and experience when telling stories, and the listeners filtered stories through their own experiences and reflective thinking to make them relevant to their own lives (Peltier, 2021). The meaning that was drawn from a story may depend on who was telling it, and the circumstances in which it was told in terms of time, place, and situation of the telling. Storytelling tradition is non-linear and cyclical in perspective. Time can be represented in different ways; while stories find their origins in the past, they can also speak to the present (RCAP, 1996b).



As described by Anishinaabe educator David Anderson (2002), traditionally children were often raised by their immediate and extended families, and taught the "big story" and the abstract messages of Anishinaabe being from infancy. Generally, children learned to listen and observe, and they watched as the community worked together to ensure the survival of all; role modelling was an important aspect of teaching (Bell, 2013). Children were expected to take the abstract concepts, morals, and values they were exposed to through storytelling, and develop them into their own meaningful relationships with all elements of the natural and spiritual world (Anderson, 200 2; Bell, 2013).

2.1.5 Governance and Legal Principles



Both the Anishinaabeg and the Omushkegowuk had their own forms of governance in place prior to contact with Europeans. As noted by Anishinaabe legal scholar John Borrows (2002), Indigenous peoples developed spiritual, political, and social conventions to guide relationships with each other and the natural environment, and "these customs and conventions became the foundations of many complex systems of government and law" (p. 47). Leadership among the Indigenous peoples in the region was observed to be markedly different from European societies, and European observers were "impressed by the lack of rigid, hierarchical political order among the Indians" (Lytwyn, 2002, p. 20).

The Anishinaabeg were traditionally governed by a hereditary clan system, the *Doodemaag*. Early accounts from the late 17th century indicate that the Anishinaabeg constituted their governments as *doodem* (clan) beings who met in council, and specific *doodem* beings took on responsibility for roles and places (Bohaker, 2020). *Doodems* were most often animals, but they could also be a tree or a *Manitou* (e.g., thunderbirds, mermen, underwater *manidoos*), and they tied people to specific places those *doodems* inhabited (Corbiere, 2019). Anishinaabe historian William Warren noted that Northern Ojibway *doodems* included Sucker, Goose, Beaver, Sturgeon, Gull, hawk, Cormorant, and Whitefish (Lytwyn, 2002). Each animal symbolized an ideal to be sought (Johnston, 1987). For example, "the leadership role in councils that was undertaken by members of the Loon *doodem* was visually reinforced by the fact that the common markings of loons has markings around its neck, resembling the wampum shell collars that leaders wore to indicate their status and political role" (Warren & Neill, 1885, as cited in Bohaker, 2020, p. 61).

The *doodem* was the foundation of Anishinaabe identity, exemplified by the fact that Anishinaabe leaders meeting in council signed colonial documents with imaged representing their *doodem* identities (Bohaker, 2020). Individuals were born into their *doodem*, which came from the father's side of the family (Bohaker, 2020). However, people could be adopted into a willing clan when seasonal cycles led to movements inland or upriver that led to a summer identity and a winter identity (Witgen, 2013, as cited in Corbiere, 2019). Marriages often functioned as micro-alliances that brought different *doodemag* together, sometimes from considerable distances away, for important social and political connections.



Given the role marriage had as an alliance-making institution, it was reinforced by a taboo against marrying someone from within the same *doodem* (Bohaker, 2020).

Each *doodem* had its own leadership system (common council), which may have involved an *ogimaa* (chief), an *aanikeogimaa* (second chief, deputy), and *gichi-Anishinabek* (elders, councillors), all of whom were leaders of their own *indinaakonigewin* (those whom one overwintered with, a group of usually 20-40 people) (Miller, 2010). In addition to these leaders, women's councils and warrior councils served to advise and significantly influence decisions. Each of these councils also had leaders (Bohaker, 2020). According to Miller (2010), women's councils were a central component of Anishinaabe governance, and women had defined political roles. One woman, an *ogimaakwe* or chief woman, would present the results of the women's council findings to the men during gatherings (Miller, 2010). Women could also hold the role of the *ogimaa* (Bohaker, 2020). Warrior councils had a responsibility to protect their people (Bohaker, 2020).

Historically, common councils met regularly and were responsible for local affairs, including where and what to hunt, where family groups reside through the seasons, settling conflicts and disputes in the community, and family alliances (Bohaker, 2020). Both women's and warrior councils provided common councils with advice on these matters (Bohaker, 2020). General councils between common councils occurred at least annually if not semi-annually, as part of the seasonal round. General councils were places at which alliances between common councils were established and renewed (Bohaker, 2020).

As noted by Bohaker (2020), leaders were expected to be generous with their wealth and "good leaders accumulated wealth in order to give it away" (p. 139). Their intended role was as "stewards" who took care of the people and the land. Leadership was not absolutely hierarchical and individuals could hold several leadership roles, with their status depending on their own personal gifts, expertise, and their *doodem* (Bohaker, 2020). Governance practices were primarily consensus-based through councils and alliances (Bohaker, 2020); this is reflected in Anishinaabe oral histories that demonstrate consultative and consensus-based leadership models through story (Borrows, 2010). Common practice was for leaders to exercise their authority *with* their community, not *over* them (Mills, 2019). *Doodem* kin ties could create and sustain lateral connections between different councils, and reinforce the political principle of interdependence through alliance (Bohaker, 2020).

Anishinaabe *aadizookaanag* (sacred stories) explain the origins of the *doodem* tradition: human beings are descended from, and therefore kin to, the other-than-human beings who are their *doodem*. To share a *doodem* was to be immediate kin. Indigenous worldview on kinship may be reflective of the idea of shared souls rather than shared blood, and "understanding this distinction is critical for understanding the concept of personhood in Anishinaabe law" (Bohaker, 2020, p. 53).

The governance structure of the Anishinaabe people was formalized through the *Niswi-mishkodewinan* (Three Fires Confederacy) of the Ojibway (Chippewas), Odaawa and Potawatomi Nations. The three groups shared similar languages and territories, and met for military and political purposes. Each group had a distinct role in the confederacy: the Ojibway were the providers and knowledge keepers of medicine and faith, the Odaawa were the warriors and keepers of trade, and the Potawatomi were the firekeepers who took care of the three fires (nations) and made sure they were strong. The fire was central to the governance structure, and continues to be so to this day (Anishinabek Nation, 2023a; Anishinabek Nation, 2023b).

While the Omushkegowuk did not have a clan system like that of the Anishinaabeg, they did have a kinship system where the family was the major self-governing unit, and extended family were involved to support each member in living up to their responsibilities (RCAP, 1996c; Wastesicoot, 2015). Elders served various functions based on their skills, including as storytelling historians, advisors, and counsellors to young people and others (Wastesicoot, 2015).







The Omushkegowuk had a leadership structure with *okimâw* (leaders) who were respected for their ability to make good decisions with respect to hunting practices and rules (Lytwyn, 2002). The *okimâw* were not intended to rule with force or dictate the lives of those who followed them, but rather, they were expected to display leadership based on their life skills, experience, and wisdom (Lytwyn, 2002), and their exemplary connection with the land, knowledge of the animals (Preston, 1990, as cited in Brekes *et al*., 1991). They did not have the right to impose decisions on others – leadership was meant to be consultative (Lytwyn, 2002), and decisions were accepted by consensus (Preston, 1990, as cited in Brekes *et al*., 1991). Similarly to the *ogimaa* of the Anishinaabeg, generosity, compassion, and a strong capacity to care for others were important attributes of *okimâw* (Wastesicoot, 2015). Heredity was noted to be an important factor, with leadership observed to be passed down from fathers to sons (Lytwyn, 2002). However, leadership roles were not necessarily inherited, and the *okimâw* remained as leader as long as they were able to maintain the respect of community members; if they lost this, the next person with high standing could assume the leadership role (Mandelbaum, 1979, as cited in Wastesicoot, 2015).



Women played an important role in the kinship system and decision-making processes of the Omushkegowuk (Walker, 2021). Historically, women in Cree society were the keepers of all stories and laws. McAdams (2015) notes that within Cree culture existed the clan mothers or warrior women whose role was to provide the legal "system" of the Cree people, and they were respected for their ability to show compassion and care for the people. Women were highly respected for their sacred role as bearers and teachers of future generations, and they were not only in charge of the 'household', but also the well-being of the community (Hookimaw-Witt, 2006). The knowledge of men and women was often considered complementary, and both were important for leadership. As noted by Hookimaw-Witt (2006), in Cree society, while the men had more knowledge about resources in the hunting territory, women had more knowledge about the resources they harvested and managed (small mammals, fish, and plants). Thus, in the realm of Cree politics, both genders had decision-making powers in their own domains, and through interactions with the other gender's decisions (Hookimaw-Witt, 2006). In addition, in both Anishinaabe and Mushkegowuk cultures it was women who were historically the voice for water, as both hold the important role of giver of life (Chief of Ontario, 2008; Chiblow, 2020).

Borrows (2002) suggests that "Indigenous laws originated in the political, economic, spiritual and social values expressed through the teachings and behaviour of knowledgeable and respected individuals and elders" (p. 13), and their principles are expressed through the stories, ceremonies, and traditions of Indigenous peoples across the country (Borrows, 2002). The instructions, laws, and ethics conveyed in Indigenous stories guided people on how to conduct themselves (McGregor, 2013). As noted by Borrows (2002), oral histories may inherently express Indigenous laws as they represent the accumulated wisdom and experiences of Indigenous peoples' conflict resolution. They record patterns of past disputes and their solutions while allowing for re-creation to meet emerging needs more easily, and do not depend on finding the first telling of the event, as common law does (Borrows, 2002).

The requirements for maintaining harmonious relationships among all beings have been referred to as Indigenous 'natural law' (McGregor, 2013). Among the Anishinaabeg, understanding the natural world as kin, as brothers and sisters, was a critical piece to Anishinaabe law (Fontaine, 2020). This is reflected in the sacred law of *Nda-Nwendaaganag* (all my relations), which acknowledges that all things in the universe are gifts from the Creator and have meaning and purpose. Further, all things are interconnected and important to one another, and respect is afforded to all of Creation (Anishinabek Nation Legal Department, 2018).



According to oral history, it is said that sacred or natural law was given to the Anishinaabeg by the Creator through their *Mino-Bimaadiziwin* (way of living the good life), language, philosophies, and ceremonies (Watts, 2010). *Mino-Bimaadiziwin* is representative of the relationship that the Anishinaabeg have with everything around them, and the understanding that everything is alive, and everything is related (Bell, 2013). It is a traditional legal principle rooted in all Anishinaabeg (Anishinabek Nation Legal Department, 2018). *Mino-Bimaadiziwin* was expected to be lived according seven original (ancestral) teachings that provide guiding principles for the way in which individuals are to treat each other and the natural environment (Bell, 2013; Seven Generations Education Institute, 2021):



Debwewin (truth) – To speak only to the extent we have lived or experienced. Represented by the turtle as the turtle was here during the creation of Earth and carries the teachings of life on his back.



Dabasendiziwin (humility) – To think lower of oneself in relation to all that sustains us. Represented by the wolf, who lives for his pack and the ultimate shame is to be an outcast.



Manaaji'idiwin (respect) – To go easy on one another and all of Creation. Represented by the buffalo as the buffalo gives every part of his being to sustain the human way of living, and respects the balance and needs of others.



Zaagi'idiwin (love) – Unconditional love between one another including all of Creation, humans and non-humans. The eagle represents love because he has the strength to carry all of the teachings.



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



Zoongide'ewin (courage) – To live with a solid, strong heart. Represented by the bear. The mother bear has the courage and strength to face her fears and challenges while protecting her young. To face life with courage is bravery.



Nibwaakaawin (wisdom) – To live with vision. The beaver represents wisdom because he uses his natural gift by altering the environment for his family's survival.

The Omushkegowuk shared similar natural law and legal principles. *Wahkotowin* (having relations to all) was a central aspect of Cree natural law, and speaks to the interconnectedness of all things (Cardinal, 2007). According to the late Cree scholar and lawyer Harold Cardinal (2007), *Wahkotowin* is one of the most comprehensive doctrines of law among Cree people, and it contains a subset of laws (values) that establish principles that govern the conduct and behaviour of individuals within the family environment, within their communities, and with others outside the community. These principles are enshrined in the seven sacred teachings, or the seven scared laws (Wastesicoot, 2015):



Pakwaynamatowin (sharing);



Sahkiwewin (love);



Kistenchikewin (respect;



Kiskentamowin (wisdom);



Tapatenimowin (humility);



Tapwewin (honesty); and,



Sokenimowin (courage).

Similar to the Anishinaabe concept of *Mino-Bimaadiziwin*, the Cree concept of *Mino-Pimatisiwin* represents the cyclical nature of life and provides guidance on how to live in a good way with oneself, their community, and the natural world (Gaudet & Chilton, 2018). Connection to the land is central to the concept of *Mino-Pimatisiwin* (Gaudet & Chilton, 2018), as is respecting natural law.

2.1.6 Resource Management and Stewardship

Communal management of resources was a common feature of many Indigenous resource-use systems (Berkes, 1989, as cited in Berkes *et al*., 1991). Resources were considered the property and responsibility of all, and those that utilized them in an area were considered "stewards" who oversaw community norms and rules about their use, which were often comprehensive (Berkes *et al*., 1991). Collective, consensus-based decision making and enforcement of agreed-upon rules among group members was often the norm (Feit, 1986, as cited in Berkes *et al*., 1991).

Feit (2004) suggests that some form of hunting territories likely existed among Algonquian hunters in the northern Boreal areas. This would have enabled them to respond to disruptions caused by larger-scale forest fires, and / or resource depletions where groups displaced by these disturbances would have sought to resettle on lands used by adjacent groups of hunters and their families. In his study of hunting territories among the Northern Ojibwa, Bishop (1970) suggests that prior to settlement of interior northern Ontario by traders in the 1770s, hunting groups remained large throughout the year and moved *en masse* within a roughly defined region. Available records indicate a gradual stabilization of hunting groups in certain regions around major lakes and waterways following settlement in the region. By the late 1850s, there were fully developed hunting territories in the upper Albany River drainage area (Bishop, 1970). Leacock (1954, as cited in Bishop, 1970) suggests that the emergence of defined hunting areas held by family units after contact was driven by:



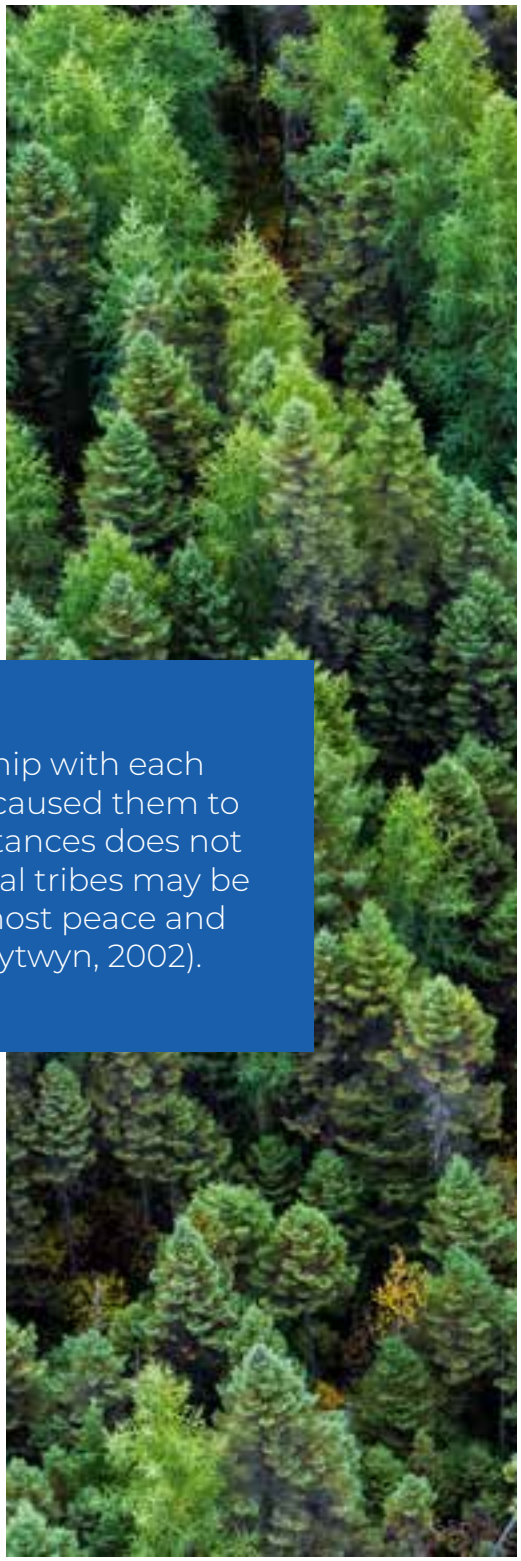
- Increasing scarcity in resources due to overharvesting, forcing bands to split into family units;
- Increasing access to store foods, enabling family units to be more self-sufficient;
- Weakened cooperative bonds among band members as economic ties were transferred from within the group to the trader;
- Non-migratory furbearers could be efficiently exploited by small family units;
- Preference among traders for dealing with individuals rather than groups; and,
- Hindered mobility with increasing dependence on single trading posts.

Within the literature, most available information on pre-contact land and resource management among the Indigenous peoples of northern Ontario pertains to the James Bay Cree, as these were among the first Indigenous peoples in northwestern North America to come in contact with Europeans. Comparatively, there is little information available on the social and economic life among the Ojibway north of Lake Superior in the early stages of contact because there were few literate traders in the area to describe it (Bishop, 1976) and few Europeans ventured inland from the coast until long after the trading posts had been settled (Lytwyn, 2002).

Lytwyn (2002) studied archived fur trade records of the Hudson Bay Company and reported that prior to contact, specific groups the Lowland Cree (Omushkegowuk) were usually named after prominent physiographic features, especially river basins. These basins were often used by winter hunting groups comprised of several related families (as described in **Section 2.1.1**), and led by a hunter or elder who was respected for their ability to make good decisions regarding hunting practices and rules (Preston, 1990, as cited in Berkes *et al.*, 1991). Within the hunting ranges, a smaller (core) area could be used

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

Based on the research of Lytwyn (2002), hunting groups did not have exclusive rights to their basins (hunting ranges), and there was considerable movement between the river-basin hunting groups. Early traders reported many examples of people moving back and forth between river basins, and commented on the freedom of Lowland Cree people (Omushkegowuk) to hunt and travel without restriction; this pattern of land use was also observed inland among the Upland Cree and Northern Ojibway (Lytwyn, 2002). As recorded by a trader named George Holdsworth in 1815:



> "the tribes generally live in peace and friendship with each other, and altho the necessity of migration has caused them to encroach on each others territories the circumstances does not appear to have given rise to jealousies, and several tribes may be seen occupying the track of country in the utmost peace and harmony" (HBCA, B.135/e/1, fo. 4d, as cited in Lytwyn, 2002).

As cited in Tsuji et al. (2011), Honigmann (1956) contends that "the notion of territorial [i.e., circumscribed, rigid boundaries] ownership by families did not appear until after the arrival of the Hudson's Bay Company" (p. 64); prior to this, boundaries were fluid.

The recognition of the inter-relation of all of creation, the dependence of humankind on other beings for survival, and the principles of respect, reciprocity, and responsibility (as described in **Section 2.1.2**) serve as underpinnings of Indigenous land stewardship –

something that was considered a sacred responsibility bestowed upon them by the Creator (Davidson-Hunt *et al*., 2005; Tsuji & Tsuji, 2021). There was an understanding that without balanced relationships with the environment, their own generation as well as those in the future were at risk. As noted by Luby et al. (2021), "Anishinaabe Elders teach youth to live with humility and recognize that nonhuman lifeforms can survive without human intervention, but humankind depends on plants and animals for subsistence" (p. 5). According to the Anishinaabeg worldview, in return for the gifts provided to humankind, the Creator placed a moral, custodial responsibility on them referred to as the principle of *gimiinigoowizimin gaaganawendang*, which means 'keeper of the gifts' (Davidson-Hunt *et al*., 2005). Among the Anishinaabeg, feasts were held to respect the beings who made life possible during the past season, and for the beings that were to sustain people in the coming season (Davidson-Hunt & Berkes, 2003).



The responsibility to be stewards of the lands was also prominent among the Omushkegowuk. Berkes et al. (1991) contend that "the core of Cree culture is traditionally based on land stewardship activities, skills, and ethics" (p. 15). As told by Fort Albany First Nation elders (see Tsuji & Nieboer, 1999), each season corresponded to a period of time when one or a group of species were abundant and accessible, and just enough animals of a particular species would be harvested for subsistence and sharing. As other species became more plentiful or accessible, harvesting of the next species would begin. This switching of harvesting pressures was intended to prevent overharvesting in one season, which could have negative consequences on that species and thus the community.

Stewardship responsibilities were often conveyed through stories. For example, as told by Geniusz (2015), the Anishinaabe story "The Year the Roses Died" teaches that the gift of Creation requires careful stewardship. Rabbit was blamed by a council of animals for eating all the roses. A *Manitou* (spirit) appears and tells the council (p. 14): "Killing the *Waabooz* [rabbit] will not bring back the roses. You all noticed that the roses were in trouble, and you all decided to take your own shares even if it meant killing the roses forever. There is no honor in this. This is not keeping creation in balance as you were told to do in the Beginning Time." The story describes how the animals failed in the responsibility to consider the needs of others, and highlights the importance of relationality for stewardship (Campeau, 2019).

2.2 Post-Contact Context

Indigenous peoples interacted with European explorers as early as 1000 AD, but it was not until permanent settlements were established in the 17th and 18th centuries when prolonged contact occurred (CIRNAC, 2017). Soon after the establishment of British and French colonies in what is now eastern Canada, alliances with Indigenous peoples were established to support various interests, including the commercial interests of the newcomers. Utilizing existing Indigenous trade routes, a vast trade network focused on beaver pelts was established between the English and the French and their Indigenous allies. Trade spurred new exploration through the Great Lakes basin, and further east and south (CIRNAC, 2017). Explorers and trappers also became interested in the rich trapping grounds north of Lake Superior and beyond, but the overland journeys from the Great Lakes were challenging. As a result, French explorers sailed through the Hudson Bay in 1668 to establish trade relations and access the heart of fur country (McIntosh & Smith, 2022). This expedition led to the establishment of the Hudson's Bay Company in 1670 (Finch, 2013).

The profitability of the fur trade led to significant competition, and various European and Indigenous interests often clashed violently, with various Indigenous groups displaced from their territories as a result. In 1701, France and the 40 Indigenous groups around the Great Lakes basin entered the Great Peace Treaty to end the violence. Indigenous groups formed both military and commercial (trade) alliances with groups from England and France as power struggles between the two countries intensified (CIRNAC, 2017).

The fall of Montreal in 1760 put an end to French colonial efforts in what would become Canada. To establish peaceful relations with the Indigenous allies of France, the British undertook a series of "Peace and Friendship" treaties. In 1763, France officially ceded its colonial territories with the Treaty of Paris and ended over 150 years of European competition and conflict. That same year, King George III issued a Royal Proclamation, which specified how the British colonies were to be administered and established a framework for the British Crown to acquire Indigenous interests in land through treaties. The Proclamation also established strict protocols for dealing with Indians, including that only the Crown could purchase land from them. Thus, the Proclamation was the first public recognition of First Nations' rights to lands and title (CIRNAC, 2017).



For the next 120 years, the relationship between First Nations and the British Crown transformed from one of allyship to wardship, driven by the influx of newcomers following the American war of Independence (1775-1783) and the War of 1812 (1812-1815), greater demand for land by settlers as a result, increasing costs of supplying gifts to First Nations groups to ensure their loyalty, and declines in the fur trade (Pettit, 2016; CIRNAC, 2017). With a need for more land and military threats fading, the relationship between Indigenous peoples and settlers shifted from one where Indigenous peoples could be considered necessary allies, to one where they could be considered obstacles to growth. What followed was a series of treaties and legislative developments that increased Crown authority over First Nations and lands reserved for them (CIRNAC, 2017).

Section 2.1.1 to **2.2.10** describe the post-contact context, including: the fur trade; early legislation and policy and associated impacts on Indigenous peoples; the numbered treaties established in the region; perspectives on Aboriginal and Métis Rights; and legislative developments that have governed natural resource and land use.



2.2.1 Fur Trade and the Hudson's Bay Company

The Hudson's Bay Company was established by the King of England with a royal charter in 1670, recognizing the economic importance of the fur trade. The charter granted special powers to a corporation of established and wealthy gentlemen, who formed the Hudson's Bay Company. These special powers included exclusive rights to trade, mineral claims, and governance over the entire Hudson Bay drainage area (OCCC, 1986), which makes up a third of what is known today as Canada. However, the charter created no political or legal rights over Indigenous peoples living in the vast territory (Archives of Ontario, n.d.). The Charter named the vast area "Rupert's Land" after the King's cousin and the Hudson's Bay Company's first governor, Prince Rupert.

French fur trappers had already visited the region, but the Hudson's Bay Company was the first to establish permanent trading posts and presence in the region in 1679, with a trading post at Fort Albany on James Bay. The French-British competition for furs eventually led the Hudson's Bay Company to move inland to establish trading posts nearer to the Indigenous hunters who were supplying it furs, and settlements sprang up around the posts (CIRNAC, 2017). In 1743, the Hudson's Bay Company established the first inland trading post, the Henley House, on the north shore of the Albany River. It was moved further south in 1796 and remained operation until 1857. A trading post was first established at Martin's (Marten) Falls on the Albany River in 1794, although it was closed five years later in 1799. In 1818, the Hudson's Bay Company founded a new post at Marten Falls to take the place of Gloucester House, another nearby trading post which was established in 1774. This new post remained operational until 1924. Following the closure of the post, the Marten Falls First Nation community was relocated to the present-day community location of Ogoki Post, approximately 64 km downriver and east (Handfield, 2020). By 1870, the Hudson's Bay Company had 97 trading posts in Rupert's Land (Archives of Ontario, n.d.). A post was established at Fort Hope (present day Eabametoong First Nation) in 1894, and a post at Lansdowne House (present day Neskantaga First Nation) was established in 1900.





The trading posts became a centre for trade relationships and social gatherings during summertime. Pacts between Indigenous peoples living in the region and the Hudson's Bay Company made commerce possible (Archives of Ontario, n.d.). The early trading posts, including Fort Albany, became the base for an extensive trade alliance with the Cree, who became a sort of intermediary between the company and interior Indigenous groups (CIRNAC, 2017). The Albany River became a major east-west trading route as it linked James Bay with the Winnipeg River (Morse, 1968). The Hudson's Bay Company relied on Indigenous knowledge of the area, the animals, and the tools needed for travel and survival, as well as Indigenous trappers to supply valuable furs (OCCC, 1986).

For over 200 years, furs, meat, feathers and handmade objects were bartered at trading posts or factories set up at strategic locations, where dozens of families could gather for a few weeks in the summer to socialize and make collective decisions, including with respect to land use (Long, 2011). During this time, Indigenous peoples became increasingly more dependent on the fur trade, and supplies and items that were previously considered luxuries were now considered necessities; many aspects of Indigenous lifeways were changed by European products (OCCC, 1986). As a result, the traditional economies of Indigenous peoples, including the Anishinaabeg and the Omushkegowuk, began to change. With the introduction of money and European goods, Indigenous men began finding seasonal employment on the York boats (boats used by the Hudson's Bay Company for trade and the transport of goods) and steamboats on the Albany and Attawapiskat Rivers, or building Hudson's Bay Company forts. Some Indigenous people were taught how to keep stores (MFFN & OMNRF, 2020).

As the fur trade became more profitable, some free traders organized themselves to form the Northwest Company, which grew rapidly and became the Hudson's Bay Company's major rival, with open conflicts arising. The fur trade war intensified until 1821, when the Hudson's Bay Company merged with the Northwest Company (OCCC, 1986), extending the Hudson's Bay Company's fur trade monopoly to the Pacific Ocean (Archives of Ontario, n.d.). Without the competition that made them necessary, some trading posts were closed, and trading options for Indigenous peoples became fewer (Finch, 2013). The





Hudson's Bay Company monopoly lasted until 1869, when the company transferred its deed for the area to the English Crown (Canada) for $1.5 million to enable westward expansion and settlement. In the transfer, Canada had agreed to a "Protection Pledge" that ensured it would protect the interests of Indigenous peoples living in the territory. The transfer took place without consultation with the Anishinaabeg or Omushkegowuk, who didn't believed that the Hudson's Bay Company or the Crown had sovereignty over the land in the first place (Archives of Ontario, n.d.).

The presence of the Hudson's Bay Company had profound effects on Indigenous peoples across Canada, including the Anishinaabeg and Omushkegowuk. In addition to the lifestyle changes associated with the economic transition, many Indigenous peoples of the region faced starvation in the 19th century, especially between 1820 and 1880. Animals important for both food and the fur trade became scarce because of natural population cycles, over-harvesting, and overhunting. The Hudson's Bay Company reduced trapping operations in areas where beaver populations were exhausted. Moose almost entirely disappeared from what is now northern Ontario in the period from 1780 to 1930, shifting pressures to smaller game and fish and increasing reliance on foods purchased from trading posts (OCCC, 1986). Caribou also became increasingly rare. The disappearance of these animals meant leather and cloth had to be purchased to avoid cutting up pelts. The transition to small game and fish also led to more time spent settled in areas where these resources are found rather than out in the hunting territory (Bishop, 1970).

The influx of traders and settlers also brought new diseases such as measles, smallpox, whooping cough, influenza, and tuberculosis, all previously unknown to Indigenous peoples. This led to many deaths, especially among elders (OCCC, 1986). Alcohol was also introduced, with devastating effects on Indigenous populations (CIRNAC, 2017).

With the rapid spread of trade came missionaries dedicated to spreading and promoting their faith. Two religions were introduced to the Anishinaabeg and Omushkegowuk: Anglican by the English and Catholicism by the French. Much like how the English and French had competed in the fur trade, the two religions competed for the conversion of Indigenous peoples into their respective churches. This led to severe restrictions on Indigenous beliefs, ceremonies, and practices, such as drumming and dancing, as they were considered pagan and devil worship. Christian ceremonies replaced Indigenous ones, and missionaries encouraged the use of biblical or European names (OCCC, 1986).





2.2.2 Métis Peoples

Decades of intermarriage between English and French traders and explorers with First Nation women created new and distinct communities along waterways and trade posts and routes around the Great Lakes in what is present day Ontario (MNO, 2023a). These communities were historically referred to as "half-breed" or "Métis", a word used to describe individuals with mixed Indigenous and European ancestry. The term half-breed was more commonly applied to English-speaking descendants of English or Scottish traders and explorers, who were often of the Anglican denomination, while the term Métis was more commonly applied to French-speaking descendants of French traders and explorers, who were often of the Catholic denomination (Foster, 1978). However, the term half-breed fell out of use as it became derogatory (racist) in nature and Métis is now used for people of both French- and English-speaking heritage (Gaudry, 2009).

The Cree had two names for the Métis: *âpihtawikosisân* meaning 'half people' and *otipêyimisowak* meaning the 'independent ones'. The Ojibway referred to the Métis as *wisahkotewan niniwak* meaning 'men partially burned' (Teillet, 2013).

The origins of Métis peoples and communities are closely tied to the emergence of the fur trade in North America. The arrival of European explorers in eastern Canada in the 1600s led to unions with Indigenous communities through marriage (Dumont, 2017). As the fur trade and competition among the French, English, and Indigenous groups intensified through the 17th century, French traders were encouraged to seek marriage alliances with Indigenous peoples to establish the kinship basis for trade and military activities (Foster, 1978). These strategic alliances continued until French colonial efforts officially ended in 1763 with the ceding of New France to Britain (see **Section 2.2**), upon which time Indigenous peoples in the Great Lakes region rebelled against British rule. With increased hostility between Indigenous peoples and the British in the last few decades of the 18th century, the French practice of establishing alliances with Indigenous peoples through marriage and peace and friendship treaties was adopted (Surtees, 1975, as cited in Foster, 1978).

Initially, children of mixed European and Indigenous ancestry were classified as either Indian or European based on their way of life rather than race. The socio-cultural identity of children was primarily associated with that of their mother: if she remained with her Indian band, then the child was considered an Indian, but if she resided in a trading post for an extended period, the child was considered European (Brown, 1978, as cited in Foster, 1978). However, distinct Métis settlements began to emerge as the Métis population increased, and Métis people began to identify as a separate group rather than simply extensions of their maternal (First Nations) or paternal (European) relations (MNO, 2023a).

As the fur trade expanded north and westward, new trade routes were established, leading to new Métis communities along them (Dumont, 2017). Métis settlements emerged along waterways and watersheds in Ontario as an outgrowth of the fur trade. These settlements were part of larger regional communities, interconnected by (MNO, 2023b):

- The highly mobile lifestyle of the Métis;
- The fur trade network;
- Seasonal rounds;
- Extensive kinship connections; and,
- A shared collective history and identity.

Peterson (1985) described the Great Lakes Métis during the 18th century as “people in the process of becoming” given that although they may not have been self-consciously Métis before 1815, “their distinctiveness was fully apparent to outsiders, if not to themselves” (p. 39). By the early 19th century, there was a historically significant population of Métis descendants in the Great Lakes region of Ontario who had developed a network of trading villages and towns long the shorelines of rivers and lakes (Peterson, 1978, 1985). The Métis settlement at Fort Williams (in present-day Thunder Bay, historically known as Port Arthur) is recognized as one of the two first Métis settlements in Canada (Tronrud & Epps, 1995, as cited in Gale, 1998). According to Peterson (1978), this network of marital and fur-trade alliances among the Great Lakes Métis communities suggested that a larger regional Métis identity had developed.



The Red River Métis Settlement has been regarded as the site of the culmination of Métis political consciousness. Canada's purchase of Rupert's Land from the Hudson's Bay Company in 1869 was undertaken without consultation of the Métis residing there. In response, and given concerns about Métis rights, a National Committee of Métis (effectively a provisional government) was established, with Louis Riel as the leader, to stop the land transfer until Métis rights and title were recognized. This action and events that followed became known as the Red River Rebellion and led to the establishment of the Province of Manitoba (Ouellet & Hanson, 2009). Further discussion of Métis rights is provided in **Section 2.2.10.1**.



Dickason (1985) contends that the Métis ethnic consciousness was crystalized in the new Far Northwest (present-day prairies region of Canada) where the pressures of settlement were much lower, Métis communities were far more isolated, and the fur-trade continued to flourish. Many French speaking Métis from the Upper Great Lakes region migrated north and west to the Red River Settlement (in present-day Manitoba) through the early- to mid-19th century. This migration was a result of increasing settlement in the Upper Great Lakes region, significant depletions in fur-bearing animals (Peterson, 1978), and a preference to continue fur-trade practices rather than adopt agricultural ones (Ens, 1996). The Métis of Red River and the Great Lakes Métis were often connected through marriage and kinship practices (Gaudry, 2009). By the mid-19th century, descendants with mixed ancestry were no longer being persuaded to make a choice between Indigenous and European identities, and a distinct and unified sense of Métis identity had emerged (Brown, 1985).

The early ethnic identity among Métis was based on a strong association with and reliance on the fur trade, an independent lifestyle, a lack of agricultural development, subsistence practices to provide clothing and tools, and a lack of established land rights (Peterson, 1978). Both Indigenous and European cultural traditions were adapted and merged into the clothing, food, medical practices, languages, beliefs, and customs of Métis communities (Peterson, 1978). Many First Nations women who were part of

Métis families maintained close ties with their ancestral communities, and many of their traditional lifeways and cultural practices were preserved in Métis communities. For example, Ojibway and/or Cree languages were spoken in many Métis communities in the Great Lakes (Foster, 1985). In addition, many Indigenous groups (including the Anishinaabe and Cree) had close relations with the Métis and shared the land and ways of life on it, as well as aspects of culture and language. Prior to the establishment of First Nation reserves (see **Section 2.2.6**), First Nations and Métis shared territory, usually peacefully (Teillet, 2013). It was also common for First Nations and Métis families to travel on hunting expeditions together (Chartrand, 2007).

According to Chartrand (2017), while the identity boundaries between First Nations and Métis were porous and there was a lot of transfer between them, the core identity distinctions were present. An important distinction with respect to legal traditions related to land was that the Métis did recognize individual title and ownership (unlike the collective ownership perspectives of First Nations), which was part of their European heritage understanding (Chartrand, 2017).







Many Métis families flourished and spread further west and north with the expansion of the fur trade. The genetic diversity of Métis peoples enabled them to be more resilient to European diseases, and the Métis also had many allied First Nations families. In addition, the Métis were able to serve as intermediaries between European and First Nations cultures, enabling them to work as guides, interpreters, fur traders, and suppliers of goods to new forts and trading companies. As a result, the Métis became the largest Indigenous merchant family in North America, and strong competition against less acclimatized Europeans (Carrière, 2017). The transportation of goods and the development of many settlements could be attributed to the hard work of the Métis (Redbird, 1980, as cited in Peressini, 2000).

Prior to the 1800s, the British government was largely unaware of the existence of the Métis (Hayter, 2017). In 1810, the Royal Society reported the successes of the Métis to the British Crown, which set the stage for the primary policy of the British to remove the Métis as a threat to settlement (Carrière, 2017).

By the mid-19th century, British authorities had developed a policy of Métis collective non-recognition. In addition to the perceived threat that the Métis posed to colonial expansion, the Métis also posed a potential threat to colonial aspirations for civilization. To acknowledge the Métis as a distinct group could have been likened to acknowledging the failures of colonial policy to assimilate and "civilize" First Nation peoples, which would be inconsistent with colonial objectives of progress (Chartrand, 2017).

In 1884, in the face of increasing settlement in the west following Canada's purchase of Rupert's Land, and in defense of Métis ancestral rights, the leader of the National Commission of Métis (Louis Riel) organized a petition to the Government of Canada. The petition requested (Ouellet and Hanson, 2009):

- Title to the lands already occupied by Métis families;
- Provincial status for Saskatchewan, Alberta and Red River; and,
- Better treatment of all Indigenous peoples.

An unsatisfactory response from the government led to the Northwest Rebellion or Riel Rebellion of 1885, leading to hundreds of deaths and defeat by federal troops. For their roles, Riel and other Métis and First Nations leaders were arrested, and Riel was subsequently hung as a message to the Métis who challenged Canada's western expansion goals (MNO, 2023a). Following the rebellion, the first Prime Minister of Canada, Sir John A. McDonald, in effect denied the existence of the Métis as a distinct group when he stated that they must consider themselves either Indian or white (Sealey, 1980, as cited in Peressini, 2000). In response to the public backlash from these events, many Métis in Ontario were disinclined to self-identify and covertly continued to practice their culture and lifeways (MNO, 2023a).

Today, the Historic Métis Nation refers to itself and is referred to by others as the Métis Nation. According to the Métis Nation of Ontario Registry Policy (June 2023 Version) (2023c), "Métis means a person who self-identifies as Métis, is of historic Métis Nation Ancestry, is distinct from other Aboriginal Peoples and is accepted by the Métis Nation" (p. 2). To apply for citizenship within the Métis Nation of Ontario, individuals must meet and follow the requirements of the Métis Nation of Ontario Registry Policy which includes key measures related to self-identification, proving historic Métis Nation history, community acceptance, and provides provisions for appeals and the Harvesters Registry (MNO, 2023c).



2.2.3 Early Legislation and Policy

As the British need for the military allyship of Indigenous peoples waned, an emerging perspective from the British reflected a belief that British society and culture were superior. As a result, the Indian Department of the colonies of Upper and Lower Canada was tasked with a plan of "civilization", and Indian agents began encouraging Indigenous peoples to abandon their traditional lifeways and beliefs and adopt more agricultural and settled ways of life. Legislation was also introduced in support of the "civilization" program, starting with the *Crown Lands Protection Act* of 1839. The Act made the British government the guardian of all Crown lands, including Indian Reserve lands; this statute was the first to classify Indian lands as Crown lands to be protected by the Crown (CIRNAC, 2017).

As noted by Parrott (2022), the 1850 *Act for the better protection of the Lands and Property of the Indians in Lower Canada* was one of the first pieces of legislation that included a set of requirements, based on blood, for a person to be considered a legal Indian — a precursor to the concept of "status." These requirements essentially said that people were considered Indian if they were of "Indian blood" and were members of a "Body or Tribe of Indians." Descendants of such people were Indian, as were non-Indians who "intermarried with such Indians," people whose parents (one or both) would have been considered Indians, and "all persons adopted in infancy by any such Indians" (Parrott, 2022). Thus, early definitions of "Indian" were inclusive of Métis people.

Enfranchisement refers to the process that resulted in a person becoming of "citizen" of the country and no longer being considered an "Indian" under legislation, thus losing all benefits associated with that status. Enfranchisement was not abolished until the Indian Act was amended in 1985 through Bill C-31.

The British government introduced the *Gradual Civilization Act* in 1857, which offered 50 acres of land and monetary incentives to literate and debt-free Indians provided they abandoned their traditional way of life and adopted a civilized life as a "citizen". The Act had as its premise "that by eventually removing all legal distinctions between Indians and non-Indians through the process of enfranchisement, it would be possible in time to absorb Indian people fully into colonial society" (RCAP, 1996b, p. 249). This was followed by the *Management of Indian Lands and Property Act (Indian Land Act)* in 1860, which transferred exclusive authority for Indians, lands reserved for Indians, and Indian affairs from the Crown to the colonies, and then the new Dominion of Canada under the 1867 *Constitution Act* (*British North America Act*).

Assimilation became the fundamental principle of federal policy through the *Gradual Enfranchisement Act* in 1869, which aimed to remove any special distinction or rights of First Nations people to assimilate them into settler society. This marked the beginning of federal government efforts to legislate and regulate First Nations' identity (APPA, 2019). Between 1869 and 1985, an Indian woman marrying a non-Indian man would be enfranchised (AFN, 2020a).

2.2.4 The *Indian Act*

The *Indian Act* was introduced in 1876 to consolidate all previous regulations pertaining to Indians and provide greater authority to the Department of Indian Affairs. The Act enabled the Department to (CIRNAC, 2017):

- Intervene in a wide variety of band issues including governance structure;
- Make sweeping policy decisions, including who was considered to be a "Status Indian";
- Manage Indian lands (see **Section 2.2.6**), resources, and moneys;
- Control access to intoxicants, including alcohol; and,
- Take measures to promote "civilization", including mandating Indigenous children into government-sanctioned schools (see **Section 2.2.7**).

The *Indian Act* was based on the premise that it was the Crown's responsibility to protect Indian interests and thus the Crown would act as a "guardian" until such time that Indians could fully integrate into society (CIRNAC, 2017).

The Act has largely excluded Métis individuals since its enactment. The 1876 *Indian Act* simplified and further restricted the definition of "Indian" compared to definitions in earlier legislation (see **Section 2.2.3**). It excluded Métis who had received "half breed scrip" (individual land grants to Métis on the prairies beginning in the 1870s). It also excluded the children of Indian women who married non-Indian men (including Métis men). These exclusions effectively served to reduce the size of the category of Indian while increasing the size of the non-Indian category, which, in turn, reduced the amount of land necessary for Indians and enabled increasing settlement by Euro-Canadians (Hayter, 2017). Amendments to the Act beginning in 1879 increasingly excluded Métis people, with far reaching exclusions added through amendments up to and including 1951 (Teillet, 2013). While the result has been that Métis people have been largely excluded from the Act, many individuals who self-identify as Métis are today registered as Indians under the *Indian Act.*



According to Hanson (2009a) and CIRNAC (2017), throughout its history, the *Indian Act* has been highly invasive and paternalistic, and increasingly restrictive, imposing ever-greater controls on First Nations peoples. Between 1876 and 1920, individuals were automatically enfranchised and removed from their band lists if they (AFN, 2020a):

- Got a university degree and joined the medical or legal professions;
- Got any university degree and met the "fit" or "civilized" enfranchisement requirements; or,
- Became a priest or minister.

An amendment to the Act in 1880 marked the beginning of gender-based restrictions to First Nations status – women lost their Indian status if they married and non-Indian man (Hanson, 2009a). In the 1880s, a new system of band councils and governance was imposed, with the final authority resting with Indian agents. Outright bans on spiritual and cultural ceremonies were also imposed.

An amendment in 1927 forbid fundraising by First Nations for the purpose of pursuing a land claim without the permission of the Department of Indian Affairs, preventing First Nations from pursuing land claims of any kind (CIRNAC, 2017). It was not until significant amendments in 1951, as Canadian society became more aware of the concept of human rights following World War II, that (Hanson, 2009a):

- It was no longer illegal to practice Indigenous customs and culture;
- First Nations people were allowed to enter pool halls, gamble, appear off-reserve in ceremonial dress, and organize and hire legal counsel; and,
- First Nations women were allowed to vote in band councils.





Gender-based restrictions in the Act were in place until amendments were undertaken in 1985 to align with the equality rights guaranteed by Section 15 of the *Charter of Rights and Freedoms* (Bill C-31). The amendments enabled women who had previously lost their Indian status as a result of marriage to a non-Indian to regain it, as well as their children's status, and prevented a person's marriage from affecting their receipt or loss of status. However, the amendments created new forms of discrimination with the introduction of a "second-generation cut-off". Several cases were brought to court and as a result, Bill C-3 was passed in 2011 to address these issues and enable Indian status to grandchildren of women who regained status in 1985 (AFN, 2020b). Enfranchisement was also not abolished until the 1985 amendments.

2.2.5 Treaties

Canada undertook a series of treaties with First Nations with the aim of extinguishing title to large swaths of Indigenous land to enable settlement and resource development in western and northern Canada (Archives of Ontario, n.d.), and to reduce possible conflicts between First Nations and settlers (CIRNAC, 2017). When the Dominion of Canada was created in 1867, the Province of Ontario was a fraction of the size of the present-day province, and both legislation and the signing of treaties with Indigenous groups served to incrementally increase the landmass of Ontario (CIRNAC, 2021, as cited in Tsuji & Tsuji, 2021).

The Anishinaabeg and Omushkegowuk of the region are signatories to the Robinson-Superior Treaty (1850) and James Bay Treaty Number 9 (1905).

Although the Project is wholly contained in James Bay Treaty 9 boundaries, information on the Robinson-Superior Treaty is included in **Section 2.2.5.1.** as some of the Indigenous communities that are part of the Project Consultation and Engagement Program are signatories to the Robinson-Superior Treaty. While most Indigenous communities and groups in the area of the proposed Project are signatories to James Bay Treaty Number 9, an overview of the Robinson-Superior Treaty is presented first, in line with the chronological order of the treaties.

2.2.5.1 Robinson-Superior Treaty

Anishinaabeg requests for a treaty began in the 1840s when copper and iron deposits were discovered on the south and north shores of Lake Superior and the government started to issue mining leases; by 1846, 64 mineral licenses had been issued on the south shore of the lake, and surveying of the north shore had begun. In response, the Anishinaabeg and Métis seized the Montreal Mining Company site at Mica Bay, Lake Superior in 1849, forcing the government to negotiate treaties (Hele, 2020).

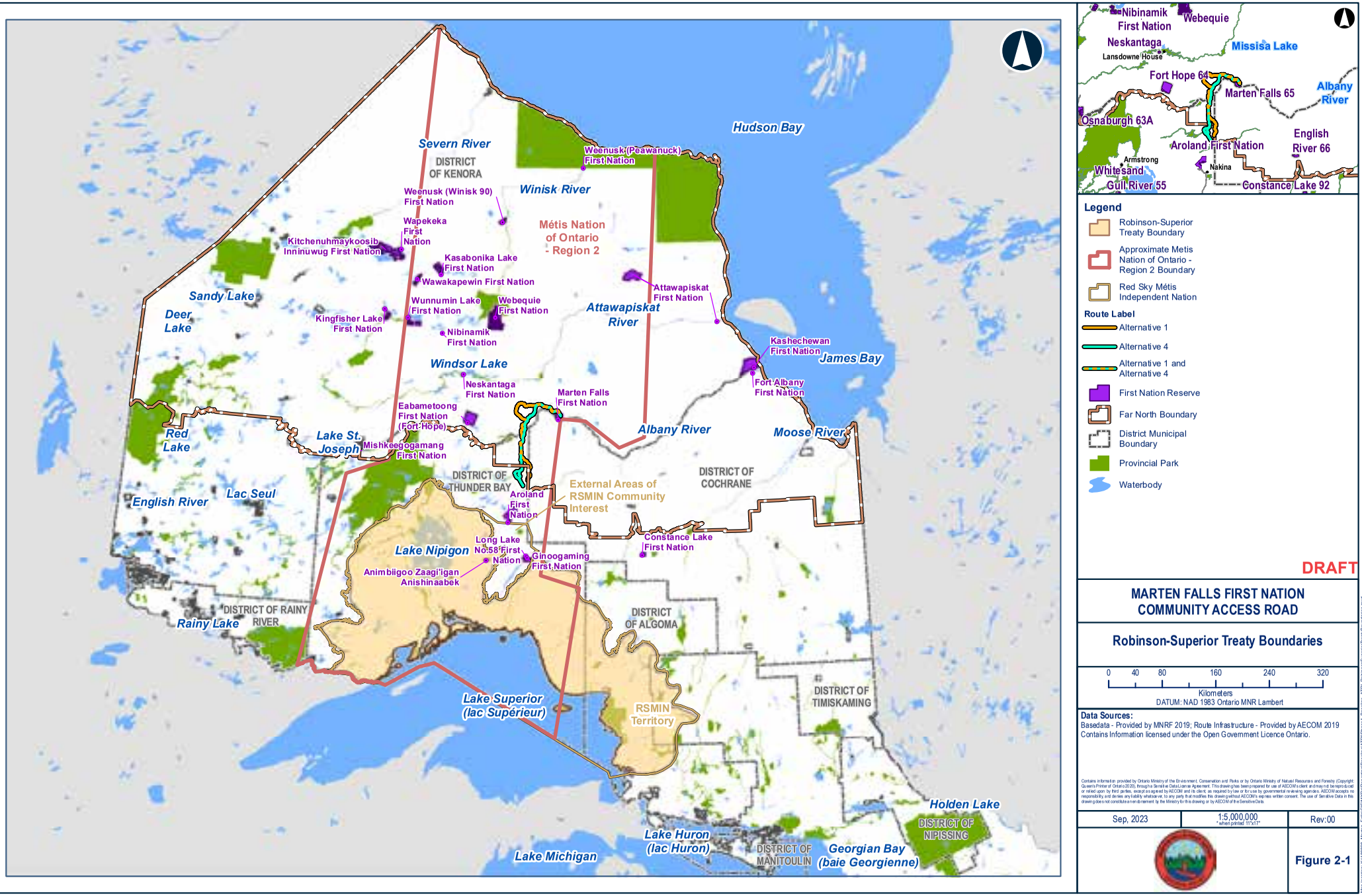
As of May 2023, there is an ongoing Ontario Superior Court trial related to the Robinson-Superior Treaty and the escalator clause for annuities. Communities associated with the treaty are seeking compensation for nearly 150 years of annuities without any increase in payments (Hopkins, 2023).

In September 1850, the Anishinaabeg of the Upper Great Lakes signed two separate but interconnected treaties: the Robinson-Superior Treaty, and the Robinson-Huron Treaty. These treaties provided Canada East and Canada West (the future Quebec and Ontario, respectively) with access to the north shores of Lake Huron and Lake Superior for settlement and mineral extraction. In exchange, the Anishinaabeg gained recognition of hunting and fishing rights, a one-time payment of £2000, an annual payment or annuity of £500 and £600 (respectively), and large reserves set aside specifically for First Nations from the surrender of specific lands for each signatory community. The treaties also contained an "escalator clause" for the annuity, which meant that the Crown would increase the annuity as revenues from lands increased (Hele, 2020).

While the recognition of the Métis in the Robinson-Superior Treaty was urged by the Indians (Gale, 1998), they were omitted as the treaty commissioner had no mandate to deal with the Métis (MNO, 2023a). The treaty commissioners informed the Métis that they were not empowered to deal with them as collective, and they could only choose to identify as either Indian or white for the purposes of the treaty (Teillet, 2013). The Hudson's Bay Company did pay some "half breeds" annuities under the treaty between 1851 and 1875, as recorded in treaty annuity lists for the Lake Superior region (MNO, 2023a). However, all Métis were later excluded from the annuity lists when the Government of Ontario argued an error had been made when some Métis were included as beneficiaries in the treaty (McNab, 1985, cited in Peressini, 2000). As noted by Peressini (2000), this action established a precedent for the exclusion of the Métis from Aboriginal rights in Ontario.

The Robinson-Superior Treaty covers the north shore of Lake Superior from Batchewana Bay to Pigeon River at the western end of the lake, and the lands to the north up to the Hudson Bay watershed (**Figure 2-1**). Indigenous peoples residing in the area covered by the treaty at the time of signing include ancestors of the Animibiigoo Zaagi Igan Anishinaabek First Nation, Long Lake #58 First Nation, and the Red Sky Métis Independent Nation.

The Robinson treaties were the first to lead to the surrender of huge tracts of land with different and disparate Indigenous groups; previous treaties in Upper Canada negotiated for relatively small and compact parcels of land. They also established payments to individual band members instead of yearly lump sums paid to the band, formalized the setting aside of reserve lands for each individual signing group, and acknowledged ongoing rights to hunt and fish throughout traditional territories including a provision that lands could be "taken up" by the Crown for settlement, mining, lumbering, trading, or other purposes (referred to as the Taken Up Clause). These treaties became the model for subsequent treaties (CIRNAC, 2013), including the James Bay Treaty Number 9.



Legend

- Robinson-Superior Treaty Boundary
- Approximate Metis Nation of Ontario - Region 2 Boundary
- Red Sky Métis Independent Nation

Route Label

- Alternative 1
- Alternative 4
- Alternative 1 and Alternative 4
- First Nation Reserve
- Far North Boundary
- District Municipal Boundary
- Provincial Park
- Waterbody

DRAFT

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Robinson-Superior Treaty Boundaries

0 40 80 160 240 320
Kilometers
DATUM: NAD 1983 Ontario MNR Lambert

Data Sources:
Basedata - Provided by MNRF 2019; Route Infrastructure - Provided by AECOM 2019
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Figure 2-1

Map location: K:\18888 Marten Falls\GIS\MXDs\Reporting\Baseline\ATR\Phase1_Baseline_ATR_RobinsonSuperiorTreatyBoundaries.mxd
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2.2.5.2 James Bay Treaty Number 9

By the late 1800s, many Indigenous peoples, including the Anishinaabeg and Omushkegowuk of the region, were facing significant challenges including:

- Declining animal resources;
- Starvation;
- Illnesses brought by Europeans; and
- Unwelcome poachers and mining prospectors with the newly established railroads.

With problems worsening, some Indigenous peoples of the region began to press Canada to enter a treaty, with an aim of ensuring protection and economic security as settlement and development intensified. While initial requests for a treaty were not supported by Canada, the discovery of minerals in the region, combined with interests in further expansion of the railway network, timber development, and hydro-electric production, led to negotiations of the James Bay Treaty Number 9 (Treaty 9) (Archives of Ontario, n.d.).

Similar to the Robinson-Superior Treaty, Treaty 9 set aside reserve lands for First Nations and granted them annuities and the continued right to hunt and fish on unoccupied Crown lands in exchange for Aboriginal title (CIRNAC, 2017), and the surrender of over 230,000 km^2 of territory (OCCC, 1986). In addition, the treaty included: schools and teachers to educate First Nations children on reserve; and ceremonial and symbolic items such as medals, flags, and clothing. During negotiations, First Nations were encouraged to settle on reserve lands, take up agriculture, and receive an education (CIRNAC, 2017).

Treaty 9 was unique among the numbered treaties in that there was a requirement for the concurrence of the Province of Ontario given extended boundaries of the province west and north to the Albany River. However, based on oral history and available written records, the Indigenous signatories were not informed of the negotiations between Canada and Ontario with respect to the treaty (Armstrong, 2008, as cited in Tsuji & Tsuji, 2021). The terms of the treaty were finalized in advance by the Dominion of Canada and the Province of Ontario, and presented to Indigenous leaders; government representatives were not permitted to change the terms during the treaty expedition. The Ontario government had a series of demands, including that one of the three commissioners would represent the province, and that no Indigenous reserves in the treaty territory would be located in areas with hydro-electricity development potential greater than 500 horsepower (Archives of Ontario, n.d.).

Treaty 9 was the first major treaty in Ontario in which treaty signing took place in many locations rather than one (Archives of Ontario, n.d.). During the treaty expedition in 1905 and 1906, treaty commissioners travelled to trading posts along the rivers in what is now northern Ontario and met with Cree and Ojibway peoples. While the Indigenous people encountered at the trading posts at the time of the expedition were not necessarily part of a “band”, they were designated as such for administrative convenience. Each trading post was to give advance warning as to when the treaty party would arrive, but as it turned out, many Indigenous people were not present upon their arrival (OCCC, 1986).



The intent of the commissioners was to describe the contents of the treaty, establish reserves and associated boundaries, and obtain the signatures of Indigenous leaders. At each stop, the commissioners requested the community to select representatives who heard the treaty explained to them by interpreters (generally Hudson's Bay Company employees or clergy), as the document was provided in English only. Most community members received an $8 gift and the promise of a $4 annuity in perpetuity. It was noted in the Treaty 9 Commissioners' official report that the reserves were generally selected by the commissioners after conference with Indigenous people (Tsuji & Tsuji, 2021), but very little was actually described within the report (Morrison, 1986). Commissioners neither provided a full version of the treaty translated into the languages of the local Indigenous peoples, nor did they leave the document or a copy for review (Archives of Ontario, n.d.).

Treaty 9 covers most of present-day Ontario north of the height of land dividing the Great Lakes watershed from the Hudson and James Bay drainage basins (**Figure 2-2**). Signatories to Treaty 9 between 1905 and 1930 included the following:

- Marten Falls Band of Oji-Cree (Marten Falls First Nation);
- Osnaburgh Band of Ojibway (Mishkeegogamang First Nation);
- Fort Hope Band of Oji-Cree (Eabametoong First Nation, Neskantaga First Nation, Nibinamik First Nation, and Webequie First Nation);
- English River Band of Oji-Cree (Constance Lake First Nation);
- Fort Albany Band of Cree (Fort Albany First Nation, Kashechewan First Nation, Aroland First Nation);
- Long Lake Band of Ojibway (Ginoogaming First Nation);
- Big Trout Lake Band of Oji-Cree (Kasabonika Lake First Nation, Kingfisher First Nation, Kitchenuhmaykoosib Inninuwug First Nation, Wapekeka First Nation, Wawakapewin First Nation, and Wunnumin Lake First Nation);
- Winisk Band of Cree (Weenusk First Nation); and,
- Attawapiskat Band of Cree (Attawapiskat First Nation).

Ontario's northern border was extended from the Albany River to its present day location in 1912, leading Indigenous peoples in the newly acquired areas to petition the government for a treaty. Formal adhesions to Treaty 9 were made in 1929-1930 as a result (Archives of Ontario, n.d.).

Treaty 9 was considered to be one of the least generous of the numbered treaties: the monetary gifts and annuities were much lower than Treaty 8 or Treaty 10, and there was to be no distribution



of ammunition or net twine, no farm implements or cattle, no carpentry tools, and no salaries of clothing for the chiefs and councillors (Ry, Miller, & Touch, 2000, as cited in Long, 2011). In addition, as noted by Long (2010), Treaty 9 historians contend that the treaty was flawed due to the lack of oversight by the people who drafted it, and it may have been the first of the numbered treaties that lacked the oversight of the Colonial Office in Great Britain. The conditions and factors present when the treaty was signed were also problematic (Archives of Ontario, n.d.; OCCC, 1986):

- The treaty commissioners could not speak any of the local Indigenous languages;
- Many Indigenous signatories didn't speak, read or write English so interpreters selected by the commissioners were used;
- Indigenous peoples lacked an understanding of the Canadian legal system and were not provided with lawyers to advise them; and,
- The worldviews, culture, history, and ways of knowing land ownership of Indigenous signatories and the commissioners were very different.

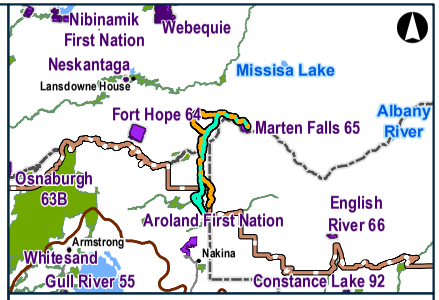
Long (2006) contends that there were two treaties: the official written version, and the one that was orally described to Indigenous peoples. This has been substantiated by Indigenous oral history and the Treaty 9 commissioners' own writings, which indicate that the commissioners told the Elders two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

- The treaty would last as long as the sun shines, the grass grows, and the winds blow; and,
- Traditional and cultural activities of Anishinaabe and Mushkegowuk signatory communities would be protected.

The Indigenous signatories understood, through oral promises, that the treaty would help them achieve *Mino-Bimaadiziwin* and *Mino-Pimatisiwin* (Archives of Ontario, n.d.).

Archival records also suggest that the commissioners did not explain the "Taken Up Clause" (see **Section 2.2.5.1**) – if they had, it is possible that Indigenous representatives would never have signed the document (Archives of Ontario, n.d.).





Legend

- Treaty 9
- Robinson-Superior Treaty Boundary
- Approximate Metis Nation of Ontario - Region 2 Boundary
- Red Sky Métis Independent Nation

Route Label

- Alternative 1
- Alternative 4
- Alternative 1 and Alternative 4
- First Nation Reserve
- Far North Boundary
- District Municipal Boundary
- Provincial Park
- Waterbody

DRAFT

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Treaty 9 Boundaries

0 40 80 160 240 320
Kilometers
DATUM: NAD 1983 Ontario MNR Lambert

Data Sources:
Basedata - Provided by MNRF 2019; Route Infrastructure - Provided by AECOM 2019
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Figure 2-2

Map location: K:\18888_Marten Falls\GIS\MXD\Reporting\Baseline_ATR\Phase1_Baseline_ATR_Treaty9.mxd
Date Saved: 2023-09-12 11:34:19 AM User Name: JDRB

2.2.6 Damming and Diversion

Today, not all of the water that would normally flow to Hudson's Bay remains within the watershed. The damming and diverting of waterways in the area has occurred at various scales over time. Demand for water in the Great Lakes region for shipping and hydropower has led to diversion from the Albany River watershed to the Great Lakes in the form of three key projects: one from the Kengami River; one from Lake St. Joseph; and one from the Ogoki River (Garrick, 2020). The Long Lake Diversion Project included the construction of the Kenogami Lake Dam and the Long Lake Diversion Dam, undertaken in 1937. The Ogoki Diversion Project, in the early 1940s included the construction of the Waboose and Summit Dams to divert water to Lake Superior through Lake Nipigon. The Lake St. Joseph Diversion Project was built to divert water from Lake St. Joseph to Lac Seul in the late 1950s (Garrick 2020; Creger, 2018). In discussion about the potential development of more waterway diversion projects in the 1960s, Marten Falls First Nation Councillor Sam Achneepineskum commented "Our community would have been a lake where it is now… I think that is part of the reason why Nishnawbe Aski Nation came to be, all the chiefs got together and they started to push back on trying to kill the project. It was called Damn the Dams" (Garrick, 2020, p. 15).

2.2.7 The Reserve System

The reserve system concept evolved from the early settlements created by missionaries. As more newcomers were arriving, they began occupying the traditional territories of Indigenous peoples in increasing numbers, and reserves were initially considered a pragmatic solution to land disputes and conflicts between Indigenous peoples and settlers. As treaties began to be reached with Indigenous peoples, provisions were included for the creation of reserves. The reserve system was formalized under the *Indian Act*, which permitted the government to determine the land base of First Nations in the forms of reserves set aside for their exclusive use (Hanson, 2009b).

While Treaty 9 specified that First Nations would choose the location of their reserves, the Ontario Order-in-Council later changed the terms – the commissioners would now decide, and one of the three treaty commissioners would be appointed by the Government of Ontario (Matheson, 1905a, as cited in Tsuji & Tsuji, 2021). The size of the reserves was based on the number of people in the band; however, the population data at the time for these communities could not be considered accurate and many people were not at the trading post during treaty deliberations because of the late start to the treaty expedition (Tsuji & Tsuji, 2021). This led to many reserve locations and sizes being determined based on local settler demand. Even in areas covered by the numbered treaties, reserve size was calculated differentially, ranging between 160 and 640 acres per family of five (Smith, 2009, as cited in Smith, 2016).

As noted by Smith (2016), even as the land base of First Nations was reduced though the reserve system, reserves were still vulnerable to surrounding land uses. Demands for mineral, forest, and agricultural lands; the construction of transportation routes or military sites; and other purposes that arose, often led to the alienation of reserve lands under the jurisdiction of the Canadian Government.

While consent from First Nations was often sought, this consent was regularly acquired under what could be considered questionable circumstances. The sale of reserve lands was consistently presented as being in the long-term interest of the First Nation community, yet railway and corporate executives, and other members of the settler elite (including Indian Affairs Department staff and other public officials), often gained possession of alienated reserve lands (Smith, 2016).

The creation of the reserve system had far-reaching implications for Indigenous peoples, including the Anishinaabeg and the Omushkegowuk. As noted previously, the land base of First Nations was significantly reduced: the reserve system dispossessed the Anishinaabeg of all but one percent of their traditional territory (Pitawanikwat, 2009). Under the reserve system, which provided First Nations with fragments of their ancestral territory, Indigenous residents held the right to occupancy only, which ownership and title remained in the hands of the Crown (Smith, 2016).

As noted by Hanson (2009b), the reserve system was essentially a government-sanctioned displacement of First Nations people, with reserves dividing up not only lands but also peoples and communities that had existed for hundreds, if not thousands, of years. Many families and clans that had hunted, gathered, and celebrated together for generations were abruptly and arbitrarily joined with other families and clans, disrupting long-established social networks and kinship systems that determined who could hunt, fish, and gather in particular areas (Hanson, 2009b).

Amendments to the *Indian Act* led to a requirement for First Nation reserve residents to secure a permit before selling or giving away any goods located or produced on reserves or by reserve residents (Smith, 2016), further restricting the lives of Indigenous peoples. This disruption of traditional networks and the significant changes to Indigenous traditional lifeways contributed to disproportionate levels poverty on many reserves; however, leaving reserves often meant facing discrimination, relinquishing one's First Nations status, and / or losing or jeopardizing connections to family and territory (Hanson, 2009b).



2.2.8 Residential School System

One of the most infamous consequences of the *Indian Act* was the promotion of the residential school system for Indigenous children. This was an extensive school system set up by the Canadian government and administered by churches, with intent to: indoctrinate Indigenous children into Euro-Canadian and Christian ways of living; and assimilate them into mainstream Canadian society (Hanson *et al.*, 2020). Duncan Campbell Scott, Head of Indian Affairs from 1913 to 1932, famously said in 1920 that "the goal of the Indian Residential School is to kill the Indian in the child" (Wilson & Hodgson, 2018).

The system originated from the mission system in the 1600s, when missionaries made plans to establish schools and farming settlements to try to educate, change, and settle Indigenous peoples. However, managing the schools and associated supplies proved challenging for the missionaries to carry out alone (OCCC, 1986). Following confederation, Canada's first Prime Minister, John A. Macdonald, commissioned a study of industrial schools established for Indigenous children in the United States, and a recommendation to follow their approach to "aggressive civilization" led to the creation and funding of the residential school system (Hanson *et al.*, 2020), although some schools were funded by provincial governments or by the various religious orders (Union of Ontario Indians, 2013). An amendment to the *Indian Act* in 1894 made it mandatory for Indigenous children to attend school (TRC, 2015a). Further amendments to the *Indian Act* in 1920 and 1933 reinforced the requirement for every Indian child between the ages of 7-16 to attend a residential school, and led to the legal guardianship of Indian children attending a school being assumed by their principals upon the often forcible surrender of legal custody by their parents (Union of Ontario Indians, 2013).



The residential school system was primarily located off-reserve (and often far from Indigenous communities), and children generally attended for 10 months of year, although some children lived at the school year round (Union of Ontario Indians, 2013). A primary purpose of the schools was to systematically dissolve all aspects of Indigenous cultures and languages. English, and in some cases French, were the only languages allowed. Indigenous languages and practices were forbidden, with punishments – often severe ones – for children who broke these rules (TRC, 2015a). Students had their long hair cut short as a way to strip away their personal and cultural identities, and they were stripped of their clothing and dressed in uniforms (Hanson *et al.*, 2020). Their days were long and strictly regimented between academic learning, religious prayer, and manual labour and tasks (Union of Ontario Indians, 2013). Boys and girls were kept separate, and as a result, siblings rarely interacted, further weakening family ties (Hanson *et al.*, 2020).

It is estimated that over 150,000 Indigenous children attended one of the almost 140 residential schools established by Canada and the Catholic, United, Anglican, and Presbyterian churches across the country between 1857 and 1996 (CIRNAC, 2017); 16 of these schools operated in Ontario (Auger, 2005). Some Métis children also attended residential schools (APPA, 2019). Children living in the Treaty 9 area attended residential schools at Moose Factory, Chapleau, Pelican Lake, and Fort Albany (Archives of Ontario, n.d.). The St. Anne's Residential School in Fort Albany ran from 1910 to 1963, and was attended by children from the Fort Albany, Weenisk, Attawapiskat, Fort Hope, and Ogoki (Marten Falls First Nation) communities. It is estimated that by 1945, approximately 170 children attended the school, with half of their days spent doing schoolwork and the other half spent on manual labour and domestic tasks (Auger, 2005).

The residential school system struggled with funding, often resulting in poor and unsuitable nutrition, unsanitary conditions, and inadequate medical care. With crowded dormitories, infectious diseases like tuberculosis were rampant, often leading to death. The education received was generally insufficient as many teachers assumed that Indigenous children were unfit for anything more than a basic education which focused on practical skills and religious training.



Messages of the inferiority of Indigenous peoples, their culture, and lifeways were commonplace (TRC, 2015a). Emotional and psychological abuse was commonplace, physical abuse was considered standard punishment, and sexual abuse was common (Hanson *et al.*, 2020). Survivors of the school at St. Anne's in Fort Albany have described serious physical and sexual abuse at the hands of school staff (Roman, 2013), leading to criminal charges of former school staff in the 1990s. The abuses combined with the poor living conditions resulted in an extremely high death toll. In 1907, government medical inspector P.H. Bryce reported that 24 percent of previously healthy Indigenous children across Canada were dying in residential schools, and this figure did not include children who died at home where they were frequently sent when critically ill (Hanson *et al.*, 2020).

2.2.9 The Sixties Scoop

The Sixties Scoop refers to the mass removal of Indigenous children, including Métis children, from their families into the child welfare system, without the consent of families or communities in most cases. As the government began phasing out compulsory residential school education in the 1950s and 1960s, residential schools persisted as a boarding school, primarily for children whose families were deemed unsuitable to care for them. An amendment to the *Indian Act* in 1951 enabled the province to provide services to Indigenous peoples that were not available federally, including child protection (Hanson, 2009c).

Provincial social workers assigned to reserves often assessed child safety and welfare by mainstream cultural standards, without adequate education and training to recognize the problems rooted in generations of trauma related to residential schools. As a result, thousands of Indigenous children were removed from their homes and placed into the child welfare system starting in the 1960s and continuing up to 1990 (TRC, 2015a). By the 1970s, roughly one third of all children in care were Indigenous (Johnston, 1983, as cited in Hanson, 2009c). Many children lived in institutionalized care, or floated between foster homes, where incidences of physical and sexual abuse were not uncommon but often covered up (Fournier & Crey, 1997, as cited in Hanson, 2009c). Similar to the impacts of residential school, the ensuing cultural suppression (denial of their Indigenous identity) and abuse among Indigenous children in the welfare system led to significant impacts on psychological and emotional health (Hanson, 2009c).



2.2.10 The *Constitution Act, 1982* and Aboriginal Rights

Between 1977 and 1981, the federal government entered into discussions with the provinces to reform and take authority of the Constitution from the British government. Aboriginal political organizations were unsuccessful in getting a seat at the negotiations table, and the first proposal for the Constitution put forward in 1981 excluded Aboriginal and Treaty Rights. However, several months of lobbying by First Nations, Inuit, and Métis organizations led to the inclusion of two clauses in Section 35 of the Constitution: recognition of “existing Aboriginal and Treaty Rights”; and, definition of Aboriginal peoples that included all three groups (CIRNAC, 2017). The presence of the word “existing” means that section 35 only applies to Aboriginal and Treaty Rights that were not extinguished when the *Constitution Act, 1982* came into effect. Therefore, if a right was previously extinguished (e.g., through surrender to the Crown), it is not revived by Section 35 (Centre for Constitutional Studies, 2021).

While attempts were made to define existing Aboriginal Rights between 1983 and 1987, they remained undefined because of disagreements between Canada, Indigenous groups, and the provinces. As a result, responsibility to define the extent and scope of Aboriginal Rights, and to direct government policies and programs so that they respect these rights and prevent infringement on them, has fallen to the courts (CIRNAC, 2017).

Several Supreme Court cases have reaffirmed Indigenous rights to harvesting activities. The *R. v. Sparrow* (1990) was a precedent-setting case and the first decision by the Supreme Court to interpret Section 35. In 1984, Ronald Sparrow from the Musqueam Indian Band was arrested for fishing with a net longer than was permitted by his food fishing license. The Supreme Court of Canada ruled that Musqueam's Aboriginal Right to fish had not been extinguished and was an existing right. The court also ruled that the government cannot override or infringe on these rights without justification. This ruling led to what is now known as the "*Sparrow* Test", which sets out a list of criteria that determines whether a right is existing, and if so, how a government may be justified to infringe on it (Salomons & Hanson, 2009).

The *R. v. Van der Peet* (1996) case was pivotal in further defining Aboriginal Rights under Section 35. Dorothy Van der Peet, a member of the Stó:lō Nation, was charged with selling salmon that had been caught under a food-fishing license. The court ruled that fishing constitutes an Aboriginal Right, but the sale of the fish does not. The ruling led to what is now known as the "*Van der Peet* Test" or the "Integral to a Distinctive Culture Test", which establishes ten criteria that must be met for a practice to be affirmed and protected as an Aboriginal Right (Hanson & Salomon, 2009):

1. The perspective of Aboriginal peoples themselves.
2. The precise nature of the claim (what is being claimed as a right).
3. The practice, custom, or tradition must be of central significance to the society in question.
4. The Aboriginal Right must have continuity with the practices, customs and traditions that existed prior to contact.
5. Courts must take challenges with evidence into account (e.g., oral history of Indigenous peoples rather than written records).
6. Claims must be specific and not general.
7. The practice, custom, or tradition must be of independent significance to the group (i.e. central to the group's identity).
8. The practice, custom, or tradition be distinctive (i.e., characteristic part of the culture).
9. European influence is only relevant if the practice, custom, or tradition is integral to the Indigenous society because of that influence.
10. Courts must take into account both the relationship of Aboriginal peoples to the land and their cultures.



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

2.2.10.1 Métis Rights

The rights of Métis communities and individuals were historically excluded or simply ignored by the government, contributing to vulnerabilities and marginalization (Teillet, 2013). Miner (2022) notes that Métis providing for their families and communities were often charged with poaching and illegal fishing throughout the 20th century. The rights of the Métis were not formally recognized until Section 35 of the *Constitution Act, 1982.*

Since the early 2000s, two major Supreme Court of Canada decisions have initiated the long process of defining Métis rights, as well as highlighted the complexities associated with defining Métis identity in





the context of these rights. The first was *R. v. Powley* (2003), which forever transformed Métis harvesting rights. Two Métis hunters, Steve Powley and his son were charged with hunting a moose near Sault Ste. Marie without a license under the Ontario *Game and Fish Act*. They pleaded not guilty and asserted their Aboriginal Right to hunt. After a decade of court proceedings and a series of appeals by the Crown, the Supreme Court confirmed that as Métis people and members of a Métis community, the Powleys' right to hunt in the area was protected by Section 35 (Teillet, 2013). The evidence in the *Powley* case also showed that after the economic migration of Métis from the Great Lakes to the prairies in the early 19th century, a significant Métis population remained in the Great Lakes-Boundary Waters regions of Ontario (Teillet, 2013).

During the *Powley* case, the Supreme Court determined that the appropriate way to define Section 35 Métis rights is to modify the test used to define the Aboriginal Rights of First Nations, as determined *R. v. Van der Peet* (1996). The test to define Métis rights is now called the Powley Test and it includes ten components (Teillet, 2013):

1. The characterization of the right, including reason for harvesting (e.g., for food, for ceremonial purposes, etc.), the location of harvesting and other contextual information.
2. Verification of membership in the contemporary Métis community.
3. Identification of the historic rights-bearing Métis community with a distinctive collective identity that existed prior to when Euro-Canadians effectively established political and legal control in that area.
4. Identification of the contemporary rights-bearing community that is a continuation of the historic community.
5. The historical timeframe for the practice, which must have been undertaken post-contact but before Euro-Canadian political and legal control.
6. Whether the practice was integral to the claimant's distinctive culture.
7. Whether the practice is continue by the Métis community.
8. Whether the right was extinguished by the Crown by constitutional enactments, federal legislation, or by agreement with the Aboriginal people.
9. Whether the right was infringed upon for any reasons.
10. If the right was infringed upon, whether the infringement was justified.



In 2016, following a 17-year court battle, the Supreme Court of Canada ruled in the *Daniels v. Canada* case that Métis and Non-Status Indian are considered "Indians" under Section 91(24) of the *Constitution Act, 1867* (Gaudry, 2009). This interpretation means that the federal government holds the legal responsibility to legislate on issues related to Métis and Non-Status Indians rather than provincial governments. The case ended a long standing situation of legal uncertainty where neither levels of government took responsibility for the Métis and Non-Status Indians (Roy, 2021). The Supreme Court commented that Métis and Non-Status peoples had been essentially in a "jurisdictional wasteland with significant and obvious disadvantaging consequences" (Daniels v. Canada, 2016, para. 14). While the ruling does not grant Indian Status, as defined by the *Indian Act*, to Métis and Non-Status peoples, the ruling has resulted in new discussions and negotiations with the federal government over land claims, rights, self-governance, and access to education, health programs, and other government services (Roy, 2021).



Canadian legal definitions of Métis have further complicated the situation with respect to Métis Rights. The *Powley* case established who can legally qualify for Métis Rights and specific criteria to be considered Métis: the individual must self-identify as Métis, have an ancestral connection to a Métis community, and be accepted by that community as a member. However, in the *Daniels* case the Federal Court defined Métis as "a group of native people who maintained a strong affinity for their Indian heritage without possessing Indian status" (cited in Teillet, 2013). As noted by Teillet (2013), this definition separated individuals from Aboriginal collectives and held that there is no need for any ancestral connection to a Métis group and no need for community acceptance, and ultimately eliminated the Métis as a separate Aboriginal people. Regardless, the criteria of the *Powley* decision still define which Métis communities have Aboriginal Rights.

The Powley Test has been identified as problematic in that the criteria for being Métis is exclusionary to urban Métis families who may have lived in the city for generations, as well as people who have mixed Aboriginal and non-Aboriginal ancestry yet are not connected to a contemporary Métis society. This has contributed to tensions between different Métis groups (Ouellet & Hanson, 2009), and heated debate among many Métis people in Canada (Gaudry, 2009). As noted by Ouellet and Hanson (2009), it is expected that "the issue of Métis identity will continue to be the topic of much debate and discussion since Métis Rights depend on identifying the people who are entitled to such rights, and then specifying what those rights are" (para. 6).



2.2.11 Legislative Developments

In the period following the signing of Treaty 9, further British and later Canadian Governments laws, regulations, and policies on northern Ontario, contributed to growing intervention and regulation of Indigenous peoples by both the federal and provincial governments. This section reflects on some of the key legislative developments that have governed natural resource and land use, and the associated effects on the rights of Indigenous peoples in the region. It is important to note that this section is not exhaustive nor reflective of all legislation that may have impacted Indigenous peoples in the region.

2.2.11.1 Fish & Game Regulations

At the time of the Robinson treaties (1850), there was very little, if any, competition for fish resources from European fisherman, particularly in Lake Superior and areas to the north. There was also no comprehensive legislation pertaining to fish in place at the time. For varying periods of time, and depending on the location, the government generally did not restrict the full and free privilege to fish provided for by the Robinson treaties. However, changes occurred with the passage of comprehensive fisheries legislation and the drafting of subsequent treaties, including Treaty 9 (Hansen, 1991).

The first passage of comprehensive fisheries legislation came in 1857 with the *Fisheries Act*, under which the Department of Crown Lands became responsible for fisheries in Upper and Lower Canada. The Act did not contain any specific references to Indigenous people. An amendment in 1859 provided for the first time for special fishing

Treaty 9 was negotiated between Canada and Ontario at a time when federal-provincial jurisdiction over fisheries was well established. One of the treaty's provisions full reflected the state of fisheries legislation, in that the right to hunt, trap and fish is subject to regulations that may be made by "the government of the country".

licenses and leases on lands belonging to the Crown, with no specific reference to Indigenous people. Shortly after this, an agreement between the Department of Crown Lands and the Indian Department "for the protection of the interest of native tribes" was reached (as cited in Hansen, 1991, pg. 6). The agreement suggested that Indigenous people were considered subject to the regulations of the Act since they were exempt from paying fees for fishery leases anyways. However, they were exempt in cases of fishing for domestic consumption only, and they were subject to the regulations otherwise (i.e., when fishing commercially or for trade). Thus, fishing rights were being interpreted as domestic consumption fishing rights only (Hansen, 1991).

Amendments to the *Fisheries Act* in 1865 provided a regulation with respect to Indigenous fisheries for the first time. The regulation specifically referred to the allowance of 'certain Indians' to fish for their own use as food, reinforcing the interpretation of Indigenous fishing rights as rights related to domestic fishing purposes only. It also added a new component – an open season – which reflected developing conservation principles (Hansen, 1991). After confederation, Canada implemented the first federal *Fisheries Act* in 1868. The Act maintained the provisions of the preceding acts, including the licensing of Indians to fish for their own use. In addition, Indian fishermen were considered to be subject to all regulations (Hansen, 1991).

The government of Ontario was not involved in the legislative aspects of resource management until 1885 with the passage of the *Ontario Fisheries Act*. It contained several provisions from the federal act, and like his federal counterpart, the Ontario Commissioner of Crown Lands was authorized to establish licensing (Hansen, 1991). In 1890, a royal commission on game and fish was appointed to make recommendations with respect to these resources in the province.

The overlapping jurisdictional issues with respect to federal and provincial fisheries legislation were eventually resolved through the courts, where it was ruled that Canada had the authority to enact legislation for inland fisheries and Ontario had proprietary interests in fisheries and the authority to issue licenses for fisheries in the province (Hansen, 1991).



The expansion of the railway network led to new settlement in the region, which in turn led to an increase in the number of sportsman and tourists visiting the region and increased pressures on fish and wildlife. Upon recommendation by the commission, Ontario created the *Game and Fisheries Act* in 1892, replacing the previous fisheries legislation. In turn, the Act intensified enforcement for First Nations in Ontario (Calverley, 2009).

Under the new legislation, a series of law changes were enacted to address declining game populations, including: a new range of closed seasons for some of the most desirable species, such as deer, moose, and elk; new seasons for game birds; and complete hunting bans on certain species. In addition, new license requirements were introduced for non-residents and system of game overseers were established to enforce game laws and penalties (Calverley, 1999). Regardless of these efforts, wildlife populations continue to decline (Bate, 2023).

Initially, the *Game and Fisheries Act* contained a clause exempting treaty Indian hunters from the legislation based on their Treaty Rights. However, the clause referencing Treaty Rights was eventually removed from the Act in 1914 and by 1927, all hunting exemptions for First Nation hunters had been removed from the Act – all "persons" affected by the Act were now defined to include "Indians". By this time, game laws in Ontario included complete hunting bans on moose and deer, bag limits, quotas, required licensing, and hunting seasons (Bate, 2023). As a result of the hunting regulations, Indigenous hunters' control over resources, secured through treaty, was restricted, impacting their cultural lifeways.

A jurisdictional challenge arose with the application of the provincial Act to Indigenous peoples with Treaty Rights, which were under federal jurisdiction. Indian Affairs began to take increased interest in securing Indigenous peoples harvesting rights, as Indian Agents increasingly became allies to communities in the north.





As noted by Calverley (1999), after almost three decades of complaints, letters and petitions from the Anishinaabeg, some Indian Agents came to understand Indigenous perspectives on the application of provincial legislation; in part, the Act was taking food out of the mouths of Indigenous people. In terms of game depletion, the agents generally believed the increase in settler hunter and sportsman were the main conservation threat. Indian Affairs generally adopted a more proactive approach in relation to Indigenous hunting and trapping rights for a period. However, Indian Affairs was not completely opposed to regulating Indigenous hunting, and they would not openly challenge the Ontario government over treaty rights (Calverley, 1999).

In response to the *Sparrow* ruling (see **Section 2.2.9**), the Ontario Ministry of Natural Resources issued an *Interim Enforcement Policy on Aboriginal Hunting and Fishing* in 1991 that states Aboriginal people harvesting game or fish for personal consumption or social or ceremonial purposes in their treaty areas or traditional lands will generally not be prosecuted. However, this policy was meant to be an interim measure and when the province enacted a new *Fish and Wildlife Conservation Act* in 1997, neither it, nor the detailed regulations under it, make any reference to Treaty or Aboriginal Rights to harvest.

2.2.11.2 The Registered Trapline System

In response to declining populations of fur-bearing species, and complaints from Indigenous trappers about other trappers encroaching into their territories, the government of Ontario issued new game regulations under the *Game and Fisheries Act* of 1946 that included the creation of the Registered Trapline System (Finch, 2020; Sutherland, 2020). While it was first implemented in southern Ontario, by 1948 the regulations applied to the north. Traplines established in the north were based on watersheds rather than the township system used in the south, as directed by the Department of Indian Affairs (Finch, 2020).

In the years following the introduction of the system, Indigenous trapping was impacted by several key factors such as new wildlife laws, changing lifeways, increased wage labour opportunities, increasing government aid, and multiple outbreaks of tularaemia, an infectious disease that affects beaver and muskrat (Finch, 2020). Input from Indigenous communities, including concerns that the established

trapping seasons did not work in the north because of the different climate in the James Bay region, were not reflected in trapping regulations (Sutherland, 2020). In addition, the Registered Trapline System involved licenses, registration, and quotas, all of which was foreign to Indigenous trappers (AMEC, 2004b, as cited in Tsuji *et al*., 2011).



2.2.11.3 Ontario *Far North Act*

In response to the need to balance development potential with conservation in the north, the provincial government launched the *Far North Planning Initiative* in 2008 (Bowie, 2017). The purpose of the initiative was to direct economic development, support conservation, and address Aboriginal and Treaty Rights through the development of community-based land use plans for the Far North region – an area that represents over forty percent of the province (MNR, 2011, as cited in Bowie, 2017).

The purpose of the 2010 *Far North Act* is to provide community-based land use planning in the Far North region that (*Far North Act*, 2010, s.1):

- Sets out a joint planning process between First Nations and Ontario;
- Supports the environmental, social and economic objectives for land use planning for the peoples of Ontario; and,
- Is done in a manner that is consistent with the recognition and affirmation of existing Aboriginal and treaty rights.

The land use planning process established under the Act entails the development of a terms of reference by a First Nations community interested in participating, which must then be approved by the Minister of Natural Resources, who then designates a planning area for the Community Based Land Use Plans (*Far North Act*, 2010, s. 9). The plans are intended to include maps that show historical and contemporary Indigenous use in the area. Communities can designate areas of significant cultural value such as burial sites, waterways and travel routes to be protected, caribou migration routes and areas to be considered open for or closed to mineral exploration. At least one protected area must be identified through the planning process (*Far North Act*, s. 9(9)(c)(d)). However, the plans must be jointly approved by the First Nation and the Ministry,

and once the final plan is approved, all decisions to authorize land use activities must be consistent with the land-use designations in the plan. For First Nations communities in the Far North, community-based land use plans signify inherent jurisdiction over lands and the authority to make decisions on contested land uses (Scott *et al*., 2018).



The legislation has been contested by First Nations and their regional organizations based on the level of and approach to consultation undertaken by the province, and concerns about how the recommendations provided by First Nations were incorporated. While amendments were made, including the addition of "joint bodies" that could be established with interested First Nations, the province retains ultimate decision-making powers related to amendments, policy documents, and exemption orders related to land use strategies (Gardner *et al*., 2012).

The Act was recently amended in December 2021, following the recommendations identified in a joint process with Nishnawbe Aski Nation and the Ministry of Northern Development, Mines, Natural Resources and Forestry, and in consultation with First Nations and stakeholders in the region. Amendments were made to "encourage collaboration between Ontario and First Nations on land use planning and foster economic growth in the region while maintaining critical cultural and environmental protections" (Environmental Registry of Ontario, 2021).



2.3 Cumulative Effects to Aboriginal and Treaty Rights and Interests

For roughly seven generations nearly every Indigenous child in Canada was sent to a residential school. They were taken from their families, tribes and communities, and forced to live in those institutions of assimilation. The results while unintended have been devastating. We witness it first in the loss of Indigenous languages and traditional beliefs. We see it more tragically in the loss of parenting skills, and, ironically, in unacceptably poor education results. We see the despair that results in runaway rates of suicide, family violence, substance abuse, high rates of incarceration, street gang influence, child welfare apprehensions, homelessness, poverty, and family breakdowns. Yet while the government achieved such unintended devastation, it failed in its intended result. Indians never assimilated.

– Honourable Justice Murray Sinclair speech to the United Nations, 2010

The long history of colonialism in Canada and associated actions, legislation, and policy has involved both recognition of, and infringement on, the Aboriginal and / or treaty rights of Indigenous peoples in the region and across the country. This history has also been described as constituting cultural genocide (TRC, 2015b). The traditional lifeways, culture, and language of Indigenous peoples, including the Anishinaabeg, Omushkegowuk, and Métis of the region, have been forever transformed, in part because of centuries of displacement from their traditional land bases and use of resources. When combined with ongoing colonial structures and approaches that continue to overlap with the Aboriginal and Treaty Rights and Interests of Indigenous peoples, these changes impact cultural continuity and well-being as the ability of Indigenous peoples to transmit Indigenous knowledge, culture, and lifeways out on the land is increasingly challenged.

Colonial systems of governance and justice that have superseded and / or failed to respect the inherent jurisdiction of Indigenous peoples, and the spirit and intent of the treaties with the Crown, have been imposed on Indigenous peoples in the region for centuries (Anishinabek Nation Legal Department, 2018). Moreover, attention to Indigenous men rather than women and the application of patriarchal assumptions and approaches by European traders, missionaries, and political leaders have exacerbated violations to Indigenous governance by overlooking a segment of the population (i.e., women) that prior to contact, held important roles in leadership.

The impacts go well beyond Aboriginal and / or Treaty Rights and Interests. While Canada has become a member of the world's leading nations, Indigenous peoples, including the Anishinaabeg and Omushkegowuk, continue to experience disproportionate inequities to the general Canadian population (OCCC, 1986). As noted by Matheson *et al*. (2022), the ongoing implications of various systemic structures experienced by Indigenous peoples has resulted in poor housing conditions, food insecurity, and the absence of potable water on some reserves. Many Indigenous people continue to experience the long term and often debilitating impacts of residential schools, and those that survived were often unprepared to succeed in the market economy or to pursue traditional activities such as hunting and fishing. In many cases, family connections were permanently broken. The overall suicide rate among First Nations communities is about twice that of the total Canadian population (TRC, 2015a). Indigenous peoples face higher rates of infant mortality, a greater burden of disease, and reduced life expectancy (Smylie & Firestone, 2016). In addition, Indigenous peoples are significantly overrepresented in the Canadian criminal justice system (RCAP, 1996, as cited in Government of Canada, 2023). Despite all of these atrocities and outcomes, Indigenous peoples are reclaiming their rights and reconnecting to their cultural roots.





2.4 Reconciliation and Looking to the Future

In more recent decades, there is increased awareness about colonization and its ongoing effects on Indigenous peoples. These efforts began with the establishment of the Royal Commission on Aboriginal Peoples in 1990, whose mandate was to study the evolution of the relationship between Indigenous peoples, the government of Canada, and Canadian society as a whole (Doerr, 2006). The Commission released a five-volume report in 1996 that ultimately noted that a complete restructuring of the relationship between Indigenous peoples and non-Indigenous peoples in Canada is needed (Doerr, 2006); the findings of the Commission's report have informed this one.

In 2008, the Truth and Reconciliation Commission was established as part of the Indian Residential School Settlement Agreement. The Commission was established to guide Canadians through the difficult facts of the residential school system, and to "lay the foundation for lasting reconciliation across Canada" (Moran, 2015, para. 1). The Commission conducted community hearings across the country to hear from Indigenous peoples directly. A six-volume final report documents the experiences of Indigenous peoples and identifies 94 Calls to Action to advance the process of reconciliation was released in 2015; the findings of the Commission's report have also informed this one. .

While there has been a recent focus, including efforts and actions on reconciliation with Indigenous peoples, many Indigenous communities, including Marten Falls First Nation, continue to experience day-to-day challenges with access to basic human rights including health services, education, personal and community safety, food security, and more. For Marten Falls First Nation, the development of the Community Access Road is an act of reconciliation – it helps to address access to basic rights while providing an opportunity to support Marten Falls First Nation's self-determination and their ability to pursue economic prosperity, social and community well-being and cultural continuity.



03

Animbiigoo Zaagi’igan Anishinaabek First Nation

The information presented in this section of the report is based on the Proponent's current understanding of Animbiigoo Zaagi'igan Anishinaabek First Nation's Aboriginal and / or Treaty Rights and Interests impact assessment.

The information presented in this section of the report has been primarily sourced from publicly available sources given that at the time of writing, information on Animbiigoo Zaagi'igan Anishinaabek First Nation's rights and interests has not been provided to the Proponent. Animbiigoo Zaagi'igan Anishinaabek First Nation was invited to participate in the Project's Indigenous Knowledge Program; however, the community has not yet provided a Project-specific Indigenous Knowledge and Indigenous Land and Resource Use report. Meetings have been held with Animbiigoo Zaagi'igan Anishinaabek First Nation to discuss the Project, but information on rights and interests have not been shared to date.

Imagining Access – Why the Project?

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

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



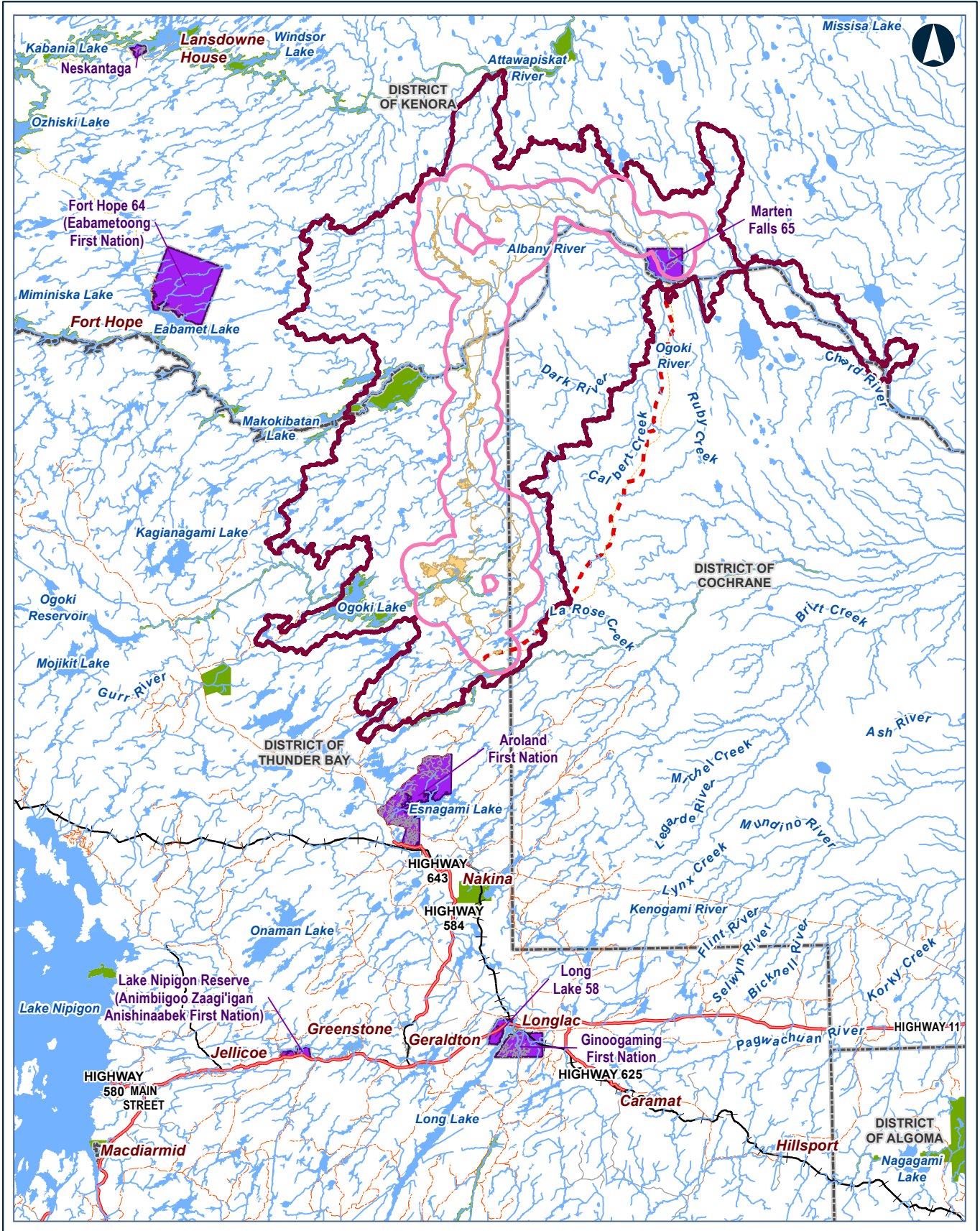
3.1 Community Profile

Animbiigoo Zaagi'igan Anishinaabek First Nation is an Ojibway community in northwestern Ontario. Animbiigoo Zaagi'igan Anishinaabek was once located in Ombabika near Auden (TransCanada, 2016a. In 2001, the community changed its name to Animbiigoo Zaagi'igan Anishinaabek from Lake Nipigon Ojibway First Nation (Animbiigoo Zaagi'igan Anishinaabek, 2022). The community is located on Highway 11, approximately 30 km west of Geraldton, 50 km west of the Long Lake #58 First Nation Reserve, and 65 km northeast of the Sand Point First Nation Reserve of Bingwi Neyaashi Anishanaabek First Nation (**Figure 3-1**).

As of September 2023, Animbiigoo Zaagi'igan Anishinaabek First Nation has approximately 480 registered members (Animbiigoo Zaagi'igan Anishinaabek, 2022). Most members live off-reserve in other Ontario communities, including Beardmore, Jellicoe, Geraldton, and Thunder Bay (SNC-Lavalin, 2023). Only three registered members live on the Lake Nipigon Reserve (SNC-Lavalin, 2023).

Sections 3.1.1 to **3.1.5** provide information about Animbiigoo Zaagi'igan Anishinaabek First Nation's pre- and post-contact history, reserve lands, language, and governance.







Legend

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

General Features

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

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

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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

General Location of Animbiigoo Zaagi'igan Anishinaabek First Nation

0 5 10 20 30 40
Kilometres

Datum: NAD 1983 CSRS UTM Zone 16N

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Figure 3-1

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3.1.1 Pre-Contact History

Animbiigoo Zaagi'igan Anishinaabek First Nation ancestors and members have lived, hunted, fished, and gathered traditional foods in the area north and northeast of *Animbiigoo-Zaagi'igan* (Lake Nipigon) and in the areas now known as Ombabika and Auden, having "occupied these lands and relied on the harvest of its resources since time immemorial" (TransCanada, 2016a, 5A-32). This area has been described as important to Animbiigoo Zaagi'igan Anishinaabek First Nation members (Nextbridge, 2018, 17-32). Kenogamisis Lake and Turkey Lake (see **Figure 3-2**) are also places where people practice traditional activities and transmit Traditional Knowledge (TransCanada, 2016b). As an Ojibway people, Animbiigoo Zaagi'igan Anishinaabek First Nation members are also Anishinaabe. Anishinaabe communities, such as Animbiigoo Zaagi'igan Anishinaabek First Nation, lived in "bands". Bands had their own territories, in which land was shared communally (Restoule v. Canada, 2018). The bands moved with the hunting seasons and gathered for social events and political meetings at council sites (Restoule v. Canada, 2018). This was part of the Ojibway totemic clan system (Bingwi Neyaashi Anishinaabek, 2013).

At the time of writing this report, there was limited information on pre-contact history specific to Animbiigoo Zaagi'igan Anishinaabek First Nation.

A more comprehensive overview of the pre-contact context, including seasonal lifeways, culture and worldview, learning and knowledge building, governance and legal principles, and resource management and stewardship, is provided in **Section 2.1**



3.1.2 Post-Contact History

The fur trade started in the Lake Nipigon area in the mid-1600s. The first fur trading post at Lake Nipigon, Fort Outoulibis, was established by French traders in 1685 (Odber, 2012). In the 1700s fur traders working for both the North West Company and Hudson's Bay Company were operating in the area (Odber, 2012). By the end of the 1700s, British companies were controlling the fur trade in the area. Several Hudson's Bay Company posts were established in the 1700s and 1800s around Lake Nipigon, starting with Fort Nipigon in 1792, on the northeast side of the lake (Archives of Manitoba, n.d.). In the 1820s, the company established Wabinosh House in the northwest side of the lake to replace the first post (Archives of Manitoba, n.d.). The post was nearly closed during a brief period of conflict between traders and First Nations in the 1830s, but soon returned to full operations (Archives of Manitoba, n.d.). In 1850, the post moved ten miles south, specific reasons for the move are not known at the time of writing this report (Archives of Manitoba, n.d.). Throughout the fur trade times, nearly 25 posts were established around Lake Nipigon (Odber, 2012).

The knowledge of the land held by the Lake Nipigon Ojibway boosted fur trading and aided in the construction of the railway (Bingwi Neyaashi Anishinaabek, 2013). The trading posts created change within the existing band systems, as some of the First Nation people settled near the posts, becoming "trading post bands" (Bingwi Neyaashi Anishinaabek, 2013). New railway lines throughout northern Ontario also increased settlement in the area (Bingwi Neyaashi Anishinaabek, 2013).

Indigenous communities were affected by an increase in inter-marriage between Indigenous and non-Indigenous peoples. The marriages between Indigenous and non-Indigenous people altered the long-standing social fabric and livelihood of Indigenous families / bands that had existed for thousands of years (Bingwi Neyaashi Anishinaabek, 2013).



Smallpox epidemics were severe around Lake Nipigon, devastating local First Nations. These losses, combined with Christian missionaries spreading the religion as "a way to get relief from the disease, led to the spiritual connection of Aboriginal peoples being severely undermined" (Odber, 2012).

As mining exploration and interests began moving into western and northern Ontario in the 1800s, First Nations began to reach out to the British government regarding the creation of a treaty to protect First Nations' interests. In 1850, Animbiigoo Zaagi'igan Anishinaabek First Nation signed the Robinson-Superior Treaty.

Gold mining in the 1930s attracted an influx of outsiders to the area; however, many of the mines closed over the years. More recently, mineral exploration has begun to remerge in the Geraldton region (Municipality of Greenstone, 2021).

- Animbiigoo Zaagi'igan Anishinaabek First Nation and Aroland First Nation signed an exploration agreement in 2012 with the Tashota Group (Tashota Resources Inc), a junior resource exploration Company (Tashota Group, 2013).
- In 2019, Animbiigoo Zaagi'igan Anishinaabek First Nation, along with Aroland First Nation and Ginoogaming First Nation, signed a Long-Term Relationship Agreement with Greenstone Gold Mines. The agreement outlines Greenstone Gold Mines' "commitment to protecting the environment and supporting local First Nations' social and cultural practices, and provides for environmental monitoring employment, training, business and contracting opportunities" (TBnewswatch.com, 2020). The three First Nations then created the Minodahmun Development Inc. in 2020 to maximize economic opportunities related to the proposed Greenstone Gold Mines Hardrock Project (TBnewswatch.com, 2020). Through Minodahmun Development, Inc., Animbiigoo Zaagi'igan Anishinaabek First Nation entered into an agreement with Tombill Mines in 2022, regarding gold exploration around the Geraldton area (Northern Ontario Business Staff, 2022).

Forest industries provided employment for many Animbiigoo Zaagi'igan Anishinaabek First Nation members until the industries moved elsewhere and members had to leave Auden to find work (CBC, 2008). Forestry has seen a resurgence recently, and Animbiigoo Zaagi'igan Anishinaabek First Nation, along with three other First Nations, created a forest management co-operative that is responsible for overseeing forestry activities in the Lake Nipigon Forest (Campbell, 2023).



The community was recognized by the government of Canada in 1921, after the Nipigon Band was separated into four bands (Province of Ontario, 2008); however, the federal government did not provide the community with a land base at that time (CBC, 2008). The community was referred to as "Lake Nipigon Various Places" until 1985 when the name Lake Nipigon Ojibway First Nation was applied to the community.

For many years, there was no Chief and Council. However, Frank Sasines, a community member, acted as a spokesperson for the community throughout some of this time (Animbiigoo Zaagi'igan Anishinaabek, 2023). In 1985, Chief Joe Thompson, a community member, was elected as the first chief with a priority to "reorganize the dispersed membership in an effort to begin discussing the creation of a reserve" (Animbiigoo Zaagi'igan Anishinaabek, 2023). The first office was in Rocky Bay, and a permanent office was established in Beardmore in 1989. Chief and Council started negotiations to provide lands for a reserve for Animbiigoo Zaagi'igan Anishinaabek First Nation, and in 1991 "entered into the land and larger land base process" (Animbiigoo Zaagi'igan Anishinaabek, 2023). Animbiigoo Zaagi'igan

Anishinaabek First Nation wanted the reserve to be located near Auden. However, the provincial and federal governments thought that location was too remote, and negotiations stalled for a while (Animbiigoo Zaagi'igan Anishinaabek, 2023).

In 2001 the community moved forward with officially changing its name to Animbiigoo Zaagi'igan Anishinaabek First Nation. In the same year an Elders Committee was formed, the Animbiigoosagagun Economic Development Trust were established, and a forestry joint venture agreement was signed (Animbiigoo Zaagi'igan Anishinaabek, 2023).

An Agreement in Principle for Reserve Lands at Partridge Lake was signed in 2002. The final land agreement was signed in 2005, and the land base was established in 2008 at Partridge Lake (Animbiigoo Zaagi'igan Anishinaabek, 2023). In 2021, Animbiigoo Zaagi'igan Anishinaabek First Nation finished installation of an electrical distribution system to serve the reserve (Indigenous Services Canada, 2021).

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**.

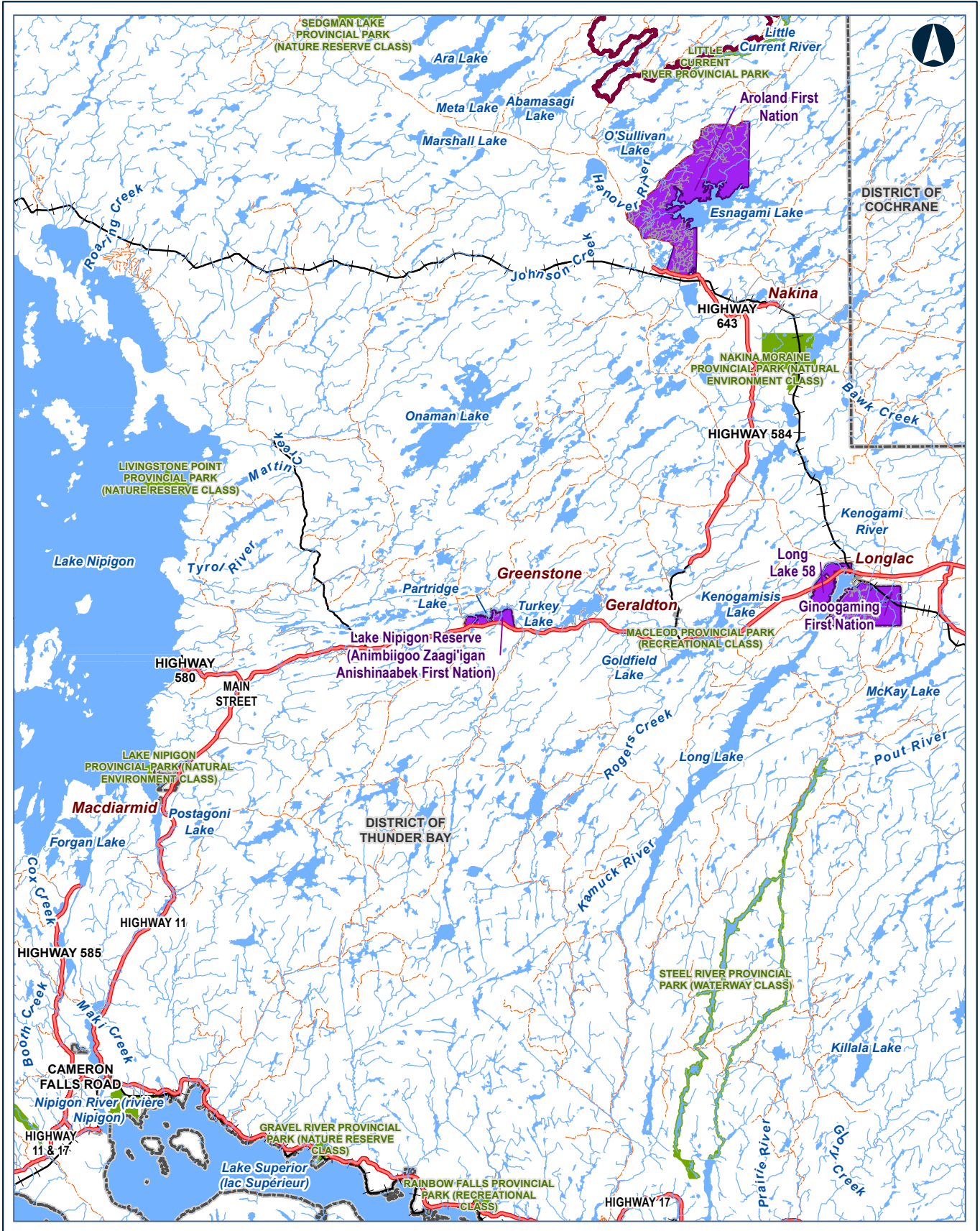
3.1.3 Reserve Lands

Animbiigoo Zaagi'igan Anishinaabek First Nation has one reserve, the Lake Nipigon Reserve. The reserve is located along the southern shores of Partridge Lake (**Figure 3-2**). The reserve is 1,269.9 ha in size.

The reserve land was transferred from the Province of Ontario to Canada to establish the reserve under the Land and Larger Land Base Framework Agreement (Province of Ontario, 2008). Animbiigoo Zaagi'igan Anishinaabek First Nation saw the creation of the reserve as an opportunity to strengthen its culture, language, and traditions.









Legend

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

General Features

- Highway
- Major Road
- Local Road
- Resource / Recreation Road
- Service Road
- Alleyway
- Railway
- Watercourse
- District Municipal Boundary
- Waterbody
- Provincial Park

Data Source:
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MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Animbiigoo Zaagi'igan Anishinaabek First Nation Reserve Lands

0 5 10 20
Kilometres

Datum: NAD 1983 CSRS UTM Zone 16N

Nov, 2023	1:600,000 * when printed 11"x17"
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Figure 3-2

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3.1.4 Language

The traditional language of Animbiigoo Zaagi'igan Anishinaabek First Nation is Ojibwe (Crupi Consulting Group, 2013). Census data on language was not available for Animbiigoo Zaagi'igan Anishinaabek First Nation at the time of writing this report.

3.1.5 Governance

Animbiigoo Zaagi'igan Anishinaabek First Nation is a signatory to the Robinson-Superior Treaty 1850. However, it was not until 1921 that the community was officially recognized as a First Nation by the Government of Canada (Animbiigoo Zaagi'igan Anishinaabek, 2023). The Animbiigoo Zaagi'igan Anishinaabek's administrative office is located in Beardmore, Ontario (Animbiigoo Zaagi'igan Anishinaabek, 2022).

The first chief was elected by the community in 1985 with the priority of discussing the creation of a reserve (Animbiigoo Zaagi'igan Anishinaabek, 2022). Animbiigoo Zaagi'igan Anishinaabek First Nation has custom electoral system with a three-year cycle. Elected leadership consists of a Chief and five Councillors (Government of Canada, 2023c).

Animbiigoo Zaagi'igan Anishinaabek First Nation is affiliated with the Nokiiwin Tribal Council.



3.2 Understanding of Rights and Interests in Relation to the Project

Section 3.2.1 and **3.2.2** describe the current understanding of Animbiigoo Zaagi'igan Anishinaabek First Nation's Aboriginal and / or Treaty Rights and Interests in relation to the proposed Project. As noted in **Section 3.0**, this understanding was developed based on a comprehensive literature review of publicly available sources of information, given that at the time of writing, no information on Animbiigoo Zaagi'igan Anishinaabek First Nation's rights and interests had been provided to the Proponent.

3.2.1 Aboriginal and Treaty Rights Relevant to the Project

It is anticipated that Animbiigoo Zaagi'igan Anishinaabek First Nation asserts Robinson-Superior Treaty 1850 rights and Section 35 rights. The proposed Project is located in the area of Treaty 9. At a minimum, it is assumed that these rights include the right to hunt, trap, fish, and gather materials that are of importance to Animbiigoo Zaagi'igan Anishinaabek First Nation cultural traditions and lifeways, as well as the right to cultural continuity and well-being (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 Animbiigoo Zaagi'igan Anishinaabek 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 Animbiigoo Zaagi'igan Anishinaabek 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 Animbiigoo Zaagi'igan Anishinaabek First Nation are presented in **Section 3.6**. Information on the Project Team's understanding of what is important for Animbiigoo Zaagi'igan Anishinaabek First Nation cultural continuity and wellbeing is presented in **Section 3.7**.

3.2.2 Interests Related to the Project

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

- The *Assessment of Potential Environmental Effects on Traditional Land and Resource Use*. *Hardrock Project: Final Environmental Impact Statement/Environmental Assessment* (2017), prepared by Stantec, which describes the potential effects of spraying and effects on traditional harvesting of plants;
- *East-West Tie Transmission Project Amended Environmental Assessment Report,* (2018), by Nextbridge Infrastructure, which mentions potential effects on archaeological sites and plants and fungi that are traditionally harvested; and,
- A letter by Kyla Morrisseau, dated (March 21, 2023), *Letter Re: Northern Road Link Initial Project Description Plain Language Summary,* prepared for submission to the Impact Assessment Agency of Canada for the Northern Road Link Project Summary, which lists issues and interests identified by Animbiigoo Zaagi'igan Anishinaabek First Nation for a similar project.

It is anticipated that Animbiigoo Zaagi'igan Anishinaabek First Nation's interests in the Project may include:

- Potential damage to cultural and burial sites (Morrisseau, 2023);
- Potential harm to freshwater resources associated with cultural and subsistence practices, tourism, and commercial fishing (Energy East, 2016), especially lake sturgeon (Morrisseau, 2023);
- Potential impacts to fish and fish habitat, including spawning, caused by development and potential waterway diversions (Stantec, 2017), as well as culverts and crossings (Morrisseau, 2023);
- Potential contamination caused by toxins and spills (Morrisseau, 2023);



- Potential for an increase in garbage and debris (Morrisseau, 2023);
- Potential of increased access to impact the land and increasing hunting and fishing (Morrisseau, 2023);
- Potential negative effects on downstream areas, such as water pollution (Stantec, 2017);
- Potential to alter the location and behavior of wildlife due to increased activity and noise (Morrisseau, 2023);
- Potential effects to wolverine habitat (Morrisseau, 2023);
- Potential impacts to migratory waterfowl (Stantec, 2017) and eagle nests (Morrisseau, 2023);
- Damage to archaeological and cultural heritage sites from construction activities (Nextbridge Infrastructure, 2018); and,
- Impacts to resource access for areas of harvest or use for plant and fungi, such as:
  - Chaga mushrooms and birch stands (Nextbridge Infrastructure, 2018, 17-3);
  - Medicines, wild rice, wood, and berries, especially blueberries (Nextbridge Infrastructure, 2018, 17-45); and,
  - Loss of plant harvesting sites due to vegetation clearing and effects from dust deposition (Stantec, 2017).

These interests will inform the overall impacts assessment, including the assessment on Animbiigoo Zaagi'igan Anishinaabek First Nation Aboriginal and / or Treaty Rights.



3.3 Area of Interest

For the purposes of the future Impact Assessment / Environmental Assessment, it is the objective of the Project Team to identify a preliminary Area of Interest to identify where Animbiigoo Zaagi'igan Anishinaabek First Nation may exercise / hold Aboriginal and / or Treaty Rights and Interests that are relevant to the proposed Project.

Animbiigoo Zaagi'igan Anishinaabek First Nation's traditional land use area has been described as north and northeast of Lake Nipigon, having "occupied these lands and relied on the harvest of its resources since time immemorial" (TransCanada, 2016a, 5A-32). This area has also been described as important to Animbiigoo Zaagi'igan Anishinaabek First Nation members (Nextbridge, 2018, 17-32). Kenogamisis Lake and Turkey Lake (see **Figure 3-2**) are also used to practice traditional activities and transmit Traditional Knowledge (TransCanada, 2016b). However, how far north and northeast of Lake Nipigon this traditional land use area extends and the extent of use around Kenogamisis Lake and Turkey Lake are unknown at the time of writing this report. Therefore, a preliminary Area of Interest has not been mapped, but it is understood that Lake Nipigon, Kenogamisis Lake, and Turkey Lake are significant to Animbiigoo Zaagi'igan Anishinaabek First Nation. None of these areas are located within the Project Development Area or the Local Study Area and Regional Study Area.



The Impact Assessment Agency of Canada (2023), notes that an Indigenous community's "long-standing connection to, use of, or occupation of an area is indicative of a community's rights". It is the Proponent's understanding that an Indigenous community can assert an area of interest or traditional territory and that these assertions may consider many factors including, but not limited to, hunting and trapping areas, wildlife migration patterns, travel routes, watersheds, etc. However, these assertions "may not be well understood by all parties, they may raise uncertainty as they lack information, or there may be differing interpretations" (IAAC, 2023). Therefore, it is important to note that for the purposes of identifying a preliminary Area of Interest for the proposed Project, Marten Falls First Nation is strictly presenting information that has been provided by an Indigenous community or has been identified in publicly available data sources. By presenting this information, Marten Falls First Nation is neither validating 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 Animbiigoo Zaagi'igan Anishinaabek First Nation land, water, and resource use is presented in **Sections 3.4.1** to **3.4.5**. The information presented in this upfront section is general to Animbiigoo Zaagi'igan Anishinaabek First Nation. Information on Animbiigoo Zaagi'igan Anishinaabek First Nation land, water, and resource use for traditional purposes in relation to the proposed Project is provided in **Section 3.5**.

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

- Kirsten Odber's Master's thesis, *Trading With The Hudson's Bay Company: A Case Study Of Nipigon House Post 1828 – 1838*, (2012), which discusses the fur trade period, including items of trade, fishing, and gender roles regarding trade;
- Canada North's *Nokiiwin Tribal Council Country Food Study* (2016), which documents when traditional foods are eaten throughout the year; and,
- The Traditional / Ancestral Harvesting in and Around Animbiigoo Zaagi'igan and Anishinaabewi Gitchi-Gami poster (n.d.a) created by Understanding our Food Systems, which shows traditional foods in relation to the seasons in which they were hunted, fished, or gathered by the Anishinaabe around Lake Nipigon and northern Lake Superior. As the Animbiigoo Zaagi'igan Anishinaabek First Nation uses this area for traditional uses, it is likely that the information in the poster is applicable to the community.

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

- Information on the role of members within the community (e.g., women, men, elders, youth, people with disabilities) is provided, where possible;
- For the purposes of the future Impact Assessment / Environmental Assessment, it is assumed that the general practices and preferences of Attawapiskat First Nation community members described in this report are still relevant to the community today;
- 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.



Animbiigoo Zaagi'igan Anishinaabek First Nation's traditional land use area has been described as north and northeast of Lake Nipigon, having "occupied these lands and relied on the harvest of its resources since time immemorial" (TransCanada, 2016a, 5A-32). This area has also been described as important to Animbiigoo Zaagi'igan Anishinaabek First Nation members (Nextbridge, 2018, 17-32). Many members hunt, fish, trap, gather, and regularly use the land today (Laurion Mineral Exploration, Inc., 2021). Sites used by Animbiigoo Zaagi'igan Anishinaabek First Nation for traditional activities (e.g., hunting, trapping, harvesting) include lands and waterways encompassed by the Kenogami Forest Unit and Lake Nipigon Forest Management Unit (Nextbridge Infrastructure, 2018) and Kenogamisis Lake (Government of Canada, 2018).

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

3.4.1 Hunting and Trapping

During the fur trade period, trapping was carried out in small family groups, most commonly fathers and sons or brothers (Odber, 2012). Women were not generally involved in trade activities at the post (Odber, 2012). Furs were traded for cloth, ammunition, tobacco, blankets, rum, and leather. Products brought to the Nipigon House post by local First Nations included cedar bark, canoes, and gum (Odber, 2012). As Nipigon House was on the shores of Lake Nipigon, it is highly likely that ancestors of Animbiigoo Zaagi'igan Anishinaabek First Nation members traded at the post.

Hunting is common, while trapping has been less common among Animbiigoo Zaagi'igan Anishinaabek First Nation members (TransCanada, 2016a). There are traplines along Highway 801, Kinghorn Road and reaching up to Marshall Lake and the Powitik River and over into the Kenogami Forest (TransCanada, 2016a), however, ownership of these traplines has not been confirmed.

The area near Partridge Lake supports game animals, such as moose, bear, deer, rabbit, beaver, and marten (TransCanada, 2016a). Moose, snowshoe hare, deer, grouse (both spruce and ruffed), Canada goose, and mallard duck were the most consumed game animals by First Nations around *Animbiigoo-Zaagi'igan* (Lake Nipigon) (CanNorth, 2016). Caribou, lynx, and fishers have been harvested by First Nations near *Animbiigoo-Zaagi'igan* (Lake Nipigon) and Lake Superior (Understanding Our Food Systems, n.d.). Mammal and bird consumption has been highest in the fall and winter, though bird consumption has been less than mammal or fish consumption (CanNorth, 2016). Local First Nation members have concerns about moose health and the effects on moose from herbicide spraying (CanNorth, 2016).

The *Traditional / Ancestral Harvesting in and Around Animbiigoo Zaagi'igan and Anishinaabewi Gitchi-Gami* poster (Understanding our Food Systems, n.d.a) provides information about hunting and trapping and the time in the year when specific animals are typically harvested.



During the winter moons of *Manidoo-Giizisoons* (Little Spirit Moon), *Gichimandoo-Giizis* (Big Spirit Moon) and *Namebin-Giizis* (Suckerfish Moon), community members trap *zhaashaawanibiisens* (marten), *wabooz* (rabbits), *ojiig* (fisher), and *amik* (beaver).

During *Onaabani-Giizis* (Snowcrust Moon) and *Iskigamizige-Giizis* (Sugar Bushing Moon), community members hunt *nika* (geese) (Understanding Our Food Systems, n.d.a).

Hunting and trapping are not pursued during the spring and summer months of *Zaagibagaa-Giizis* (Budding Moon), *Ode'imini-Giizis* (Strawberry Moon), *Miinke-Giizis* (Berry Moon), and *Manoominike-Giizis* (Ricing Moon).

As the season turns to fall, hunting resumes with *waawaashkeshi* (deer) in *Waatebagaa-Giizis* (Changing Leaves Moon) and *mooz* (moose) in *Binaakwe-Giizis* (Falling Leaves Moon). The remaining two moons of the year, *Gashkadino-Giizis* (Freezing Over Moon) and *Atikomego-Giizis* (Whitefish Moon), witness hunting of *makwa* (bear), *bine* (partridge), *zhiishiib* (duck), *bizhiw* (lynx), and *adik* (caribou).

In namebin-Giizis, people hunt and trap in the snow for partridge (grouse) and rabbits. In Onaabani-Giizis, there is good hunting for moose, deer, mink, muskrat, marten, rabbits, and partridge (Understanding Our Food Systems, n.d.a).

According to the video, *Traditional / Ancestral Harvesting in and Around Animbiigoo Zaagi'igan and Anishinaabewi Gitchi-Gami 13 Moons Harvesting Resource* (Understanding our Food Systems, n.d.b), community members of First Nations near Lake Nipigon celebrate the bear spirit in *Gichimandoo-Giizis* with a feast, generally of rabbit, moose meat, and preserved berries and make sure everyone has food during the winter. Given the location of Animbiigoo Zaagi'igan Anishinaabek First Nation, it is likely that members participate in this practice.

Bald eagles are a culturally significant species which are not hunted for food or trade (Government of Canada, 2018).

A summary of wildlife of potential importance to Animbiigoo Zaagi'igan Anishinaabek First Nation is provided in **Table 3-1**.



Table 3-1: Wildlife of potential importance to Animbiigoo Zaagi'igan Anishinaabek First Nation

Species (English)	Species (Oji-Cree)	Species (Ojibway)
BIRDS		
Canada Goose	Nikah	nika
Duck	Shesheeb	zhiishiib
American black duck		
Canvasback duck		
Mallard duck	ii'niniiship	
Wood duck		
Teal		
Grouse (ruffed)	Papashki	Bine
Grouse (sharp-tailed)		
Grouse (spruce)	*mijikozhe / mijikobenni / mitikobenni/pine*	
Gray partridge		
Pheasant		
Bald eagle		
BIG GAME AND FURBEARERS		
Bear (black)	makwa, makoo	makwa
Caribou	atik	adik
Deer (white tailed or mule)	wawashkeshi	waawaashkeshi
Moose	Mooz	Mooz
Beaver	Amik	Amik
Fisher	Ojiig	Ojiig
Lynx	mizhih'bizhiw, piizhoo	Bizhiw
Marten	wabizheshih, wabashtan	zhaashaawanibiisens
Rabbit/Snowshoe hare	Wabooze	Waabooz
Muskrat		
Porcupine		

3.4.2 Fishing



During the fur trade period, many Anishinaabe around Lake Nipigon fished year-round (Odber, 2012). During periods when large game and fur bearing mammals were in decline, communities relied mainly on fish and snowshoe hare to subsist (Odber, 2012). As Animbiigoo Zaagi'igan Anishinaabek First Nation is an Anishinaabe community located near Lake Nipigon, this is likely applicable to the community.

As of 2016, many Animbiigoo Zaagi'igan Anishinaabek members still procured most of their meat through hunting and fishing (TransCanada, 2016a) and consume approximately 22 pounds of fish per person annually (CanNorth, 2016). The most consumed fish were walleye, followed by lake whitefish and lake trout (CanNorth, 2016). Fish consumption is highest in the summer (CanNorth, 2016).

Contamination in Long Lake and Kenogamisis Lake limits fishing at those lakes (TransCanada, 2016b). Fish in Postagoni Lake exceeded consumption guidelines for mercury (CanNorth, 2016). Fish spawning grounds can be threatened by silt runoff from construction projects (TransCanada, 2016b). Members of Nokiiwin Tribal Council, including Animbiigoo Zaagi'igan Anishinaabek First Nation, have concerns regarding contaminants, including mercury levels from dams, metals leaching from abandoned mines, and runoff from aerial herbicide spraying ending up in waterways (CanNorth, 2016). Members were also concerned about overfishing, invasive species, and acid rain (CanNorth, 2016).

The *Traditional / Ancestral Harvesting in and Around Animbiigoo Zaagi'igan and Anishinaabewi Gitchi-Gami* poster (Understanding our Food Systems, n.d.a) provides information about fishing and timing when specific fish are harvested.

During the winter moons of *Manidoo-Giizisoons* (Little Spirit Moon), *Gichimandoo-Giizis* (Big Spirit Moon), and *Namebin-Giizis* (Suckerfish Moon), community members fish for *ginoozhe* (pike), namebin (sucker), and ogaa (walleye).

During *Onaabani-Giizis* (Snowcrust Moon), *Iskigamizige-Giizis* (Sugar Bushing Moon), and *Zaagibagaa-Giizis* (Budding Moon), community members fish for *maazhamegos (trout)*, *namebin* (sucker), zaalmaan (salmon) and *name* (sturgeon).

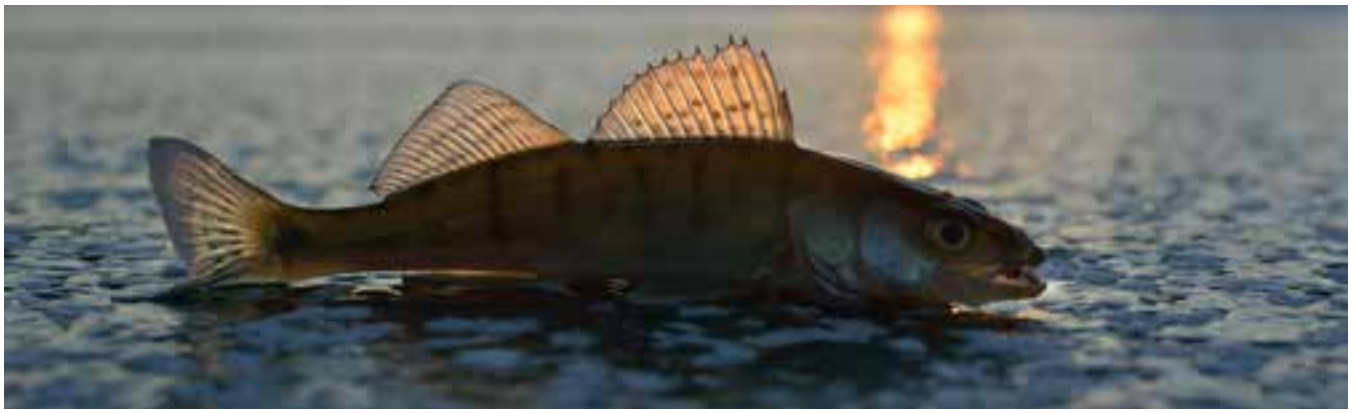
As the season turns to winter, fishing resumes during *Atikomego-Giizis* (Whitefish Moon) for *adikameg* (whitefish).

Ice fishing for *namebin* (suckers) and red suckers also happens in *Onaabani-Giizis*. In *Binaakwe-Giizis*, deepwater fish are fished for, such as *maazhamegos* (trout) and in *Atikomego-Giizis*, community members fish for whitefish. According to a legend, the whitefish came to shore to offer itself to the people to help them survive a difficult period.

A summary of fish of potential importance to Animbiigoo Zaagi'igan Anishinaabek is provided in **Table 3-2**.

Table 3-2: Fisheries of potential importance to Animbiigoo Zaagi'igan Anishinaabek First Nation

Species (English)	Species (Oji-Cree)	Species (Ojibway)
Burbot		
Northern Pike (jackfish)	ginozhe	ginoozhe
Salmon		zaalmaan
Sauger		
Smelt		
Sturgeon	nameh	name
Sucker	namebin	namebin
Sucker (red)	mishguajagash	
Trout	masamekos	maazhamegos
Walleye (pickerel)	okaas	ogaa
Whitefish	atikameg	adikameg
Yellow perch		



3.4.3 Berry and Plant Gathering



Animbiigoo Zaagi'igan Anishinaabek First Nation members historically harvest berries and other medicines in the areas of Kenogamisis Lake, Kenogamisis River, Goldfield Lake (Stantec, 2017, 18.21), and nearby connecting waterbodies. Currently, berry picking is not a common activity (TransCanada, 2016a). When harvested, blueberry, wild strawberry, and wild raspberry were the most commonly picked berries (CanNorth, 2016i). Other harvested berries include saskatoon berry, pincherry, chokecherry, gooseberry, bog cranberry, highbush cranberry, rosehips, cloudberry, and currant (CanNorth, 2016).

The *Traditional / Ancestral Harvesting in and Around Animbiigoo Zaagi'igan and Anishinaabewi Gitchi-Gami* poster (Understanding our Food Systems, n.d.a) provides information about plants and the time in the year when specific plants are harvested.

During the winter moons of *Manidoo-Giizisoons* (Little Spirit Moon), *Gichimandoo-Giizis* (Big Spirit Moon) and *Namebin-Giizis* (Suckerfish Moon), community members gather *chaga* (zaagatagan).

During *Onaabani-Giizis* (Snowcrust Moon) and *Iskigamizige-Giizis* (Sugar Bushing Moon), community members harvest sap from *inini'atig* (maple) to make *wiishkobaaboo* (maple syrup) and harvest *aaziminan* (poplar berries) and *miskwabiimag* (red willow).

Gathering picks up during *ziigwan* (spring) and *niibin* (summer) months of *Zaagibagaa-Giizis* (Budding Moon), *Ode'imini-Giizis* (Strawberry Moon), *Miinke-Giizis* (Berry Moon), and *Manoominike-Giizis* (Ricing Moon) with community members harvesting *gaawaandag-zaagibagaa* (spruce bud), *waaginagin* (fiddlehead), *ode'imin* (strawberry), *wiingashk* (sweet grass), *wiigwaasi-mitig* (birch), *okigwaakaminaatig* (saskatoons), *mashkodewashk* (sage), *waboosegibig* (wild mint), *namea* (wild ginger), *miskomin* (raspberry), and *miinan* (blueberries). The leaves and roots of the *ode'imin* (strawberry) can be made into a tea that can serve as a mild cardiac medicine. When berries are picked, generally by women in a group, community members share knowledge on how to cook and preserve berries.

As the season turns to *dagwaagin* (fall), harvested species shift to *manoomin* (wild rice), *aniibiimin* (cranberry), *wazhashkwedoons* (mushrooms), and *mishiimin* (apples) in *Waatebagaa-Giizis* (Changing Leaves Moon) and *Binaakwe-Giizis* (Falling Leaves Moon) (Understanding Our Food Systems, n.d.a). Rice is generally harvested by families using a canoe. After three days of harvesting and drying, women will dance on the rice in special moccasins for four hours.

During the remaining two moons of the year heading into *biboon* (winter), *Gashkadino-Giizis* (Freezing Over Moon) and *Atikomego-Giizis* (Whitefish Moon), community members gather *wazhashkwedow* (spruce cone), *bizhuatig* (cattail / bulrush), and *wiikenh* (sweetflag).

Other plants and fungi which have been harvested for food include Labrador tea, common dandelion, and wild carrot root. Other harvested vegetation include bearberry, St. John's wort, tamarack, juniper, rat root, yarrow, pitcher plant, red osier dogwood, and bunchberry. Trees, such as birch, cedar, and spruce are used for gum, sap, and bark. Birch is used to make baskets, canoes, snowshoes, and paddles (CanNorth, 2016).

Sweet grass is the most harvested plant for medicinal use. It is used for ceremonial blessing purposes, as an incense or smudge. St. John's Wort is used to treat skin conditions, as it has antibiotic qualities. Dandelions, while eaten, are also used to ease high blood pressure, and indigestion. Bearberry is used to treat urinary system ailments and sore throats and can also be mixed with tobacco and smoked. Balsam fir bark and juniper are used as cold treatments and cedar is used against sore throats, colds, stomach ailments, infections, and skin problems (CanNorth, 2016).

As noted in the *Energy East Project Consolidated Application Environmental and Socio-Economic Assessment* (TransCanada 2016b), members have concerns that herbicides negatively affect berry harvesting and wildlife.

A summary of plants and fungi of potential importance to Animbiigoo Zaagi'igan Anishinaabek First Nation is provided in **Table 3-3**.



Table 3-3: Berries, plants and fungi of potential importance to Animbiigoo Zaagi'igan Anishinaabek First Nation

Species (English)	Species (Oji-Cree)	Species (Ojibway)
BERRIES		
Blueberry	miinesan, makomiinasan, minan	miinan
Wild strawberry	miskomaang, ode'minan	ode'imin
Wild raspberry	Miskomaang / oshkiizhikomin-naan / miskominik	miskomin
Cloudberry	machakotominum	
Saskatoon berry	kosihgwakaminatik	okigwaakaminaatig
Gooseberry	oshabomin	
Currant		
Bog Cranberry		
Highbush cranberry	aniibiminaatik, zhikwako minik	aniibiimin
Bunchberry		
Bearberry		
OTHER PLANTS		
Wild rose (for hips)	okinii wabigwanin	ogin
Pincherry	wiigwasesiminatik	
Wild Rice	manoomin	manoomin
Labrador tea	kakikebak, kakekaybegoon	
Wild Mint		waboosegibig
Wild Carrot		
Sweet grass		wiingashk
Common dandelion		
Chokecherry	sasadaweminatik	
St John's wort		
Tamarack	maaskigwatik / wakinagan	
Juniper	kakakiwadaang	
Rat root		

Species (English)	Species (Oji-Cree)	Species (Ojibway)
Yarrow		
Pitcher plant	aniigihjaash	
Red osier dogwood	wabiminaatik, miskwabiimagaatik	
Sweet flag		wiikenh
Fiddlehead		waaginagin
Sage		mashkodewashk
Wild ginger		namea
Cattail/bulrush		bizhuatig
Birch	wigwaasatik	wiigwaasi-mitig
Cedar	kiishikatik	
Spruce	shikobaatik, mina'ig	gaawaandag
Maple		inini’atig
Poplar		maan azaadii
Red Willow		miskwabiimag
Apple		mishiimin
FUNGI		
Mushrooms	wanatowag	wazhashkwedoons
Chaga		zaagatagan

3.4.4 Travel

At the time of writing this report, there is no information on travel routes or locations.

3.4.5 Habitation

Habitation refers to places that people have lived, whether temporarily, semi-permanently, or permanently. Habitation sites and areas may include cabins, camp sites and areas, and historical family or village sites and areas. Historic settlements, as well as modern hunting, fishing, and trapping camps near Auden and Ombabika have been noted, although specific locations are not known (TransCanada, 2016b).

3.5 Understanding of Lands, 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 Animbiigoo Zaagi'igan Anishinaabek 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 Animbiigoo Zaagi'igan Anishinaabek 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.

The Proponent recognizes that the proposed Project has the potential to influence the exercise of Aboriginal and / or Treaty Rights outside of the Regional Study Area. This is particularly relevant in the case of wildlife and water valued components given the movement of these important resources. This lens will be applied in the future stages of the Impact Assessment / Environmental Assessment.



3.5.1 Hunting and Trapping

3.5.1.1 Project Development Area

A preliminary Area of Interest has not been identified (see **Section 3.3**) and specific information on sites and areas used by Animbiigoo Zaagi'igan Anishinaabek First Nation for hunting and / or trapping is limited. However, Lake Nipigon, Kenogamisis Lake and Turkey Lake have been identified as important places for traditional land and resource for use for Animbiigoo Zaagi'igan Anishinaabek First Nation. The Project Development Area does not overlap with the Lake Nipigon, Kenogamisis Lake and Turkey Lake areas. Sites and areas used by Animbiigoo Zaagi'igan Anishinaabek First Nation for hunting and trapping needs to be confirmed.

3.5.1.2 Local Study Area

A preliminary Area of Interest has not been identified (see **Section 3.3**) and specific information on sites and areas used by Animbiigoo Zaagi'igan Anishinaabek First Nation for hunting and / or trapping is limited. However, Lake Nipigon, Kenogamisis Lake and Turkey Lake have been identified as important places for traditional land and resource for use for Animbiigoo Zaagi'igan Anishinaabek First Nation. The Local Study Area does not overlap with the Lake Nipigon, Kenogamisis Lake and Turkey Lake areas. Sites and areas used by Animbiigoo Zaagi'igan Anishinaabek First Nation for hunting and trapping needs to be confirmed.

3.5.1.3 Regional Study Area

A preliminary Area of Interest has not been identified (see **Section 3.3**) and specific information on sites and areas used by Animbiigoo Zaagi'igan Anishinaabek First Nation for hunting and / or trapping is limited. However, Lake Nipigon, Kenogamisis Lake, and Turkey Lake have been identified as important places for traditional land and resource for use for Animbiigoo Zaagi'igan Anishinaabek First Nation. The Regional Study Area does not overlap with the Lake Nipigon, Kenogamisis Lake, and Turkey Lake areas. Sites and areas used by Animbiigoo Zaagi'igan Anishinaabek First Nation for hunting and trapping needs to be confirmed.



3.5.2 Fishing

3.5.2.1 Project Development Area

A preliminary Area of Interest has not been identified (see **Section 3.3**) and specific information on sites and areas used by Animbiigoo Zaagi'igan Anishinaabek First Nation for fishing is limited. However, Lake Nipigon, Kenogamisis Lake, and Turkey Lake have been identified as important places for traditional land and resource for use for Animbiigoo Zaagi'igan Anishinaabek First Nation. The Project Development Area does not overlap with the Lake Nipigon, Kenogamisis Lake, and Turkey Lake areas. Sites and areas used by Animbiigoo Zaagi'igan Anishinaabek First Nation for fishing needs to be confirmed.

3.5.2.2 Local Study Area

A preliminary Area of Interest has not been identified (see **Section 3.3**) and specific information on sites and areas used by Animbiigoo Zaagi'igan Anishinaabek First Nation for fishing is limited However, Lake Nipigon, Kenogamisis Lake, and Turkey Lake have been identified as important places for traditional land and resource for use for Animbiigoo Zaagi'igan Anishinaabek First Nation. The Local Study Area does not overlap with the Lake Nipigon, Kenogamisis Lake, and Turkey Lake areas. Sites and areas used by Animbiigoo Zaagi'igan Anishinaabek First Nation for fishing needs to be confirmed.

3.5.2.3 Regional Study Area

A preliminary Area of Interest has not been identified (see **Section 3.3**) and specific information on sites and areas used by Animbiigoo Zaagi'igan Anishinaabek First Nation for fishing is limited. However, Lake Nipigon, Kenogamisis Lake, and Turkey Lake have been identified as important places for traditional land and resource for use for Animbiigoo Zaagi'igan Anishinaabek First Nation. The Regional Study Area does not overlap with the Lake Nipigon, Kenogamisis Lake, and Turkey Lake areas. Sites and areas used by Animbiigoo Zaagi'igan Anishinaabek First Nation for fishing needs to be confirmed.



3.5.3 Berry and Plant Gathering

3.5.3.1 Project Development Area

A preliminary Area of Interest has not been identified (see **Section 3.3**) and specific information on sites and areas used by Animbiigoo Zaagi'igan Anishinaabek First Nation for berry and plant gathering is limited. However, Lake Nipigon, Kenogamisis Lake, and Turkey Lake have been identified as important places for traditional land and resource for use for Animbiigoo Zaagi'igan Anishinaabek First Nation. The Project Development Area does not overlap with the Lake Nipigon, Kenogamisis Lake, and Turkey Lake areas. Sites and areas used by Animbiigoo Zaagi'igan Anishinaabek First Nation for berry and plant gathering needs to be confirmed.

3.5.3.2 Local Study Area

A preliminary Area of Interest has not been identified (see **Section 3.3**) and specific information on sites and areas used by Animbiigoo Zaagi'igan Anishinaabek First Nation for berry and plant gathering is limited. However, Lake Nipigon, Kenogamisis Lake, and Turkey Lake have been identified as important places for traditional land and resource for use for Animbiigoo Zaagi'igan Anishinaabek First Nation. The Local Study Area does not overlap with the Lake Nipigon, Kenogamisis Lake, and Turkey Lake areas. Sites and areas used by Animbiigoo Zaagi'igan Anishinaabek First Nation for berry and plant gathering needs to be confirmed.

3.5.3.3 Regional Study Area

A preliminary Area of Interest has not been identified (see **Section 3.3**) and specific information on sites and areas used by Animbiigoo Zaagi'igan Anishinaabek First Nation for berry and plant gathering is limited. However, Lake Nipigon, Kenogamisis Lake, and Turkey Lake have been identified as important places for traditional land and resource for use for Animbiigoo Zaagi'igan Anishinaabek First Nation. The Regional Study Area does not overlap with the Lake Nipigon, Kenogamisis Lake, and Turkey Lake areas. Sites and areas used by Animbiigoo Zaagi'igan Anishinaabek First Nation for berry and plant gathering needs to be confirmed.



3.5.4 Travel

3.5.4.1 Project Development Area

A preliminary Area of Interest has not been identified (see **Section 3.3**) and specific information on travel routes used by Animbiigoo Zaagi'igan Anishinaabek First Nation is limited. Travel routes used by Animbiigoo Zaagi'igan Anishinaabek First Nation needs to be confirmed.

3.5.4.2 Local Study Area

A preliminary Area of Interest has not been identified (see **Section 3.3**) and specific information on travel routes used by Animbiigoo Zaagi'igan Anishinaabek First Nation is limited. Travel routes used by Animbiigoo Zaagi'igan Anishinaabek First Nation needs to be confirmed.

3.5.4.3 Regional Study Area

A preliminary Area of Interest has not been identified (see **Section 3.3**) and specific information on travel routes used by Animbiigoo Zaagi'igan Anishinaabek First Nation is limited. Travel routes used by Animbiigoo Zaagi'igan Anishinaabek First Nation needs to be confirmed.

3.5.5 Habitation

3.5.5.1 Project Development Area

A preliminary Area of Interest has not been identified (see **Section 3.3**) and specific information on habitation sites and areas used by Animbiigoo Zaagi'igan Anishinaabek First Nation is limited However, Lake Nipigon, Kenogamisis Lake, and Turkey Lake have been identified as important places for traditional land and resource for use for Animbiigoo Zaagi'igan Anishinaabek First Nation. The Project Development Area does not overlap with the Lake Nipigon, Kenogamisis Lake, and Turkey Lake areas. Habitation sites and areas used by Animbiigoo Zaagi'igan Anishinaabek First Nation needs to be confirmed.



3.5.5.2 Local Study Area

A preliminary Area of Interest has not been identified (see **Section 3.3**) and specific information on habitation sites and areas used by Animbiigoo Zaagi'igan Anishinaabek First Nation is limited. However, Lake Nipigon, Kenogamisis Lake, and Turkey Lake have been identified as important places for traditional land and resource for use for Animbiigoo Zaagi'igan Anishinaabek First Nation. The Local Study Area does not overlap with the Lake Nipigon area. Habitation sites and areas used by Animbiigoo Zaagi'igan Anishinaabek First Nation needs to be confirmed.

3.5.5.3 Regional Study Area

A preliminary Area of Interest has not been identified (see **Section 3.3**) and specific information on habitation sites and areas used by Animbiigoo Zaagi'igan Anishinaabek First Nation is limited. However, the Lake Nipigon area has been identified as an important place for traditional land and resource for use for Animbiigoo Zaagi'igan Anishinaabek First Nation. The Regional Study Area does not overlap with the Lake Nipigon, Kenogamisis Lake, and Turkey Lake areas. Habitation sites and areas used by Animbiigoo Zaagi'igan Anishinaabek First Nation needs to be confirmed.



3.6 Understanding of Perspectives on Cultural Continuity and Wellbeing

Sections 3.1.1 to **3.6.4** include the available information on Animbiigoo Zaagi'igan Anishinaabek First Nation and / or Ojibway perspectives on cultural continuity and wellbeing. The information is general to Animbiigoo Zaagi'igan Anishinaabek First Nation and / or the Ojibway. Information on Animbiigoo Zaagi'igan Anishinaabek First Nation and / or Ojibway perspectives on cultural continuity and wellbeing in relation to the proposed Project is provided in **Section 3.7**.

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

- The *Hardrock Gold Mine Project Environmental Assessment Report* (2018) by the Government of Canada, which discusses the transfer of traditional knowledge and the potential disuse of cultural sites due to perceived pollution;
- A Laurion Mineral Exploration, Inc. press release, *Quadripartite Memorandum of Understanding with First Nations Paves the Way for Future Agreements on Ishkoday Project* (2021), which discusses Animbiigoo Zaagi'igan Anishinaabek First Nation's connection to lands, waters, and animals; and,
- The *Traditional / Ancestral Harvesting in and Around Animbiigoo Zaagi'igan and Anishinaabewi Gitchi-Gami 13 Moons Harvesting Resource* video (Understanding our Food Systems, n.d.), which includes discussions about how traditional foods inform Ojibway values.





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 Animbiigoo Zaagi'igan Anishinaabek First Nation have the potential to impact the ability to Animbiigoo Zaagi'igan Anishinaabek 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 Animbiigoo Zaagi'igan Anishinaabek 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 Animbiigoo Zaagi'igan Anishinaabek 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 Animbiigoo Zaagi'igan Anishinaabek people not only practice their language and cultural traditions, but that they are able to and pass them on to the next generation.

These important factors set the stage for the structure of this section of the report.



3.6.1 Protection of Cultural Sites and Areas

Cultural sites and areas may include ceremonial sites, gathering sites, teaching sites, sacred and / or spiritual sites and areas, place names, and historical sites. As noted in **Section 3.4.5**, Animbiigoo Zaagi'igan Anishinaabek First Nation members have noted places of historical and cultural importance to the community, including (TransCanada, 2016b):

- Hunting, fishing, and trapping camps; and,
- Sites of traditional hunting, fishing, trapping and gathering.

The specific locations of the sites noted above are unknown at this time. Kenogamisis Lake has been identified as culturally important location (see **Figure 3-2**). It is also understood that other rivers, streams, and lakes, are important cultural areas for the subsistence and travel values they provide. It is recognized that Animbiigoo Zaagi'igan Anishinaabek people, as Ojibway, have their own intimate relationships with the water, and women are the keepers of the water (Chiefs of Ontario, 2008).

There is currently no information on specific locations of cultural sites and areas of potential importance to Animbiigoo Zaagi'igan Anishinaabek First Nation in relation to the proposed Project.





3.6.1.1 Spiritual, Cultural, and Historical Sites

Historically Animbiigoo Zaagi'igan Anishinaabek First Nation people lived primarily in the Auden and Ombabika area on the northeast side of Lake Nipigon (Animbiigoo Zaagi'igan Anishinaabek, 2022). Animbiigoo Zaagi'igan Anishinaabek First Nation's traditional land use area has been described as north and northeast of Lake Nipigon, having "occupied these lands and relied on the harvest of its resources since time immemorial" (TransCanada, 2016a, 5A-32). This area has also been described as important to Animbiigoo Zaagi'igan Anishinaabek First Nation members (Nextbridge, 2018).

Sites used by Animbiigoo Zaagi'igan Anishinaabek First Nation for traditional activities (e.g., hunting, trapping, harvesting) include lands and waterways in the Greenstone area, along Highway 11 and the areas southeast of Lake Nipigon moving east towards areas east of Geraldton (Nextbridge Infrastructure, 2018). Areas within the Kenogami Forest Unit and Lake Nipigon Forest Management Unit have also been identified as areas of important to Animbiigoo Zaagi'igan Anishinaabek First Nation (Nextbridge Infrastructure, 2018).

Freshwater resources are important to Animbiigoo Zaagi'igan Anishinaabek First Nation for subsistence and cultural practices, and for commercial and tourism fishing (Nextbridge Infrastructure, 2018).

Animbiigoo Zaagi'igan Anishinaabek First Nation members practice cultural and traditional activities such as arts and crafts, and ceremonies (Nextbridge Infrastructure, 2018). Information and knowledge on culture is often passed down from Elders' teachings (TransCanada, 2016a). Camping and celebrations take place in the area south and southwest of Partridge Lake (TransCanada, 2016a) (see **Figure 3-2**). A Spring Feast at Partridge Lake is a time when older generations pass knowledge, teachings, and stories to younger generations while enjoying traditional foods (TransCanada, 2016a). Kenogamisis and Turkey Lakes (see **Figure 3-2**) are also used to practice traditional activities and transmit Traditional Knowledge (TransCanada, 2016b).



3.6.2 Continued Experiences on the Land

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

Experiences on the land transcend just spending time supporting livelihoods; there is also an aspect of connection. Many members report being deeply connected to the 'bush' (TransCanada, 2016a, 5A-33). An Anishinaabe Elder from the Lake Nipigon area, however, not an Animbiigoo Zaagi'igan Anishinaabek First Nation member, speaking about the relationship between the Anishinaabe people, the land, and the harvested wildlife stated that, "when we are connected to the land, we start understanding that when we see the things that are given, it is not about taking everything. It is about having balance. The *adikameg* (whitefish) is what teaches about balance" (Understanding Our Food Systems, n.d.b). Not only do whitefish and other natural resources create connections, even places such as campsites should be assumed to have a spiritual connection (Government of Canada, 2018, p. 138).

Many Animbiigoo Zaagi'igan Anishinaabek First Nation members spend time out on the land undertaking activities that sustain cultural livelihoods that support their families (Laurion Mineral Exploration, Inc., 2021).

3.6.3 Sufficiency of Lands, Waters, and Resources

For Animbiigoo Zaagi'igan Anishinaabek First Nation, it is not just about sufficiency of lands, waters, and resources in quantity, but also in quality. Perceived contamination and air quality degradation, as well as noise and visual quality disturbance can discourage use of traditional sites by members for cultural, spiritual, recreational, and harvesting activities (Government of Canada, 2018).

Animbiigoo Zaagi'igan Anishinaabek First Nation members "pride (themselves) on their love and connection to the land; water; animals; all of Mother Earth's resources" (Laurion Mineral Exploration, Inc., 2021, p. 2) but they also support some development for the sustainability and health of the community (Laurion Mineral Exploration, Inc., 2021). 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 Animbiigoo Zaagi'igan Anishinaabek First Nation depends on (MFFN & OMNRF, 2020).

As Anishinaabeg, Animbiigoo Zaagi'igan Anishinaabek First Nation holds important stewardship responsibilities. Being out on the land provides opportunities for members to share traditional laws, customs, and information on environmental stewardship responsibility across and between generations (Tsuji et al., 2023).

3.6.4 Ability to Practice and Transmit Cultural Traditions

Among the Anishinaabeg, continuing and transmitting cultural traditions to the next generation is important for cultural wellbeing and healing (Gonzalez, 2023). Being 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).



Learning is shared by being on the land and by gathering food and resources. People learn through goose and fish harvesting, and delivering fish, moose meat, and berries to Elders who are unable to hunt and harvest any more (Understanding our Food Systems, 2020). Traditional Knowledge is often connected to specific harvesting, cultural, and spiritual sites and the loss of these sites would cause a loss of knowledge transfer (Government of Canada, 2018).

Anishinaabe knowledge and teachings are also contained within traditional language. Traditional language is also an important aspect of Anishinaabe identity. Historically, it was through traditional language that children were taught to have respect for the earth and other beings. (Gonzalez, 2023).

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 Animbiigoo Zaagi'igan Anishinaabek First Nation's 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 Animbiigoo Zaagi'igan Anishinaabek First Nation's cultural continuity and wellbeing.

It is recognized that Animbiigoo Zaagi'igan Anishinaabek 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 unknown whether Animbiigoo Zaagi'igan Anishinaabek First Nation's land, water, and resource use for traditional purposes overlap with the Project Development Area, the Local Study Area, or the Regional Study Area.

The intention of this preliminary existing conditions report is to develop an understanding of what is important for Animbiigoo Zaagi'igan Anishinaabek 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 Cultural, Spiritual, and / or Sacred Sites and Areas

As noted in **Section 3.6.1**, there is no information available on the specific locations of cultural, spiritual, and / or sacred sites and areas of potential importance to Animbiigoo Zaagi'igan Anishinaabek First Nation in relation to the proposed Project. However, based on available information at the time of writing, it is unknown whether these sites occur within the Regional Study Area



It is likely that the protection of waterways is important to Animbiigoo Zaagi'igan Anishinaabek First Nation for the protection of cultural areas, and for cultural continuity and wellbeing. This lens will be applied to the assessment on Animbiigoo Zaagi'igan Anishinaabek First Nation's cultural continuity and wellbeing, which will be informed by the assessment on Animbiigoo Zaagi'igan Anishinaabek First Nation's use of lands, waters, and resource for traditional purposes in the Regional Study Area.

Sections 3.7.1.1 to 3.7.1.3 provide an overview of cultural, spiritual, and / or sacred sites and areas in relation to the Project Development Area and the Local and Regional Study Areas.

3.7.1.1 Project Development Area

A preliminary Area of Interest has not been identified (see **Section 3.3**) and specific information on cultural, spiritual, and / or sacred sites and areas used by Animbiigoo Zaagi'igan Anishinaabek First Nation is limited as noted in **Section 3.6.1**. However, Lake Nipigon, Kenogamisis Lake, and Turkey Lake have been identified as important places for cultural use. The Project Development Area does not overlap with the Lake Nipigon, Kenogamisis Lake, and Turkey Lake areas. Cultural sites and areas used by Animbiigoo Zaagi'igan Anishinaabek First Nation needs to be confirmed.

3.7.1.2 Local Study Area

A preliminary Area of Interest has not been identified (see **Section 3.3**) and specific information on cultural, spiritual, and / or sacred sites and areas used by Animbiigoo Zaagi'igan Anishinaabek First Nation is limited as noted in**Section 3.6.1**. However, Lake Nipigon, Kenogamisis Lake, and Turkey Lake have been identified as important places for cultural use. The Local Study Area does not overlap with the Lake Nipigon, Kenogamisis Lake, and Turkey Lake areas. Cultural sites and areas used by Animbiigoo Zaagi'igan Anishinaabek First Nation needs to be confirmed.

3.7.1.3 Regional Study Area

A preliminary Area of Interest has not been identified (see **Section 3.3**) and specific information on cultural, spiritual, and / or sacred sites and areas used by Animbiigoo Zaagi'igan Anishinaabek First Nation is limited as noted in **Section 3.6.1**. However, Lake Nipigon, Kenogamisis Lake, and Turkey Lake have been identified as important places for cultural use. The Regional Study Area does not overlap with the Lake Nipigon, Kenogamisis Lake, and Turkey Lake areas. Cultural sites and areas used by Animbiigoo Zaagi'igan Anishinaabek First Nation needs to be confirmed.



3.7.2 Continued Experiences on the Land

Based on the information available and presented in **Section 3.6.2**, it is likely that the following is important to Animbiigoo Zaagi'igan Anishinaabek First Nation for the continued experiences on the land, and for cultural continuity and wellbeing:

- Being able to experience connection to the land; and,
- Access to quiet and undisturbed areas of solitude for peaceful and calming experiences on the land.

This lens will be applied to the assessment on Animbiigoo Zaagi'igan Anishinaabek First Nation's cultural continuity and wellbeing.

3.7.3 Sufficiency of Lands, Waters, and Resources

Based on the information available and presented in **Section 3.6.3**, it is likely that the following is important to Animbiigoo Zaagi'igan Anishinaabek First Nation and for cultural continuity and wellbeing, and for the ability of Animbiigoo Zaagi'igan Anishinaabek people to honour their role as custodians of their lands:

- A sufficient level and quality of lands, waters, and resources, free of pollution, as well as access to these resources; and,
- Being able to practice traditional land stewardship.

This lens will be applied to the assessment on Animbiigoo Zaagi'igan Anishinaabek First Nation's cultural continuity and wellbeing.

3.7.4 Ability to Practice and Transmit Cultural Traditions

Based on the information available and presented in **Section 3.6.4**, it is likely that the following is important to Animbiigoo Zaagi'igan Anishinaabek 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, such as goose and moose hunts, in the preferred way (preferred 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 Animbiigoo Zaagi'igan Anishinaabek First Nation's cultural continuity and wellbeing.





04

Next Steps



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

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05

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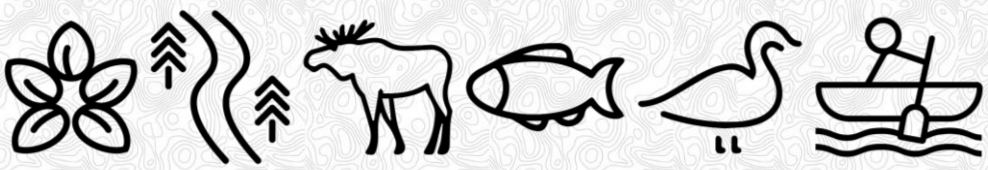
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MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Progress Report 4: Environmental Assessment / Impact Statement Milestone

January 2026



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Acronyms

Acronym	Definition
ATRI	Aboriginal and / or Treaty Rights and Interests
ATRI: Draft IA Report	Community-specific Aboriginal and / or Treaty Rights and Interests: Draft Impact Assessment Report
ATRI: Final IA Report	Community-specific Aboriginal and / or Treaty Rights and Interests: Final Impact Assessment Report
EA / IS	Environmental Assessment / Impact Statement
E-blast	Electronic newsletter
GBA Plus	Gender Based Analysis Plus
IK	Indigenous Knowledge
MECP	Ministry of the Environment, Conservation and Parks
MFFN	Marten Falls First Nation
NoC	Notice of Commencement
NRL	Northern Road Link
PIC	Public Information Centre
RoCE	Record of Consultation and Engagement
The Agency	Impact Assessment Agency of Canada
The Assessment Process	The Environmental Assessment / Impact Assessment
ToR	Terms of Reference
WSR	Webequie Supply Road

1. Introduction

1.1 Overview

This Milestone #4 Progress Report is the last of four consultation and engagement reports that collectively make up the Record of Consultation and Engagement (RoCE) for Indigenous Communities, as part of the Marten Falls First Nation (MFFN) Community Access Road's Final Environmental Assessment / Impact Statement (EA / IS).

A RoCE for Interested Persons and a RoCE for Government Agencies are also included in the Final EA / IS. Additionally, a Cumulative Effects Consultation Report has also been prepared[1]. All RoCEs are part of Appendix X of the Final EA / IS.

Figure 1-1 illustrates the four milestone reports and their respective date ranges; each of Milestones #1 through #3 Progress Reports have been previously released to individual Indigenous communities for review and comment. While a separate Milestone #4 Progress Report was not mandated, its inclusion reflects MFFN's commitment to transparency and meaningful consultation and engagement.

1. A Cumulative Effects Consultation Report was an additional requirement as part of the Terms of Reference approval.

Figure 1-1: The Record of Consultation and Engagement for Indigenous Communities



The reporting time period of Milestone #4 Progress Report begins on August 1, 2024, the day after the third milestone (Identification of Preferred Alternatives) concluded, and ends September 5, 2025.

This report documents all communications, consultation, and engagement activities during this time period, including efforts related to the preparation and release of the Draft EA / IS in support of the Final EA / IS submission.

The September 5, 2025, end date for this reporting period marked the conclusion of the Draft EA / IS review phase and accommodated extension requests from Indigenous communities and government agencies for submitting formal comments on the Draft EA / IS; the original submission date of June 23, 2025, provided Indigenous communities four months to provide feedback and with the extension a total of six and a half months was provided.

Outreach conducted after September 5, 2025, is reflected in Section 11 “We Listened” of the Final EA / IS, and feedback provided after this date may also appear in Appendix C, Feedback and Response Log, of the Final EA / IS. Accepting feedback on the Draft EA / IS up to September 5, 2025, accommodated extension requests and helped ensure that the MFFN Community Access Road Project Team had sufficient time to review, analyze, and respond to comments received on the Draft EA / IS. This approach allowed feedback to be thoughtfully and accurately documented and incorporated, where appropriate, into the Final EA / IS.

While the MFFN Community Access Road Project Team worked to include as much feedback as possible received after September 5, 2025, into the Final EA / IS, incorporation depended on when comments were received and the complexity of the issues raised. Indigenous communities have an opportunity to comment on the Final EA / IS and raise any outstanding or additional feedback at that time.

1.1.1 Major Consultation and Engagement Initiatives and Feedback

The reporting period for Milestone #4 Progress Report encompassed a broad range of communication, consultation, and engagement initiatives to provide Indigenous communities with meaningful opportunities to participate in the Environmental Assessment / Impact Assessment (Assessment Process), including but not limited to:

- **Indigenous Knowledge (IK) Program:** Continued implementation of the IK Program supported the collection and integration of traditional land use and cultural information into the assessment. Several communities provided IK information during this period, which informed Aboriginal and / or Treaty Rights and Interests (ATRI) and valued component studies.
- **Draft EA / IS:** Released the Draft EA / IS for early review by Indigenous communities on February 19, 2026, including plain language summaries in multiple languages and an Assessment Summary Package. Meetings, webinars, and Public Information Centre (PIC) #6 were also hosted to support understanding and encourage feedback during the Indigenous review period. More details on the Draft EA / IS are provided in **Section 1.1.2**.
- **Community Well-Being Report:** This report, focusing on socio-economic conditions, health, and cultural considerations, was advanced and shared with communities for review and feedback on April 10, 2025.
- **ATRI Work:** Community-specific Aboriginal and / or Treaty Rights and Interests: Draft Impact Assessment Reports (ATRI: Draft IA Report) were distributed to communities between June 10 to July 11, 2025, for comment, reflecting both publicly available information and ATRI / IK provided to date by Indigenous communities.

- **Three Roads Project Gathering and Expo:** Hosted in Thunder Bay and Timmins in February 2025, this forum brought together Indigenous communities, provincial representatives, and project teams for the Community Access Road, Webequie Supply Road, and Northern Road Link. This event featured project overviews, panel discussions, and breakout sessions in an expo-style format to encourage dialogue on cumulative effects, ATRI considerations, and community priorities. Private breakout sessions were offered to Indigenous communities to discuss project-specific concerns and provide feedback.
- **Funding Programs:** The Community Capacity Funding Program was introduced in November 2024, to replace the Community Coordinator Program, offering flexible funding to support communities in reviewing the Draft EA / IS and participating in consultation and engagement activities.
- **PIC #6:** Held in Thunder Bay and Geraldton in May 2025, PIC #6 provided updates on the Assessment Process, Cumulative Effects Assessment, and community well-being findings.
- **Webinars and Multimedia:** A series of webinars and videos were delivered on topics such as cumulative effects, valued components, and socio-economic considerations. These were complemented by plain language summaries, translated materials, and monthly E-blasts to make technical information accessible.
- **Band Council Resolution:** MFFN members contributed IK, land and resource use information, and feedback on existing conditions and areas of concern. Community members participated in the evaluation of route alternatives, supported the development of preliminary route recommendations, and reviewed the technically Preferred Route. This engagement culminated in a Band Council Resolution supporting the Preferred Route in August 2024. These activities were supported by ongoing outreach through social media, targeted communications, and both virtual and in-person meetings, helping ensure consultation and engagement remained inclusive and responsive throughout the milestone.

Feedback heard through this reporting period includes, but is not limited to, the following topics:

- Community well-being;
- Cumulative effects;
- Access and safety;
- Consultation and engagement;
- Socio-economic opportunities;

- Construction activities and long-term operation and maintenance of the Community Access Road;
- Cultural heritage;
- Indigenous Knowledge; and
- Climate change.

1.1.2 Importance of the Draft EA / IS

As further described in **Section 1.2**, this milestone is voluntary—MFFN chose to release a Draft EA / IS even though this is not a regulatory requirement. Doing so, however, provided Indigenous communities, interested persons, and government agencies early access to Community Access Road information and findings, and created meaningful opportunities for feedback prior to the submission of the Final EA / IS.

This proactive step allowed for a more collaborative process. Without the release of the Draft EA / IS, the first and only opportunity to review and comment would have occurred after submission of the Final EA / IS to federal and provincial agencies. By contrast, the Draft EA / IS review period resulted in over 1000 comments from Indigenous communities. These comments informed the preparation of the Final EA / IS and allowed the MFFN Community Access Road Project Team to incorporate input where possible in the Final EA / IS.

This Milestone #4 Progress Report demonstrates how consultation and engagement efforts were tailored to provide opportunities for Indigenous communities to participate in the review of the Draft EA / IS prior to the review deadline.

Consultation and engagement activities undertaken during this reporting period are included, as well as comments and feedback received up to the end of the Draft EA / IS review period. **This report does not include formal comments submitted by Indigenous communities on the Draft EA / IS or the responses to those comments. This information is available in the Feedback and Response Log, available in Appendix C of the Final EA / IS.** This log includes feedback received from Indigenous communities; the corresponding responses; and resulting changes to the Final EA / IS, where applicable. If specific topics were raised, section references of the Final EA / IS are also provided to direct readers to more detailed information.

1.2 Federal and Provincial Requirements

There are both federal and provincial requirements that set the framework for the Assessment Process. These are summarized below and were used to inform the Consultation and Engagement Plan developed during the Terms of Reference to guide communications, engagement, and consultation related to the Community Access Road.

1.2.1 Federal Requirements

Federal requirements for engagement, specific to Indigenous communities, on the Community Access Road can be found in the following federal documents:

- Tailored Impact Statement Guidelines (Impact Assessment Agency of Canada, 2020a); and
- Indigenous Engagement and Partnership Plan for the Community Access Road (Impact Assessment Agency of Canada, 2021).

In addition, the Tailored Impact Statement Guidelines require Gender-Based Analysis Plus (GBA Plus) to be applied to impact assessments in Canada. Section 11 of the Final EA / IS provides information on how GBA Plus has been applied to the Community Access Road.

1.2.2 Provincial Requirements

The Marten Falls-Ontario Memorandum of Understanding on Shared Consultation Responsibilities (AECOM, 2020) was signed in January 2020 between MFFN and the Province of Ontario. The Memorandum outlines shared responsibilities regarding the procedural aspects of Ontario's duty to consult in the context of the provincial Environmental Assessment for the proposed Community Access Road, for potentially impacted and interested Indigenous communities. Roles and responsibilities governed by the Memorandum include consultation planning and notification, delivery of the planned activities, issues resolution and follow-up, and record keeping for consultation and engagement with Indigenous communities.

A Terms of Reference (ToR) is the first step in the provincial EA process and is a roadmap for planning and decision-making. It outlines how an EA should be prepared, including the studies to be conducted, the process for identifying and assessing the effects of a proposed project, and how people should be consulted.

The ToR for the MFFN Community Access Road was approved with amendments on October 8, 2021, and the Notice of Commencement (NoC) of the provincial EA for the Community Access Road was posted on October 29, 2021. As part of the ToR – Notice of Approval, Ontario's Minister of the Environment, Conservation and Parks (MECP) included an amendment requiring three additional consultation and engagement reports with Indigenous communities (for example, Milestone Progress Reports) at key EA milestones. Visit https://www.ontario.ca/page/marten-falls-community-access-road-project to read the details on the Notice of Approval.

As required by the MECP, progress reports were developed to reflect consultation and engagement activities associated with each of the following EA milestones, with intent to support Indigenous communities in providing meaningful input during the development of the EA:

- **Milestone #1:** NoC of Provincial EA (referred to as NoC of EA) – sent to Indigenous communities December 6, 2022. The reporting period covered October 29, 2021, to June 30, 2022, and focused on the introduction of the Community Access Road.
- **Milestone #2:** Effects Assessment Methods – sent to Indigenous communities November 27 and 29, 2023. The reporting period covered July 1, 2022, to May 31, 2023, and focused on the development of the Effects Assessment methodology, including review by regulators and presentation of the Effects Assessment methodology at PICs.
- **Milestone #3:** Identification of Preferred Alternatives – sent to Indigenous communities November 28 and 29, 2024. The reporting period covered June 1, 2023, to July 31, 2024, and focused on the development of: valued component metrics tables and evaluation of information; development of a preliminary preferred alternative; validation of information with MFFN Chief and Council and community members; and confirmation of the Preferred Route through submission of the final route recommendation memo to Chief and Council, resulting in a Band Council Resolution for the Preferred Route.

Each progress report was required to:

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

Each report met the requirements noted above and community-specific sections were distributed to each individual Indigenous community for review and comment. Each progress report was also shared with the Ministry of the Environment, Conservation and Parks.

Provincial requirements were inclusive of all federal requirements, and both were met during the Assessment Process. Additional requirements outlined in the Marten Falls-Ontario Memorandum of Understanding on Shared Consultation Responsibilities were also met.

1.3 Indigenous Communities Identified for Consultation and Engagement

MFFN has consulted and engaged with Indigenous communities identified by the MECP and the Impact Assessment Agency of Canada (the Agency) based on the level of interest expressed by each community.

In total, there are 31 Indigenous communities, Tribal Councils, and Political Treaty Organizations / Provincial Territorial Organizations being consulted and engaged on the Community Access Road (23 Indigenous communities and 8 Tribal Councils, and Political Treaty Organizations / Provincial Territorial Organizations).

From August 1, 2024, to September 5, 2025, the Community Access Road received communication from 19 of the 31 being engaged, listed below. Additionally, 12 Indigenous communities, Tribal Councils, and / or Political Treaty Organizations / Provincial Territorial Organizations who met with the MFFN Community Access Road Project Team during this reporting period are indicated with an asterisk (*):

- MFFN*;
- Animbiigoo Zaagi'igan Anishinaabek*;
- Aroland First Nation*;
- Attawapiskat First Nation*;
- Constance Lake First Nation*;
- Chiefs of Ontario;
- Eabametoong First Nation (Fort Hope);
- Fort Albany First Nation*;
- Ginoogaming First Nation*;
- Kasabonika Lake First Nation;
- Kashechewan First Nation*;
- Kitchenuhmaykoosib Inninuwug First Nation;
- Long Lake #58 First Nation*;
- Matawa First Nations Management*;
- Métis Nation of Ontario;
- Mushkegowuk Council*
- Nibinamik First Nation*;
- Red Sky Métis Independent Nation*; and
- Weenusk First Nation.

The following 12 of 31 did not communicate with MFFN from August 1, 2024, to September 5, 2025. MFFN continued to offer to meet and shared updates on an ongoing basis (e.g., monthly E-blasts, notifications, field notices). The 12 Indigenous communities, Tribal Councils, and / or Political Treaty Organizations / Provincial Territorial Organizations include:

- Independent First Nations Alliance;
- Kingfisher Lake First Nation;
- Mishkeegogamang First Nation;
- Neskantaga First Nation;
- Nishnawbe Aski Nation;
- Nokiiwin Tribal Council;
- Shibogama First Nations Council;
- Union of Ontario Indians;
- Wapekeka First Nation;
- Wawakapewin First Nation;
- Webequie First Nation; and
- Wunnumin Lake First Nation.

The term “neighbouring” is used to identify any Indigenous community being consulted and engaged with respect to the Community Access Road; the term is not in reference to proximity. MFFN is regarded as both the Proponent and the most potentially impacted community; and participates in consultation and engagement activities for neighbouring Indigenous communities.

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

- Expressed interest (to-date) in the Community Access Road, including applying to Ministry of Energy and Mines, and the Agency for capacity funding, and / or participation in the IK Program, the Community Coordinator Program, and the Community Capacity Funding Program;
- ATRI, including any rights that neighbouring Indigenous communities have identified that may be adversely affected by the Community Access Road;
- Geographical distance or proximity to the study area;
- Located downstream of the Community Access Road, with the potential to experience effects to watercourses due to the Community Access Road;
- Traditional and / or current land use within the study area or of lands potentially affected by the Community Access Road;
- Potential for effects on the environmental and community well-being (social, economics, and human health conditions) of neighbouring Indigenous communities; and
- Provided comments during the Assessment Process.

Throughout the Assessment Process, the MFFN Community Access Road Project Team adjusted their approach to engaging each individual Indigenous communitiy in consideration of these criteria; evolving the list as new information became available and additional neighbouring Indigenous communities engaged in the consultation and engagement opportunities provided. These opportunities are summarized in **Section 2**.

The above criteria were also used to identify which communities were offered funding to participate in the Indigenous Knowledge Program and the Community Capacity Funding Program[2]. Section 11 of the Final EA / IS provides more information on the IK Program and the Community Capacity Funding Program. The status of participation for both these programs can be found in **Table 1-1**.

2. To better serve the interest of Indigenous communities in reviewing the Draft EA / IS, the Community Coordinator Program was replaced with the Community Capacity Funding Program in November 2024.

Additionally, MFFN and Aroland First Nation members were also offered employment opportunities as Field Study Support Staff to assist with field programs and were provided funding for goods and services associated with in-person meetings, such as transportation, catering, and meeting set-up.

Table 1-1: Status of Neighbouring Indigenous Communities' Participation in the Community Capacity Funding Program and Funding Offer for the IK Program

No.	Indigenous Community	Status of Uptake in Community Capacity Funding Program and Comments on the Draft Environmental Assessment / Impact Statement	Status of Uptake for Community Coordinator Program	Status of Funding Offer for Indigenous Knowledge Program
1	Aroland First Nation	• Funding provided • Aroland First Nation provided comments on the Draft Environmental Assessment / Impact Statement	• Aroland First Nation was reviewing applicants for the position • The Community Coordinator Program was amended to the Community Capacity Funding Program in advance of an applicant being selected by the community	• Funding Provided • Received Indigenous Knowledge from the community
2	Attawapiskat First Nation	• Capacity Funding information sent to community • No response received • Attawapiskat First Nation provided comments on the Draft Environmental Assessment / Impact Statement	• Offered • No response received	• Indicated they do not want to participate in the Indigenous Knowledge Program
3	Animbiigoo-Zaagi'igan Anishinaabek	• Funding provided • Animbiigoo-Zaagi'igan Anishinaabek provided comments on the Draft Environmental Assessment / Impact Statement	• Offered • No response received	• Funding provided • Received Indigenous Knowledge from the community
4	Constance Lake First Nation	• Funding provided • Contance Lake First Nation provided comments on the Draft Environmental Assessment / Impact Statement	• Offered • Expressed interest; noted difficulty finding resource to fill role • The Community Coordinator Program was amended to the Community Capacity Funding Program in advance of an applicant being selected by the community	• The Sharing Agreement is with the community for signing • The updated funding agreement is with the community for review • Constance Lake First Nation did not provide Indigenous Knowledge

No.	Indigenous Community	Status of Uptake in Community Capacity Funding Program and Comments on the Draft Environmental Assessment / Impact Statement	Status of Uptake for Community Coordinator Program	Status of Funding Offer for Indigenous Knowledge Program
5	Eabametoong First Nation	• Community Capacity Funding information sent to community • Community acknowledged receipt of information and expressed interest. Follow-ups have been sent; no further response received regarding the program during the Assessment Process • Eabametoong First Nation provided comments on the Draft Environmental Assessment / Impact Statement, after the review period ended	• Offered • No response received	• Updated versions of the sharing and funding agreements are with the community for review • Eabamatoong First Nation did not provide Indigenous Knowledge
6	Fort Albany First Nation	• Funding provided • Fort Albany First Nation provided comments on the Draft Environmental Assessment / Impact Statement	• Offered • Acknowledged offer • The Community Coordinator Program was amended to the Community Capacity Funding Program in advance of an applicant being selected by the community	• Funding provided • Received Indigenous Knowledge from the community
7	Ginoogaming First Nation	• Funding provided • Ginoogaming First Nation provided comments on the Draft Environmental Assessment / Impact Statement	• Offered • Have expressed interest in program; actively recruiting. • The Community Coordinator Program was amended to the Community Capacity Funding Program in advance of an applicant being selected by the community	• Funding provided • Received Indigenous Knowledge from the community

No.	Indigenous Community	Status of Uptake in Community Capacity Funding Program and Comments on the Draft Environmental Assessment / Impact Statement	Status of Uptake for Community Coordinator Program	Status of Funding Offer for Indigenous Knowledge Program
8	Kasabonika Lake First Nation	• Community Capacity Funding information sent to community • No response received • Kasabonika Lake First Nation did not provide comments on the Draft Environmental Assessment / Impact Statement	• Offered • No response received	• Updated versions of the sharing and funding agreements are with the community for review • Kasabonika Lake First Nation did not provide Indigenous Knowledge
9	Kashechewan First Nation	• Funding provided • Kashechewan First Nation provided comments on the Draft Environmental Assessment / Impact Statement	• Offered • Acknowledged offer • The Community Coordinator Program was amended to the Community Capacity Funding Program in advance of an applicant being selected by the community	• Funding provided • Received Indigenous Knowledge from the community
10	Long Lake #58 First Nation	• Community Capacity Funding information sent to community • Community acknowledged receipt of information and expressed interest; Community Capacity Funding Agreement has been sent to the community. • Long Lake #58 First Nation did not provide comments on the Draft Environmental Assessment / Impact Statement	• Offered • Acknowledged offer • The Community Coordinator Program was amended to the Community Capacity Funding Program in advance of an applicant being selected by the community	• Initial versions of sharing and funding agreements sent to the community • Long Lake #58 First Nation did not provide Indigenous Knowledge
11	Marten Falls First Nation	• Funding provided • Marten Falls First Nation did not provide comments on the Draft Environmental Assessment / Impact Statement	• One previous Community Coordinator hired (living in Marten Falls); one current Community Coordinator (living outside of Marten Falls) • Funding provided	• Funding provided • Received Indigenous Knowledge from the Community

No.	Indigenous Community	Status of Uptake in Community Capacity Funding Program and Comments on the Draft Environmental Assessment / Impact Statement	Status of Uptake for Community Coordinator Program	Status of Funding Offer for Indigenous Knowledge Program
12	Neskantaga First Nation	• Community Capacity Funding information sent to community • No response received • Neskantaga First Nation did not provide comments on the Draft Environmental Assessment / Impact Statement	• Offered • No response received	• Updated versions of the sharing and funding agreements are with the community for review • Neskantaga First Nation did not provide Indigenous Knowledge
13	Nibinamik First Nation	• Funding provided • Nibinamik First Nation provided comments on the Draft Environmental Assessment / Impact Statement	• Offered • No response received	• Initial versions of the sharing and funding agreements sent to the community • Nibinamik First Nation did not provide Indigenous Knowledge
14	Webequie First Nation	• Community Capacity Funding information sent to community • No response received • Webequie First Nation did not provide comments on the Draft Environmental Assessment / Impact Statement	• Offered • No response received	• Updated versions of the sharing and funding agreements are with the community for review • Webequie First Nation did not provide Indigenous Knowledge
15	Weenusk First Nation	• Funding provided • Weenusk First Nation provided comments on the Draft Environmental Assessment / Impact Statement	• Offered • Acknowledged offer • The Community Coordinator Program was amended to the Community Capacity Funding Program in advance of an applicant being selected by the community	• The final versions of the sharing and funding agreements have been signed by the Project Team and the community • Once banking information is shared by Weenusk First Nation, funding for Indigenous Knowledge will be provided to Weenusk First Nation • Received Indigenous Knowledge from the community

1.4 Summary of Input and Information Received

Throughout this reporting period, issues, comments, and interests were provided by Indigenous communities.

An issue is defined as feedback provided that has the potential to influence the Assessment Process.

A comment or interest is defined as a question, statement, data, and / or information that does not have the potential to influence the Assessment Process.

Feedback is documented in the consultation and engagement log within each community-specific section, however, only issues are elaborated on in the community-specific Summary of Feedback Received and Response / Action tables. All comments and interests are available in Appendix X of the Final EA / IS.

Section 2 includes a summary of key consultation and engagement activities and a more detailed summary of issues received through consultation and engagement activities.

Section 3 provides a detailed record of the consultation and engagement efforts with each of the 31 Indigenous communities and organizations, including all communications received between August 1, 2024, and September 5, 2025. The community-specific sections also include discussion of how input provided (e.g., issues) by the Indigenous communities has informed or been considered in the Assessment Process, as well as Final EA / IS section references for more information on select topics.

2. Consultation and Engagement

2.1 Approach and Consultation and Engagement Activities

As outlined in the Consultation and Engagement Plan to support the Assessment Process, this Milestone #4 Progress Report reporting period focused on the following activities and requests for targeted input.

Activities for Indigenous communities:

- Held Indigenous leadership and community discussions / meetings, considering applicable and relevant subgroups (e.g., women, youth, and Elders), in-person and virtual;
- Circulated Community Access Road updates, including 12 E-blasts;
- Sent emails and made phone calls to confirm interest in being consulted on the Community Access Road (for communities that had not yet expressed interest);
- Developed plain language updates (translated, as required);
- Maintained a website to share the latest updates and information on the Community Access Road;
- Distributed field notices and updates regarding specific programs;
- Circulated email updates;
- Posted social media updates;
- Conducted follow-up communications to confirm information was received and the material(s) provided were understood;
- Encouraged participation in Community Access Road programs including the IK Program and Community Capacity Funding Program;
- Circulated Notice of Release of the Draft EA / IS (translations available);
- Distributed Notice of PIC #6;
- Held PIC #6 in Thunder Bay and Geraldton, along with two in-community MFFN meetings, two in-community Aroland meetings, and online version of PIC #6;
- Circulated materials to support the review of the Draft EA / IS, including an Assessment Summary Package and plain language summaries;
- Circulated information on the Community Capacity Funding Program to 15 communities to support the review of the Draft EA / IS;
- Distributed 11 plain language summaries in five languages (English, French, Ojibway, Cree, and Oji-Cree);

- Posted three videos on What We've Heard, Draft EA / IS Update, and Understanding Cumulative Effects;
- Distributed community-specific ATRI: Draft IA Reports;
- Held six meetings with MFFN Chief and Council and broader community;
- Held eight meetings with Indigenous communities;
- Distributed notices for the online webinar series, including Community Well-Being, Ungulates, Fish and Fish Habitat, and Land and Resource Use;
- Hosted an online webinar series on Community Well-Being, Ungulates, Fish and Fish Habitat, and Land and Resource Use;
- Held the second Three Road Projects Gathering and Expo;
- Shared multimedia-based communications related to the Draft EA / IS such as videos, live webinars, and web updates; and
- Sent an introductory letter and Frequently Asked Questions about the Draft EA / IS.

Requested information to determine and identify the following targeted input:

- The navigability of the Preferred Route;
- Indigenous community's values and topics of interest;
- Potential effects and mitigation measures to be considered, monitored and adapted to;
- Impacts of the Community Access Road on ATRI, socio-community, and economic impacts, and potential impact management measures to avoid, mitigate, and off-set the impact(s);
- Validation of reports including Milestone #3 Progress Report and ATRI: Draft IA Report;
- Cumulative effects assessment results and the Project Inclusions List;
- GBA;
- Confirmation on whether input and feedback provided during the previous milestone was captured appropriately;
- Confirmation of how Indigenous communities would like to receive the Draft EA / IS, language preferences for translations, study areas of interest, and their interest in scheduling a meeting with the MFFN Community Access Road Project Team; and

- The Draft EA / IS conclusions, including technical reports and the Record of Consultation and Engagement for Interested Persons, and whether input and feedback provided during the previous milestone was captured appropriately.

The documents associated with the activities and targeted input for Indigenous communities can be found in **Appendix A**.

The following further describes the above activities and requests for targeted input that took place during this reporting period.

2.1.1 Draft EA / IS

The early release of the Draft EA / IS started on February 18, 2025, for an Indigenous community review period of 120 days. The public and regulator review period started on April 22, 2025, for a 60-day review period. The comment period for Indigenous communities, the public, and regulators was intended to conclude on June 23, 2025[3], however, requests for extensions were received from government regulators and Indigenous communities. Comments and feedback accepted up until September 5, 2025, are included within this reporting period; input received and information provided or activities conducted after this date are reflected within Section 11 of the Final EA / IS.

Consultation and engagement activities related to the release of the Draft EA / IS began with letters issued to the 31 Indigenous communities, Tribal Councils, and Political Treaty Organizations / Provincial Territorial Organizations engaged on the Community Access Road. The intent was to advise of the upcoming release of the Draft EA / IS; to help ensure those who were interested in taking part in the review were well informed and prepared for the process. The letter outlined the overall Draft EA / IS process, the review process, how the Community Access Road Project Team could support in the review process, and the estimated document content and size. A Frequently Asked Questions document regarding the circulation of the Draft EA / IS was also provided. An online questionnaire was included in the email to determine each community's main point of contact and preferred format to receive the Draft EA / IS. It also offered an opportunity to share their preferred language for translations, their key areas of interest, and whether they would like to meet with the MFFN Community Access Road Project Team to discuss the Draft EA / IS. A copy of the Frequently Asked Questions and questionnaire is provided in **Appendix A**.

In addition, key information related to the Draft EA / IS was provided in the monthly E-blasts, videos, and social media posts leading up to the official release.

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3. The deadline for the review of the Draft EA / IS was initially communicated as June 18, 2025. The deadline for feedback was changed to June 23, 2025, to account for the Easter holidays.

On February 12 and 19, 2025, the MFFN Community Access Road Project Team met with MFFN members in-community and in Thunder Bay, respectively, to deliver a printed copy of the Draft EA / IS and help guide the Community through the document. To assist in the review of the Draft EA / IS, an Assessment Summary Package was created. The Assessment Summary Package included a letter from Chief Bruce Achneepineskum, frequently asked questions, information on what is included in the Draft EA / IS, the Executive Summary, plain language summaries, a technical guide to the plain language summaries, and a USB with all the contents of the Draft EA / IS and its supporting documents.

On February 19, 2025, an email was sent to Indigenous community key contacts sharing the link to the Draft EA / IS and informing them of the 120-day review period for Indigenous communities. Links to supporting documents were also shared, including the Assessment Summary package and its contents. Communities who had requested hard copies of the Draft EA / IS had copies shipped to them. Furthermore, a hard copy of the Draft EA / IS and supporting technical documents were made available for in-person viewing at the MFFN Band Office in Ogoki, Matawa First Nations Management office in Thunder Bay, the Choose Life office in Geraldton, Greenstone Public Library at the Geraldton and Long Lac branches, Sioux Lookout Public Library, Thunder Bay Public Library – Waverley Resource Library, and Timmins Public Library.

The Community Well-Being Report was not available at the time of distribution of the Draft EA / IS. It was provided to Indigenous community key contacts on April 10, 2025, and MFFN community members on April 16, 2025 (the delay was caused by a technical difficulty).

Throughout the review period, meetings were offered to Indigenous communities to answer questions or assist in reviewing the documents. The MFFN Community Access Road Project Team relayed information on the Draft EA / IS through various information outlets, including but not limited to, monthly E-blasts, webinars, videos, monthly outreach to Indigenous key contacts, and website updates.

Feedback, comments and questions were welcomed via email, telephone or mail until June 23, 2025. To accommodate extension requests from Indigenous communities and government regulators, the comment capture period was extended until September 5, 2025. Over 1000 comments were received by the MFFN Community Access Road Project Team on the Draft EA / IS from nine Indigenous communities, including Aroland First Nation, Animbiigoo Zaagi'igan Anishinaabek, Constance Lake First Nation, Fort Albany First Nation, Ginoogaming First Nation, Kashechewan First Nation, Mushkegowuk Council, Nibinamik First Nation, and Weenusk First Nation. In addition, comments on the Draft EA / IS were provided by Attawapiskat First Nation to MECP and the Agency, copying the MFFN Community Access Road Project Team. Comments and responses to the feedback received on the Draft EA / IS, including how each was considered, is documented in a Feedback and Response Log in Appendix C of the Final

EA / IS. The log lists the comment submitted, the response to that comment, and where those changes appear in the Final EA / IS, if any changes were necessary.

The following Indigenous communities did not provide comments on the Draft EA / IS MFFN, Chiefs of Ontario, Eabametoong First Nation, Kasabonika Lake First Nation, Kitchenuhmaykoosib Inninuwug First Nation, Long Lake #58 First Nation, Matawa First Nations Management, Métis Nation of Ontario, Red Sky Métis Independent Nation, Independent First Nations Alliance, Kingfisher Lake First Nation, Mishkeegogamang First Nation, Neskantaga First Nation, Nishnawbe Aski Nation, Nokiiwin Tribal Council, Shibogama First Nations Council, Union of Ontario Indians, Wapekeka First Nation, Wawakapewin First Nation, Webequie First Nation, and Wunnumin Lake First Nation.

The following table (**Table 2-1**) shows the topics / disciplines that each Indigenous community provided feedback on in their review of the Draft EA / IS. Topics that were commented on are shown with a check mark.

Table 2-1: Draft EA / IS Comments from Indigenous Communities by Topic / Discipline

Topic	Animbiigoo-Zaagi'igan Anishinaabek	Attawapiskat First Nation	Aroland First Nation	Constance Lake First Nation	Fort Albany First Nation	Ginoogaming First Nation	Kashechewan First Nation	Mushkegowuk Tribal Council	Nibinamik First Nation	Weenusk First Nation
Aboriginal and / or Treaty Rights and Interests	☑	☐	☑	☐	☐	☑	☑	☑	☑	☑
Access and Security	☑	☐	☑	☑	☐	☑	☑	☑	☑	☐
Accidents and Malfunctions	☐	☐	☑	☐	☐	☐	☑	☑	☑	☐
Acoustic Environment (Noise and Vibration)	☐	☐	☑	☐	☐	☐	☑	☐	☑	☑
Atmospheric Environment (Air Quality)	☑	☐	☑	☑	☐	☑	☑	☑	☑	☑
Climate Change	☑	☐	☑	☑	☑	☑	☑	☑	☑	☑
Community Well-being (Economics, Human Health, Social, Community)	☑	☐	☑	☐	☑	☑	☑	☑	☑	☑
Construction (Camps, Aggregate, Waste Management, Decommissioning Abandonment, Construction Monitoring)	☑	☐	☑	☑	☑	☑	☑	☑	☑	☑
Consultation Methods	☑	☐	☐	☑	☑	☑	☑	☑	☑	☑
Country / Traditional Foods	☐	☐	☑	☐	☐	☐	☐	☐	☐	☐
Cultural Heritage and Resources (Archaeology)	☑	☐	☑	☐	☑	☑	☑	☑	☑	☑
Cumulative Effects	☑	☐	☑	☑	☑	☑	☑	☑	☑	☑
Draft EA / IS	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑
Economy	☑	☐	☐	☐	☐	☑	☐	☑	☐	☐
Education, Training and Employment	☑	☐	☑	☐	☐	☐	☐	☐	☑	☐
Engineering and Design (including Bridges and Culverts)	☑	☐	☑	☑	☐	☑	☑	☑	☑	☐
Federal Process	☐	☐	☐	☑	☐	☑	☑	☐	☐	☐

Topic	Anim biigoo-Zaagi'igan Anishinaabek	Attawapiskat First Nation	Aroland First Nation	Constance Lake First Nation	Fort Albany First Nation	Ginoogaming First Nation	Kashechewan First Nation	Mushkegowuk Tribal Council	Nibinamik First Nation	Weenusk First Nation
Fish and Fish Habitat	☑	☐	☑	☑	☑	☑	☑	☑	☑	☑
Future Indigenous Involvment	☑	☐	☑	☑	☑	☑	☑	☐	☑	☑
GBA Plus	☐	☐	☐	☐	☐	☐	☑	☐	☐	☑
General Project	☑	☑	☑	☑	☑	☑	☑	☑	☐	☑
Groundwater (Quality and Quantity)	☑	☐	☑	☑	☑	☑	☑	☑	☑	☑
Indigenous Knowledge and Land Use	☑	☐	☑	☑	☑	☑	☑	☐	☑	☑
Land and Resource Use	☑	☐	☐	☐	☑	☑	☐	☐	☑	☑
Operations and Maintenance (including Post-Construction Monitoring)	☑	☐	☑	☑	☑	☑	☑	☑	☑	☑
Peatlands	☑	☐	☑	☑	☑	☑	☑	☑	☑	☑
Physiography, Terrain and Soils	☑	☐	☑	☑	☑	☑	☑	☑	☐	☑
Route Alternatives	☑	☐	☑	☐	☐	☑	☐	☑	☐	☐
Provincial Process	☑	☐	☑	☑	☐	☑	☑	☑	☑	☐
Request for Regulators	☑	☐	☐	☑	☐	☑	☐	☐	☐	☐
Surface Water (Quality and Quantity)	☑	☐	☑	☑	☑	☑	☑	☑	☑	☑
Ungulates	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑
Vegetation	☑	☐	☑	☑	☐	☑	☑	☑	☑	☑
Visual Aesthetics	☐	☐	☑	☐	☐	☐	☑	☑	☑	☑
Wildlife	☑	☐	☑	☑	☑	☑	☑	☑	☑	☑

2.1.2 PIC #6

PIC #6 was held on May 26, 2025, in Thunder Bay and on May 29, 2025, in the Municipality of Greenstone (Geraldton). PIC #6 was held in an open house format and featured a series of display boards, large maps, and hand outs. PIC #6 provided an update on the Community Access Road, including: the Assessment Process; the Cumulative Effects Assessment, the Project Inclusions List, and results; how the road will affect community well-being for MFFN and nearby communities; land and resource use; and information on the Country Foods sampling program. The MFFN Community Access Road Project Team, including MFFN Senior Community Member Advisors, and Consultants, were available to guide attendees through the display boards and answer questions. Attendees were encouraged to review the display boards and provide comments and feedback through discussions.

The following printed and online materials were available for attendees:

- Paper copy of the open house boards;
- Frequently Asked Questions – Draft EA / IS;
- Draft EA / IS Executive Summary (English, Cree, Oji-Cree, and Ojibway);
- 11 plain language summaries (English, Oji-Cree, and Ojibway)[4];
- Maps of: Preferred Route, tourism outfitter locations, Project Inclusions List (cumulative effects), and trapline areas;
- Cumulative Effects Inclusions List information sheet;
- Community Well-Being – Economics Information Sheet; and
- Socio-Community Effects and Mitigations Information Sheet.

Approximately 27 individuals attended PIC #6 (11 attendees in Thunder Bay on May 26, 2025, and 16 attendees in Geraldton on May 29, 2025). Attendees included Indigenous community members, federal and provincial agencies, members of the public / local residents, and environmental group and industry representatives.

A shuttle service was offered for nearby Long Lake #58 First Nation and Ginoogaming First Nation members to attend PIC #6. Shuttle services were declined, however, a group of Elders from Long Lake #58 First Nation attended PIC #6 in Geraldton.

In consideration of the type of feedback provided at PIC #6, insights provided were considered an interest or comment; no issues were raised at PIC #6. Key feedback themes reflected a range of interests and comments, highlighting the importance of

4. Due to the size and complexity of the documents, along with limited resources available across Canada to complete the translations in Cree, these documents were not available at the time of this meeting.

safety, environmental stewardship, and ongoing consultation and engagement. The following high-level interests / comments were provided at PIC #6 and community meetings:

- Questions regarding land access, such as for hunting and trapping;
- Adding visuals and known landmarks on maps;
- Engineering and design, including construction camps, water crossings, and road design;
- Community benefits received from the road;
- Access and safety of the road, including ownership and restrictions on use;
- Training programs and job opportunities during and post-construction;
- Interest in the Food Sampling Program;
- Community well-being, safety, including mental health, drugs, and alcohol;
- Cumulative effects and the Project Inclusion List;
- Consultation and engagement methods, including meeting outreach, Community Access Road timelines, map locations, and differentiations between other road projects in the area;
- Cultural heritage information including burial grounds (note: these areas were already known by the MFFN Community Access Road Project Team); and
- In-Community Forestry Road upgrades.

A detailed description of PIC #6, including the materials presented, comments, questions, and responses (via summary report) is available in **Appendix A**.

2.1.3 Three Roads Project Gathering and Expo

A second Three Roads Project Gathering and Expo was held in Thunder Bay on February 19 and 20, 2025, and in Timmins on February 25 and 26, 2025, with the province offering to fund up to three representatives from each Indigenous community to attend the event in person. The forum was hosted by Indigenous & Community Engagement (ICE), with the support of the Community Access Road, Webequie Supply Road (WSR), and Northern Road Link (NRL). The purpose of this forum was to advance conversations from the last forum that took place in June 2024, with an emphasis on the release of the Draft EA / IS, and to provide a space where participants could engage and learn more about the three unique road projects, ask questions, and share feedback.

The first day of the February 2025 Three Roads Project Gathering and Expo provided project overviews, panel discussions, individual community breakout sessions, and an expo style forum where participants could visit various booths hosted by Project Team

members for all three road projects. The Community Access Road Booth emphasized the: Draft EA / IS, Cumulative Effects Assessment methodology, and the proposed Project Inclusions List; consultation and engagement efforts to date; and project effects and mitigations. The second day of the forum included panel discussions on ATRI and additional breakout sessions. Private breakout sessions with each road project were available for Indigenous communities. The MFFN Community Access Road Project Team held seven breakout sessions with ten communities (grouping of each breakout session is as follows):

- Animbiigoo Zaagi'igan Anishinaabek;
- Aroland First Nation;
- Attawapiskat First Nation;
- Constance Lake First Nation, Fort Albany First Nation, and Long Lake #58 First Nation;
- Kashechewan First Nation and Mushkegowuk Council;
- Nibinamik First Nation, and;
- Red Sky Métis Independent Nation.

Comments received during the private breakout sessions include but are not limited to the following key themes:

- **Construction:** Construction and accident prevention methods and such as spill control and dust abatement;
- **Consultation methods:** Consultation and engagement during the Draft EA / IS review period and document translation availability;
- **Employment and economy:** Capacity building benefits from the Community Access Road;
- **Socio-community:** Growth and development resulting from the Community Access Road;
- **Post construction:** Operations and maintenance activities during and post-construction, including traffic estimates and access;
- **Climate change:** Concerns and actions taken in consideration of the Community Access Road;
- **Cumulative effects:** Impacts in relation to other road projects and caribou; and
- **General project:** Road construction timelines.

Meeting notes from breakout sessions are included in each communities' specific appendix, and feedback is documented in their community-specific chapter of the Milestone #4 Progress Report (for issues) or the Comments and Interests List in the

Final RoCE for Indigenous Communities (for comments and interests). Confidential meeting notes and feedback are not included.

2.1.4 Community Meetings

Twenty-seven community meetings occurred during the reporting period. These meetings are summarized below, in addition to the Three Roads Project Gathering and Expo breakout sessions, which are listed above. Additional details may be found in individual community chapters.

MFFN

Two meetings with MFFN were scheduled in October 2024. A meeting occurred in Thunder Bay, Ontario, on October 15, 2024. A second meeting was planned in Marten Falls for October 17, 2024, but due to unforeseen circumstances in the Community, the meeting was cancelled.

A total of approximately[5] 16 MFFN community members attended the community member meeting. At these meetings, attendees were encouraged to share their feedback, concerns, and pose questions verbally or by completing the available feedback form. Questions were answered by MFFN Senior Community Member Advisors and the MFFN Community Access Road Project Team members and Consultants. The MFFN community meetings focused on new information on the Draft EA / IS review process, construction, socio-community studies, potential effects and mitigation measures, offsetting activities, cumulative effects, and climate change challenges.

MFFN community members feedback centered around:

- Learning more about topics relating to socio-community, including housing, human health, and safety;
- Providing climate change observations within the Community;
- Water crossings; and
- Employment opportunities during construction.

Meetings with MFFN community members also occurred on February 12 and 19, 2025, in Marten Falls and Thunder Bay, respectively. A total of approximately 25 community members attended the community meetings. The intent of these meetings was to deliver a printed copy of the Draft EA / IS and to discuss what was included in the report

5. Sign-in at these events was voluntary, therefore numbers have been approximated.

and the review timeline. In addition to the full Draft EA / IS, Assessment Summary Packages were shared with community members.

Feedback centred around:

- Road construction, design, and the preferred route;
- Construction schedules; and
- Consultation and engagement methods during the Draft EA / IS review period.

Meetings with MFFN community members also occurred on May 27 and 28, 2025, in Thunder Bay and Marten Falls, respectively. A total of approximately 68 MFFN community members attended the community member meetings. At these meetings, attendees were encouraged to share their feedback and concerns, and to pose questions either verbally or in writing using the available feedback forms. Questions were answered by MFFN Senior Community Member Advisors and the MFFN Community Access Road Project Team members and Consultants. The MFFN community meetings focused on the Draft EA / IS and how to provide feedback, the road and community well-being, and cumulative effects and final projects / activities considered.

Feedback centred around:

- Community well-being, including expressed excitement about the Country Foods Program;
- Concern regarding the road increasing access to drugs and alcohol; and
- Recommendations regarding different ways to provide notice about the community meetings in the future.

Additional opportunities to provide feedback were presented through the Country Foods Program and Story Beads Exercise. The Community Well-Being Team conducted a Country Foods Program where community members provided samples of foods to assess existing contaminant levels in traditional food species commonly harvested and consumed within the Community. The Story Beads Exercise was intended to create space for intergenerational dialogue and shared storytelling using beadwork as a metaphor. MFFN members shared stories and their hopes and concerns around the Community Access Road, including increased access to food and reduced cost of living, and their concerns about outsider access and substance abuse.

Figure 2-1: Photos from the Country Foods Program and Story Beads Exercise in MFFN



MFFN held a general meeting on July 4, 2025, in Thunder Bay, and invited a member of the MFFN Community Access Road Project Team to present on the Community Access Road. The presentation outlined the Assessment Process, the EA / IS schedule, feedback received during the Draft EA / IS, consultation and engagement activities that occurred during the Draft EA / IS review period, and an update on the Country Foods Program.

Animbiigoo Zaagi'igan Anishinaabek

The MFFN Community Access Road Project Team met in-person and online with Animbiigoo Zaagi'igan Anishinaabek on August 28, 2024, to discuss the IK Program, along with the IK Funding Agreement. Four people attended the meeting, including representatives from Animbiigoo Zaagi'igan Anishinaabek and MFFN Community Access Road Project Team and Consultants. An overview of the IK Program and its deliverables was given, followed by a question and answer period.

Comments and questions received included, but were not limited to:

- If feedback on the Draft Preliminary ATRI Existing Conditions Report was still being accepted;
- How study areas were assessed; and
- How information on traditional territory would be used for Animbiigoo Zaagi'igan Anishinaabek's area of interest.

Follow-up discussions included ATRI report feedback, information on study areas, clarification on traditional territory, and areas of interest. Representatives of Animbiigoo Zaagi'igan Anishinaabek requested a Community Access Road schedule and consultation and engagement milestones to be distributed following the meeting, and indicated they would confirm if information on their traditional territory could be shared with the MFFN Community Access Road Project Team.

Aroland First Nation

Meetings with Aroland First Nation occurred on May 28 and 29, 2025, in Thunder Bay and Aroland, respectively. Approximately 12 individuals attended the community meeting in Thunder Bay on May 28, 2025, and approximately 23 individuals attended the meeting in Aroland First Nation on May 29, 2025. Due to a miscommunication regarding the date and time of the Aroland First Nation members only meeting, members of Aroland First Nation also attended the MFFN members meeting on May 27, 2025. Approximately 22 Aroland First Nation members attended the meeting on May 27, 2025.

At these meetings, attendees were encouraged to share their feedback, concerns, and pose questions verbally or in writing using the available feedback form. Questions were answered by MFFN Senior Community Member Advisors and the MFFN Community Access Road Project Team and Consultants. The MFFN community meetings discussed the Draft EA / IS and how to provide feedback, community well-being studies, cumulative effects, and the Project Inclusions List.

Questions and comments centred around:

- Community well-being and health;
- Trapline use;
- Water crossings; and
- Potential effects of the road.

The Community Well-Being Team hosted a Story Beads Exercise at these meetings which intended to create space for intergenerational dialogue and shared storytelling using beadwork as a metaphor. Aroland members shared stories and their concerns about environmental impacts in relation to the Community Access Road, especially related to water, wildlife migration, and the Ring of Fire. Aroland First Nation members also expressed strong interest in the Community Access Road, highlighting its potential to improve access to food, goods, services, and employment opportunities.

In April of 2024, a task force was created between Marten Falls First Nation and Aroland First Nation to discuss various topics, including advancing discussions related

to the Community Access Road and other road projects, as well as collaboration between the nations. Several task force meetings have occurred between the two communities; however, they are not specific to the Community Access Road and fall outside of the scope of this Environmental Assessment / Impact Statement. Two task force meetings occurred within the reporting period, on August 8, 2024, and October 29, 2024.

Constance Lake First Nation

The MFFN Community Access Road Project Team held a meeting in Constance Lake First Nation on February 22, 2025, to provide a general overview of the Community Access Road and present an update on the Draft EA / IS. Approximately ten people attended. The meeting format consisted of a sit-down dinner and presentation from the MFFN Community Access Road Project Team to share general information on the Community Access Road and the Draft EA / IS.

A variety of topics were discussed, which included:

- Mitigation measures and cumulative effects;
- Road ownership and access;
- Human health;
- ATRI; and
- Consultation and engagement methods.

Fort Albany First Nation

The MFFN Community Access Road Project Team met virtually with Fort Albany First Nation on November 7, 2024, to discuss various Community Access Road updates and meaningful consultation and engagement. Five people attended this meeting, including representatives from Fort Albany First Nation and MFFN Community Access Road Project Team and Consultants. During the meeting, discussions surrounded Fort Albany First Nation's concerns related to the Community Access Road, consultation and engagement methods, and the release of the Draft EA / IS. Fort Albany also inquired about the comments they made on the Stage 1 Archaeological Assessment and the Draft Preliminary ATRI Existing Conditions Report. Updates were provided by the MFFN Community Access Road Project Team on the IK Program and the new Community Capacity Program.

A variety of topics were discussed, which included:

- Availability of the Draft EA / IS;
- Communications regarding the Draft EA / IS timeline;

- The Community Capacity Funding Agreement;
- A request from Fort Albany First Nation on the response to comments on the Archaeological Assessment Report and the Draft Preliminary ATRI Existing Conditions Report; and
- Fort Albany First Nation's Milestone #1 Progress Report comments, following the meeting.

A virtual meeting between the MFFN Community Access Road Project Team and Fort Albany First Nation also occurred on June 3, 2025, to discuss the ongoing review of the Draft EA / IS. 15 people attended this meeting, including representatives from Fort Albany First Nation and the MFFN Community Access Road Project Team and Consultants. During the meeting, discussions surrounded identifying gaps noted by Fort Albany First Nation in the Draft EA / IS. Specific topics of discussion included:

- Bill 5;
- Future development in the Project area;
- Free, Prior, and Informed Consent;
- Mitigations of psycho-social impacts, including but not limited to gendered violence and impacts to youth;
- Protection and plans for access and stewardship for harvesting areas, sacred areas, and burial sites;
- The importance of the Albany River and water assessments;
- Moose movement and habitat disruption;
- Regional impacts and other development as a result of the Community Access Road; and
- Anticipated timelines for the release of the ATRI: Draft IA Report.

Representatives from Fort Albany First Nation requested that the ATRI: Draft IA Report be distributed to the community. They also asked that the MFFN Community Access Road Project Team provide written responses to Fort Albany First Nation's comments on the Draft EA / IS, once submitted. Additionally, Fort Albany First Nation indicated that they would request an in-community meeting with the MFFN Community Access Road Project Team after the community has completed its review of the Draft EA / IS.

The MFFN Community Access Road Project Team requested Fort Albany First Nation's final IK Report and preferred payment method for the distribution of IK Program funding (note, IK funding has since been provided).

Ginoogaming First Nation

The MFFN Community Access Road Project Team met with Ginoogaming First Nation on August 1, 2024, to discuss the work being done by the MFFN Community Access Road Archaeology Team. Nine people attended this meeting, including representatives from Ginoogaming First Nation and MFFN Community Access Road Project Team and Consultants. The meeting was held virtually and discussed the Elder's Committee, as well as involvement of Indigenous perspectives (e.g., Indigenous archaeologists on archaeology work). The MFFN Community Access Road Archaeology Team provided an overview of their work and answered questions.

Following the meeting, Ginoogaming First Nation was provided an Executive Indigenous Summary of the Archaeology Assessment Report and information about findings in the study area of the Community Access Road. Two additional meetings were requested within the reporting period; one with Ginoogaming First Nation representatives and one Nation-to-Nation meeting between Ginoogaming First Nation and MFFN. Both meetings did not happen due to unforeseen circumstances. Two attempts to reschedule the meeting with Ginoogaming First Nation representatives were made during the reporting period, however, the MFFN Community Access Road Project Team did not receive a response regarding the meeting. The MFFN Community Access Road Project Consultant directed Ginoogaming First Nation to reach out directly to MFFN regarding a Nation-to-Nation meeting.

Long Lake #58 First Nation

The MFFN Community Access Road Project Team met virtually with Long Lake #58 First Nation on February 6, 2025, to discuss the IK Program. Nine people attended the meeting, including representatives from Long Lake #58 First Nation and MFFN Community Access Road Project Team and Consultants. Discussions surrounded the desire to participate in the IK Program, materials shared, collection efforts including the timeline, and the revised ATRI study areas for the assessment. Representatives from Long Lake #58 First Nation requested that the:

- Long Lake #58 First Nation Draft Preliminary ATRI Existing Conditions Report be re-sent; and
- Revised figure of the Local and Regional Study Areas will be used for the ATRI Impact Assessment.

The MFFN Community Access Road Project Team also committed to follow-up with Long Lake #58 First Nation Chief and Council on the status of the IK Sharing Agreement and Funding Agreement.

Matawa First Nations Management

The MFFN Community Access Road Project Team met with Matawa First Nations Management virtually on May 9, 2025. Ten people attended this meeting, including representatives of Matawa First Nations Management and MFFN Community Access Road Project Team and Consultants. The meeting included a presentation followed by a question and answer period. Discussions surrounded the Community Well-Bring Report, included:

- Economic development;
- Human health;
- Education and training for community members;
- Housing options; and
- Road access.

Matawa First Nations Management requested the link to the Building the Community Access Road webinar; this was shared following the meeting.

Nibinamik First Nation

A community meeting was planned for November 14, 2024, with Nibinamik First Nation, but was cancelled due to unforeseen circumstances. Attempts to reschedule this meeting continued, however, as of September 5, 2025, Nibinamik First Nation had not responded to requests to reschedule the meeting.

2.1.5 Aboriginal and / or Treaty Rights and Interests

Community-specific ATRI: Draft IA Reports were prepared and issued to each community in June and July 2025, with a 90-day review period.

These community-specific ATRI: Draft IA Reports included IK information received from the community prior to January 2025, along with information obtained from publicly available sources. The community-specific ATRI: Draft IA Reports outlined the assessment process for ATRI related to the Community Access Road, and focused specifically on each community. Communities were given 90 days to provide feedback before the finalization of their ATRI: Draft IA Report in October 2025. The ATRI: Draft IA Reports are confidential, therefore feedback provided are not available publicly. An ATRI Summary Report is available in Appendix O of the Final EA / IS. Community-specific Final ATRI Impact Assessment Reports, including a specific Feedback and Response Logs will be available in Spring 2026.

2.1.6 Community Capacity Funding Program

The Community Capacity Funding Program was introduced in November 2024 as an evolution of the existing Community Coordinator Program, offering flexible funding to support communities in reviewing the Draft EA / IS and participating in consultation and engagement activities. The Community Capacity Funding Program offered a one-time capacity funding payment designed to support consultation and engagement on the Community Access Road in a way that best suited the unique needs of each eligible Indigenous community. This new approach provided communities with the flexibility and autonomy to allocate funds as needed to support their review of the Draft EA / IS. Each community who participated in the program provided feedback on the Draft EA / IS.

Introductory letters were sent to specific communities via email between November 1 and 8, 2024. An additional letter was sent to Neskantaga First Nation in May 2025 to provide information on the Community Capacity Program to new Chief and Council. The following nine communities requested and received funding: Aroland First Nation, Animbiigoo Zaagi'igan Anishinaabek, Constance Lake First Nation, Fort Albany First Nation, Ginoogaming First Nation, Kashechewan First Nation, Nibinamik First Nation, MFFN, and Weenusk First Nation. Eabametoong First Nation and Long Lake #58 First Nation, had also expressed interest by this time, but had not yet advanced the steps necessary to obtain funding (e.g., sign Funding Agreement, provide banking information).

This redirected approach resulted in more capacity for participation in consultation and engagement for the Community Access Road. During the timeline of the Community Coordinator Program, only one community participated, whereas nine communities received Community Capacity Funding and of those who received funding, eight provided feedback on the Draft Environmental Assessment / Impact Statement (as of September 5, 2025), with the exception of the Proponent, MFFN.

2.1.7 Field Programs and Education, Consultation, and Engagement on Valued Components

Four field programs took place during the reporting period. To help Indigenous communities better understand the field studies related to valued components, field notices were distributed with plain language information about what the Community Access Road is studying, why it is important, when the field studies will take place, and what to expect when crews are in the field (e.g., an increase in air traffic as crews travel by helicopter). The following notices were published in advance of their respective field studies:

- **Fall 2024 Field Notice** was distributed in September 2024, and provided information about the Groundwater and Geochemistry Program and the Geotechnical investigation;
- **Winter 2025 Field Notice** was distributed in January 2025 and provided information on the Atigwag / Caribou Collar Removal program; and
- **Summer / Fall 2025 Field Notice** was distributed in July 2025, and provided information on the Stage 2 Archaeological Assessment, Groundwater Well Decommissioning, and Geotechnical Investigation.

Whenever possible, in light of availability and safety considerations; field crews were accompanied by MFFN community members, Field Assistant(s), or Senior Community Member Advisor(s); the summer groundwater monitoring (August 2024), the fall groundwater monitoring (September / October 2024) and the Stage 2 Archaeological Assessment (August 2025) were supported by community members. Although Field Assistants were sought from both Aroland First Nation and MFFN, Aroland First Nation members were not able to participate due to scheduling conflicts.

Each of the distributed field notices included links to educational videos and webinars on valued components related to the upcoming field programs. Field notices were distributed by email and posted on the Community Access Road website. Social media posts with information about upcoming field programs were also timed to coincide with the publication of field notices, and information was shared through the Community Access Road monthly E-blast.

2.1.8 Webinars and Videos

Webinars and videos were used to share information on the Assessment Process for the Community Access Road. A webinar series dedicated to technical aspects of the Community Access Road and on the Draft Environmental Assessment / Impact Statement were held during the reporting period.

Five webinars in total were hosted: Building the Community Access Road, Community Well-Being, Ungulates, Fish and Fish Habitat, and Land and Resource Use. The recordings were made available on the Project website.

Informational videos were also developed and shared on the website to provide information on cumulative effects, the Draft EA / IS, and socio-economic considerations.

2.1.9 Raising Awareness

Several activities were completed to raise awareness of the Community Access Road and encourage opportunities to meet with the MFFN Community Access Road Project

Team. E-blasts were distributed and included a section encouraging those interested to reach out and schedule a meeting with the MFFN Community Access Road Project Team. The public Community Access Road Facebook, Instagram, and LinkedIn accounts, and the private MFFN members only Facebook account, were used to share information and promote upcoming events. The Community Access Road website was regularly updated to reflect information that had been shared via the electronic newsletters and social media accounts.

In addition, a separate website was created to host the Draft EA / IS and related documents, along with educational videos and ways to connect with the MFFN Community Access Road Project Team. A separate email account was also created to keep Indigenous communities updated on the Draft EA / IS review period. Communities were encouraged to submit feedback on the Draft EA / IS to this email account.

2.2 Community Access Road Notifications and Information Releases

The following notification and information releases cover communications activities during this reporting period, from August 1, 2024, to September 5, 2025. For all notifications and information releases prior to this reporting period, please visit:

- Community Access Road archive website https://archive.martenfallsaccessroad.ca/; and
- Community Access Road main website https://www.martenfallsaccessroad.ca/.

2.2.1 Monthly E-blasts

Throughout the Assessment Process, E-blasts were distributed via email to approximately 600 people included on the contact list. E-blasts were distributed monthly and included Community Access Road updates relevant to the month of distribution (e.g., upcoming field programs and consultation and engagement activities). Links to the Community Access Road's social media pages and contact information were always included, along with an offer to meet with the MFFN Community Access Road Project Team. Additionally, E-blasts were published on the Community Access Road website, receiving over 719 views during this reporting period. All E-blasts can be found in **Appendix A**.

2.2.2 Field Program, Webinar, and Video Notifications

Notices for each field program were distributed via email to persons identified on the contact list prior to the study taking place. These notices are provided in **Appendix A**

and on the Community Access Road website (https://www.martenfallsaccessroad.ca/documents/#notices).

Notifications for virtual consultation and engagement opportunities, such as webinars, were also distributed via email to the contact list and posted on social media platforms, as appropriate, including the Community Access Road Facebook page and the private MFFN Facebook pages, Instagram, and LinkedIn. Notifications included the date and time of the webinar, links for registration, and webinar poster attachments. Reminder emails were sent shortly before the live webinar occurred. Video notifications were also posted to the Community Access Road website and included in relevant E-blasts, as appropriate. These were also shared to the Community Access Road Facebook, Instagram, and LinkedIn pages to encourage broader outreach with interested persons. Email information for webinars, along with webinar posters, are provided in **Appendix A**.

2.2.3 Release of Milestone #3 Progress Report – November 2024

The Milestone #3 Progress Report was released to each Indigenous community for their review via email between November 28 and 29, 2024. A link was provided to each community-specific section and feedback was requested by February 14, 2025. Only Mushkegowuk Council submitted feedback on the Milestone #3 Progress Report.

In comparison to previous reports:

Aroland First Nation, Fort Albany First Nation, and Métis Nation of Ontario submitted feedback on the Milestone #1 Progress Report; and

Kashechewan First Nation, Weenusk First Nation, and Mushkegowuk Council submitted feedback on the Milestone #2 Progress Report.

A summary of comments received on all three reports, as well as material changes made to each report and where they can be found, is included in each respective community-specific report.

Individual community-specific Milestone #3 Progress Report can be found on the EA / IS website here: https://eais.martenfallsaccessroad.ca/progress-reports/.

2.2.4 Draft EA / IS – February 2025

Letters issued to Indigenous communities regarding the upcoming Draft EA / IS were issued between September 24 and 26, 2024, via email.

An email was distributed to Indigenous community key contacts on February 13, 2025, informing of the upcoming release of the Draft EA / IS, and was followed up with an

email on February 19, 2025, informing that the report is available online for their review until June 23, 2025. On April 10, 2025, the Community Well-Being Report was distributed via email to Indigenous community key contacts, and then to MFFN members on April 16, 2025, (the delay was caused by a technical difficulty).

A reminder email was sent on June 19, 2025, giving notice of five days remaining for the end of the review period for the Draft EA / IS. Requests for extensions were received from Indigenous communities and government agencies and were granted. The comment capture period was extended until September 5, 2025, to accommodate these requests. Draft EA / IS materials can be found in **Appendix A**.

2.2.5 PIC #6 – May 2025

PIC #6 was held on May 26, 2025, in Thunder Bay and on May 29, 2025, in Geraldton. A formal notice and invitation to PIC #6 was published on the Community Access Road and EA / IS websites, with the Notice of Publication of the Draft EA / IS, on April 22, 2025, in English, Cree, French, Oji-Cree, and Ojibway. The first hour of each PIC was advertised as for Indigenous community members only. The notice was published between April 26 and May 23, 2025, in the following newspapers: Wawatay News, Geraldton Times Star, and The Chronicle Journal. Online advertisements were posted on April 22, 2025, through the following media outlets: Northern Ontario Business, Windspeaker, Thunder Bay NewsWatch, and Wawatay News. Radio advertisements were released between April 22 and May 26, 2025, on the following radio stations: CFNO Radio, CHRZ-FM (91.3) REZFM, and Wawatay Radio. PIC #6 was also advertised on the Community Access Road Facebook, Instagram, and LinkedIn pages, the private MFFN Facebook page, and the Municipality of Greenstone online events calendar. PIC #6 materials can be found in **Appendix A**.

2.2.6 MFFN Community Member Meetings – October 2024

Meetings with MFFN, open to Chief and Council and community members, were planned for October 15, 2024, and October 17, 2024, in Thunder Bay and Ogoki, respectively. Notifications were distributed via email on October 2 and 9, 2024, and included a poster attachment; posters were placed at the health centre, band office and choose life building in MFFN. The notice was also posted on the private MFFN and the Ogoki Post Bulletin Facebook pages on October 8, 14, and 15, 2024. A copy of the notice is provided in **Appendix B**.

Due to unforeseen circumstances in the Community, the meeting planned for October 17, 2024, was cancelled.

2.2.7 MFFN Community Member Meetings – February 2025

Meetings with MFFN, open to Chief and Council and community members, were planned for February 11 and 12, 2025, in Thunder Bay and Ogoki, respectively. Notifications were distributed via email on January 30 and February 10, 2025, and included a poster attachment; posters were placed at the health centre, band office, and choose life building in MFFN. Due to the cancellation of the February 11 meeting, an additional email reminder was sent on February 14, 2025, for the rescheduled meeting on February 19, 2025. The notice was also posted on the private MFFN and the Ogoki Post Bulletin Facebook pages on February 15 and 18, 2025. A copy of the notice is provided in **Appendix B**.

2.2.8 MFFN Community Member Meetings – May 2025

Meetings with MFFN, open to Chief and Council and community members, were planned for May 27 and 28, 2025, in Thunder Bay and Ogoki, respectively. Notifications were distributed via email on May 21 and 27, 2025, and included a poster attachment; posters were placed at the health centre, band office, and choose life building in MFFN. The notice was also posted on the private MFFN and the Ogoki Post Bulletin Facebook pages on May 22, 2025. A copy of the notice is provided in **Appendix B**.

2.2.9 Aroland First Nation Community Member Meetings – May 2025

Meetings with MFFN, open to Chief and Council and community members, were planned for May 27 and 28, 2025, in Thunder Bay and Ogoki, respectively. Outreach consisted of an email with meeting details for each consultation and engagement along with a poster for distribution. The email notification showed the correct meeting dates (May 28, 2025, in Thunder Bay, and May 29, 2025, in Aroland First Nation), however, a typo on the poster led to a miscommunication around the Thunder Bay meeting date. As a result, Aroland First Nation members attended the MFFN members meeting on May 27, 2025, in Thunder Bay, as well as the planned Aroland meeting on May 28, 2025. A copy of the notice is provided in **Appendix B**.

2.3 Consultation and Engagement Snapshot

Table 2-2 provides an overview of consultation and engagement activities that took place from milestone 1 to milestone 4, including upcoming activities. Issues received through consultation and engagement activities during this reporting period are included in **Section 3**. Comments and interests received from Indigenous communities are included in Appendix X of the Final EA / IS.

Items without an asterisk occurred during the NoC of EA milestone between October 29, 2021, to June 30, 2022, the Effects Assessment milestone from July 1, 2022, to May

31, 2023, and the Identification of Preferred Alternatives milestone from June 1, 2023, to July 31, 2024. Items with an asterisk occurred during Milestone 4: Draft EA / IS reporting period from August 1, 2024, to September 5, 2025, or are planned to take place after September 5, 2025.

Table 2-2: Consultation and Engagement Snapshot – From October 29, 2021, to September 5, 2025

Project Phases: NoC of EA, Effects Assessment, Identification of Preferred Alternatives, and Draft EA / IS			
Activity	**Audience**		
	Indigenous Communities	**Interested Persons**	**Agencies & Government Bodies**
NoC			
• Distribution of EA NoC (October 29, 2021).	✓	✓	✓
• NoC Advertisement (October 29 to November 12, 2021).	✓	✓	✓
Interim Record of Consultation and Engagement (RoCE)			
• Draft Interim RoCE distributed to Indigenous communities for review (December 6, 2022).	✓		
• Email follow-up distributed in January 2023.	✓		
Milestone #1 Progress Report			
• Draft Progress Report distributed to Indigenous communities for review (December 6, 2022).	✓		
• Email follow-up distributed in January 2023.	✓		
Milestone #2 Progress Report			
• Draft Progress Report distributed to Indigenous communities for review (November 27, 2023).	✓		
• Email follow-up to request re-download of Draft Progress Report (November 29, 2023).	✓		
Milestone #3 Progress Report			
• Draft Progress Report distributed to Indigenous communities for review (November 28 and 29, 2024).*	✓		
• Email follow up distributed in December 2024 and January 2025.*	✓		
Draft EA / IS			
• Draft EA / IS online Indigenous community release (February 18, 2025).*	✓		
• Draft EA / IS online Indigenous community release email notification (February 19, 2025).*	✓		
• The Assessment Summary for the Draft EA / IS was distributed to Indigenous communities via Canada Post registered mail (February 19, 2025).*	✓		
• Community Well-Being Report online Indigenous community release and email notification (April 10, 2025).*	✓		
• Notice of publication of the Draft EA / IS (April 22, 2025).*	✓	✓	✓
• Draft EA / IS online, Indigenous community, public and government agencies release and email notification (April 22, 2025).*	✓	✓	✓
• The Assessment Summary for the Draft EA / IS was made available online and at designated library locations (announcement made April 22, 2025).*	✓	✓	✓

Project Phases: NoC of EA, Effects Assessment, Identification of Preferred Alternatives, and Draft EA / IS			
Activity	**Audience**		
	Indigenous Communities	**Interested Persons**	**Agencies & Government Bodies**
• Draft EA / IS reminder to provide feedback email notification (June 19, 2025).*	✓	✓	✓
Public Information Centres (PIC)			
• PIC #3 Notice distributed (June 13, 2022)	✓	✓	✓
• PIC #3 in Thunder Bay (June 27, 2022)	✓	✓	✓
• PIC #3 in Geraldton (June 29, 2022)	✓	✓	✓
• PIC #4 Notice distributed (November 22, 2022)	✓	✓	✓
• PIC #4 in Thunder Bay (December 7, 2022)	✓	✓	✓
• PIC #4 in Geraldton (December 8, 2022)	✓	✓	✓
• PIC #5 Notice distributed (October 10, 2023)	✓	✓	✓
• PIC #5 in Thunder Bay (October 25, 2023)	✓	✓	✓
• PIC #5 in Geraldton (October 26, 2023)	✓	✓	✓
• PIC #6 Notice distributed (April 21, 2025)*	✓	✓	✓
• PIC #6 in Thunder Bay (May 26, 2025)*	✓	✓	✓
• PIC #6 in Geraldton (May 29, 2025)*	✓	✓	✓
Provincially-Supported Forums			
• Aboriginal and / or Treaty Rights and Interests Forum #1 in Thunder Bay (February 8 to 9, 2023).	✓		✓
• Aboriginal and / or Treaty Rights and Interests Forum #2 in Thunder Bay (November 21 to 23, 2023).	✓		✓
• Three-Road Project Gathering and Expo in Thunder Bay (June 11 to June 13, 2024).	✓		✓
• Three-Road Project Gathering and Expo in Thunder Bay (February 19 to February 20, 2025).*	✓		✓
• Three-Road Project Gathering and Expo in Timmins (February 25 to February 26, 2025).*	✓		✓
Individual Project Meetings			
• In-person meeting with MFFN to provide an update on the Community Access Road and the approval of the ToR (November 16 to 17, 2021).	✓		
• Presented to the Mushkegowuk Council AGM (in-person, November 24, 2021).	✓		
• A teleconference meeting with MFFN to discuss the Assessment Process (February 2, 2022).	✓		
• Teleconference with Métis Nation of Ontario to discuss the IK Program (February 4, 2022). Note: Also captured under the IK Program section below	✓		
• Teleconference with Constance Lake First Nation (April 21, 2022). Note: Also captured under the IK Program and Community Coordinator section below	✓		
• Teleconference presentation to Mushkegowuk Tribal Council's Terrestrial Working Group (May 18, 2022).	✓	✓	
• Teleconference with Marten Falls First Nation Senior Community Member Advisor to discuss and collect feedback on the upcoming Bird Field Program (May 31, 2022).	✓		

Project Phases: NoC of EA, Effects Assessment, Identification of Preferred Alternatives, and Draft EA / IS			
Activity	**Audience**		
	Indigenous Communities	**Interested Persons**	**Agencies & Government Bodies**
• In-person meeting with MFFN community members in advance of PIC #3 (June 28, 2022).	✓	✓	
• Virtual meeting with Ginoogaming First Nation to discuss the Indigenous Knowledge Program and the Community Coordinator Program (July 5, 2022).	✓		
• In-person meeting regarding Community Coordinator and IK Programs with Long Lake # 58 (August 9, 2022).	✓		
• In-person meeting with MFFN community members in advance of PIC #4 (November 2, 2022).	✓	✓	
• In-person meeting with MFFN community members in advance of PIC #4 (December 6, 2022).	✓	✓	
• In-person Council-to-Council meeting with Marten Falls First Nation and Aroland First Nation in Thunder Bay. Meeting minutes were not taken (January 26, 2023).	✓		
• A teleconference meeting with Long Lake #58 First Nation to discuss the Community Coordinator Program and IK Program. (February 13, 2023).	✓		
• Virtual meeting with Ginoogaming First Nation to discuss the Indigenous Knowledge Program and the Community Coordinator Program (March 27, 2023).	✓		
• A virtual meeting with Long Lake #58 First Nation, Constance Lake First Nation and Ginoogaming First Nation to discuss the Archaeology and Cultural Heritage reports (April 21, 2023).	✓		
• Teleconference with Métis Nation of Ontario to discuss Archaeology and Cultural Heritage Program (April 27, 2023).	✓		
• In-person Nation-to-Nation meeting with Eabametoong First Nation to provide an overview of the MFFN Community Access Road (May 10, 2023)	✓		
• A virtual meeting with MFFN was held regarding the engineering, construction and the route selection process for the Community Access Road (May 15, 2023).	✓		
• A virtual meeting with Long Lake #58 First Nation's legal counsel to discuss the IK Sharing Agreement (May 17, 2023).	✓		
• A virtual meeting with Long Lake #58 First Nation was held to provide a Community Access Road overview (August 29, 2023).	✓		
• In-person meeting with MFFN community members in advance of PIC #5 (October 23, 2023).	✓	✓	
• In-person meeting with MFFN community members in advance of PIC #5 (October 24, 2023).	✓	✓	
• In-person meeting with Long Lake #58 First Nation Elders to discuss general updates for the Community Access Road (October 26, 2023).	✓		
• A virtual meeting with Long Lake #58 First Nation was held as a follow up to discuss the Community Coordinator and IK Program meeting (November 10, 2023).	✓		
• A virtual meeting held with Attawapiskat First Nation representatives to discuss the Community Access Road and Caribou Study Plan (December 4, 2023).	✓		
• In-person meeting with Nibinamik First Nation to provide a Community Access Road update (January 16, 2024).	✓		

Project Phases: NoC of EA, Effects Assessment, Identification of Preferred Alternatives, and Draft EA / IS			
Activity	**Audience**		
	Indigenous Communities	**Interested Persons**	**Agencies & Government Bodies**
• A virtual meeting with Red Sky Métis Independent Nation to review the Draft Preliminary ATRI Existing Conditions Report (March 19, 2024).	✓		
• In-person Nation-to-Nation meeting with Aroland First Nation to build on and improve the relationship between the two nations and to provide both Nations the opportunity to discuss any concerns or issues, including the previously drafted Communication Protocol Agreement (April 19, 2024).	✓		
• In-person taskforce meeting between MFFN and Aroland First Nation (May 7, 2024).	✓		
• In-person taskforce meeting between MFFN and Aroland First Nation (May 28, 2024).	✓		
• In-person Chief and Council meeting with MFFN to provide a Community Access Road update (May 29, 2024).	✓		
• Virtual meeting with Attawapiskat First Nation to discuss the Spring Groundwater Program (May 31, 2024).	✓		
• In-person taskforce meeting between Marten Falls First Nation and Aroland First Nation (June 5, 2024).	✓		
• A virtual meeting with Weenusk First Nation to provide a Community Access Road update and discuss the IK Program and socio-economic programs (June 5, 2024).	✓		
• In-person meetings with Aroland First Nation community members to obtain feedback on the final route recommendation, existing conditions and cumulative effects, including inclusions list (June 19 to 20, 2024).	✓		
• In-person meeting with Long Lake #58 First Nation Elders and community members to present the preliminary technically preferred routes (June 20, 2024).	✓		
• Virtual meeting with Ginoogaming First Nation to discuss the Archaeology Assessment Report, Community Coordinator Program and upcoming engagement opportunities (July 10, 2024).	✓		
• In-person taskforce meeting between Marten Falls First Nation and Aroland First Nation (July 11, 2024).	✓		
• In-person meetings with Aroland First Nation community members to obtain feedback on the final route recommendation including Segment 1, Dusey Lake, Segment 2, Segment 3, cumulative effects, evaluation approach and inclusions list, and engineering considerations and existing conditions (valued component studies) (July 15 to 16, 2024).	✓		
• In-person meetings with MFFN community members to confirm selection of the final route selection, cumulative effects, evaluation approach and inclusions list, engineering considerations and existing conditions (valued component studies) (July 17 to 18, 2024).	✓		
• A virtual meeting held with Attawapiskat First Nation to discuss the Draft Preliminary ATRI Existing Conditions Report (July 23, 2024).	✓		
• A virtual meeting held with Ginoogaming First Nation to discuss the Stage 1 Archaeological Report (August 1, 2024).*	✓		
• In-person taskforce meeting between Marten Falls First Nation and Aroland First Nation (August 8, 2024).	✓		
• A virtual meeting held with Animbiigoo Zaagi'igan Anishinaabek to discuss the IK Program (August 28, 2024).*	✓		

Project Phases: NoC of EA, Effects Assessment, Identification of Preferred Alternatives, and Draft EA / IS			
Activity	**Audience**		
	Indigenous Communities	**Interested Persons**	**Agencies & Government Bodies**
• In-person meetings with MFFN community members to discuss final route selection, the Draft EA / IS, construction and design details, potential effects and mitigations, socio-economics, climate change adaptation, and offsetting (October 15, 2024).*	✓		
• In-person taskforce meeting between Marten Falls First Nation and Aroland First Nation (October 29, 2024).*	✓		
• A virtual meeting held with Fort Albany First Nation to discuss Community Access Road updates and meaningful consultation and engagement (November 7, 2024).*	✓		
• A virtual meeting held with Long Lake #58 First Nation to discuss the IK Program and the community's IK collection study (February 6, 2025).*	✓		
• In-person meetings with MFFN community members to present the Draft EA / IS and discuss the Draft EA / IS content (February 12 and 19, 2025).*	✓		
• In-person meetings at the Three Road Project Gathering and Expo with representatives from Animbiigoo Zaagi'igan Anishinaabek, Aroland First Nation, Attawapiskat First Nation, Constance Lake First Nation, Fort Albany First Nation, Long Lake #58 First Nation, Kashechewan First Nation, Mushkegowuk Tribal Council, Nibinamik First Nation and Red Sky Métis Independent Nation (February 19 to 25, 2025).*	✓		
• In person meeting with Constance Lake First Nation community members to provide a Community Access Road overview and present the Draft EA / IS. (February 22, 2025).*	✓		
• Virtual meeting with Matawa First Nations Management to discuss the Community Well-Being Report (May 9, 2025).*	✓		
• In-person meeting with MFFN community members to discuss the Draft EA / IS content including community well-being and cumulative effects (May 27 and 28, 2025).*	✓		
• In-person meeting with Aroland First Nation community members to discuss the Draft EA / IS content including community well-being and cumulative effects (May 28 and 29, 2025).*	✓		
• Virtual meeting with Fort Albany First Nation to discuss the community's ongoing review of the Draft EA / IS (June 3, 2025).*	✓		
• MFFN Community Access Road Project Team attendance at in-person general meeting for MFFN in Thunder Bay (July 4, 2025).*	✓		
Field Program Involvement			
• Helicopter flyover to visually inspect three potential groundwater sites with Aroland First Nation (August 17 and 18, 2022).	✓		
• Well drilling activities monitored by Aroland First Nation representatives (November 25 to December 3, 2022).	✓		
• Helicopter flyover to inform the Geotechnical Program with Marten Falls First Nation and Aroland First Nation (July 19 and 20, 2024).	✓		
Other Notices / Newsletters			
• 2021 Highlights Letter distributed to Indigenous communities via email (December 15, 2021)	✓		
• Phone calls to Indigenous communities to follow-up on the December E-blast, Winter Discussion Guide and field notice (December 16 to 17, 2021)	✓		

Project Phases: NoC of EA, Effects Assessment, Identification of Preferred Alternatives, and Draft EA / IS			
Activity	**Audience**		
	Indigenous Communities	**Interested Persons**	**Agencies & Government Bodies**
• Circulated Monthly Community Access Road Update Email Blast (referred to as E-blast) - October 2021 (November 3, 2021) - November 2021 (November 30, 2021) - December 2021 (December 15, 2021) - January 2022 (January 31, 2022) - February / March 2022 (March 15, 2022) - April 2022 (April 29, 2022) - May 2022 (May 27, 2022) - June 2022 (June 24, 2022) - July 2022 (July 26, 2022) - August 2022 (August 19, 2022) - September 2022 (September 29, 2022) - October 2022 (November 2, 2022) - November 2022 (November 25, 2022) - December 2022 (December 20, 2022) - January 2023 (January 30, 2023) - February 2023 (February 28, 2023) - March 2023 (April 4, 2023) - April 2023 (April 28, 2023) - May 2023 (June 7, 2023) - June 2023 (June 28, 2023) - July 2023 (August 2, 2023) - August 2023 (September 1, 2023) - September 2023 (September 28, 2023) - October 2023 (November 2, 2023) - 2023 Year In Review (December 12, 2023) - January 2024 (January 31, 2024) - February 2024 (March 1, 2024) - March 2024 (April 3, 2024) - April 2024 (April 30, 2024) - May 2024 (May 30, 2024) - June 2024 (July 9, 2024 - July 2024 (August 1, 2024)* - August 2024 (September 4, 2024)* - September 2024 (October 3, 2024)* - October 2024 (November 5, 2024)* - 2024 Year In Review (December 18, 2024)* - January 2025 (February 10, 2025)* - February 2025 (March 4, 2025)* - March 2025 (April 3, 2025)* - April 2025 (May 8, 2025)* - May 2025 (June 11, 2025)* - June 2025 (July 15, 2025)* - July 2025 (August 7, 2025)*	✓	✓	✓
• Circulated Field Study Notices and Discussion Guides: - Winter Field Program Notice and Discussion Guide (December 10, 2021) - Furbearer Ground Track Survey Update (January 19, 2022) - Bird Aerial Surveys Update (February 4, 2022)	✓	✓	✓

Project Phases: NoC of EA, Effects Assessment, Identification of Preferred Alternatives, and Draft EA / IS			
Activity	**Audience**		
	Indigenous Communities	**Interested Persons**	**Agencies & Government Bodies**
- Wolverine Den Surveys Notice (February 14, 2022) - Wolverine Hair Snag Program and Bird Autonomous Recording Unit Update (March 3, 2022) - Wolverine Den Survey Update (March 9, 2022) - Early Spring Notice (March 29, 2022) - Terrain and Soils Notice (May 11, 2022) - Surface Water, Fish, and Fish Habitat Notice (May 30, 2022) - Vegetation Field Notice (June 10, 2022) - Groundwater and Geochemistry (July 29, 2022) - Fall Field Programs Update (September 16, 2022) - Winter / Spring 2023 Field Notice (December 1, 2022) - Field Programs updates (March 9, 2023) - Spring 2023 Field Notice (April 21, 2023) - Summer 2023 Field Notice (July 12, 2023) - Fall 2023 Field Notice (September 15, 2023) - Winter 2024 Field Notice (January 18, 2024) - Spring 2024 Field Notice (April 17, 2024) - Spring Groundwater Program Update (May 24, 2024) - Summer 2024 Field Notice (July 16, 2024) - Fall 2024 Field Notice (September 18, 2024)* - Winter 2025 Field Notice (January 15, 2025)* - Summer / Fall 2025 Field Notice (July 17, 2025)* - Field Notice Update to Stage 2 Archaeology Assessment (July 31, 2025)			
• Matawa Messenger newsletter feature (June 2022)	✓	✓	
• Webinar Series: - Animals and Wildlife (Ungulates and Furbearers) (November 15, 2022) - Surface Water, Fish, and Fish Habitat (November 29, 2022) - Archaeology and Cultural Heritage (January 10, 2023) - Vegetation and Physiography (January 17, 2023) - Peatlands (January 31, 2023) - Air Quality, Greenhouse Gases, and Climate Change (February 14, 2023) - Socio-Economic Studies Part I (February 21, 2023) - Socio-Economic Studies Part II (February 28, 2023) - Groundwater and Geochemistry (March 14, 2023) - Birds (March 21, 2023) - Reptiles, Amphibians, Insects, and Bats (March 28, 2023) - ATRI (April 4, 2023) - Route Selection Milestone (November 16, 2023) - Climate Change Webinar (February 8, 2024) - Building the Community Access Road (November 26, 2024)* - Community Well-Being (May 6, 2025)* - Ungulates (May 15, 2025)* - Fish and Fish Habitat (May 22, 2025)* - Land and Resource Use (June 5, 2025)*	✓	✓	✓
• Engagement questionnaire sent to Indigenous communities (July 27 to 29, 2022)	✓		

Project Phases: NoC of EA, Effects Assessment, Identification of Preferred Alternatives, and Draft EA / IS			
Activity	**Audience**		
	Indigenous Communities	**Interested Persons**	**Agencies & Government Bodies**
• Follow-up to furbearer winter tracking field program notice (January 27, 2023)	✓		
• Follow-up on ungulate aerial survey notice (February 15, 2023)	✓		
• Monthly emails and phone calls to Indigenous communities regarding the Community Access Road*	✓		
Archaeological Assessment Reports			
• Stage 1 and 2 Archaeology Assessment Reports distributed via email to Indigenous communities (February 3, 2023)	✓		
• Stage 1 Archaeological Assessment Report distributed via email to Indigenous communities (June 3, 2024)	✓		
Indigenous Knowledge (IK) Program			
• Circulated an update on the MFFN Community Access Road IK Program which included an updated schedule and timeline for Indigenous communities to share IK (January 21 to 24, 2022)	✓		
• Teleconference with Métis Nation of Ontario to discuss the IK Program (February 4, 2022)	✓		
• Teleconference with Constance Lake First Nation to discuss the IK Program (and Community Coordinator Program) (April 21, 2022)	✓		
• IK Program Update on the Proposed ATRI Study Areas Memo and ATRI Shapefiles were distributed via email. (August 2022)	✓		
• Distributed a Save the Date for the upcoming ATRI Forum and Cultural Heritage Workshop via email (December 20, 2022)	✓		
• Invitation to ATRI Forum distributed (January 13, 2023, and February 1, 2023)	✓		
• ATRI Forum and Cultural Heritage Workshop in Thunder Bay (February 8 to 9, 2023)	✓		
• IK Program timeline and update letter (March 22, 2023)	✓		
• IK Program timeline and update letter (June 22, 2023)	✓		
• IK Program timeline and update letter (October 5, 2023)	✓		
• IK Program timeline and update letter (November 10, 2023)	✓		
• ATRI Forum in Thunder Bay (November 21 to 23, 2023)	✓		
• Draft Preliminary ATRI Existing Conditions Report distributed via email to Indigenous communities (November 28, 2023)	✓		
• Distribution of community-specific ATRI: Draft IA Reports (June 10 to July 11, 2025)*	✓		
Community Coordinator Program			
• Distribution of letter introducing the Community Coordinator Program to 13 neighbouring Indigenous communities including job posting (March 17, 2022).	✓		
• Teleconference with Constance Lake First Nation to discuss the Community Coordinator Program (and the Indigenous Knowledge Program) (April 21, 2022).	✓		
Community Capacity Funding Program			
• Information on the Community Capacity Funding Program sent to 15 Indigenous communities via email (October 30 to November 13, 2024).*	✓		
Activities after September 5, 2025, to February 13, 2026			

Project Phases: NoC of EA, Effects Assessment, Identification of Preferred Alternatives, and Draft EA / IS			
Activity	**Audience**		
	Indigenous Communities	**Interested Persons**	**Agencies & Government Bodies**
• Distribution of monthly E-Blasts: - September 2025 E-Blast (October 17, 2025)* - 2025 Year End Message (December 18, 2025)*	✓	✓	✓
• Distribution of Field Notices and updates: - Groundwater Well Decommissioning Update (September 16, 2025)* - Fall Field Programs Update (September 23, 2025)* - Geotechnical Investigation Update (November 10, 2025)*	✓	✓	✓
• Distribution of community-specific Milestone #4 Progress Reports to Indigenous communities for review and validation (January 16, 2026)*	✓		
• Distribution of Stage 2 Archaeological Assessment Report (January 16, 2026)*	✓		
• Hybrid meetings with MFFN community members in advance of PIC #7 (August 3 and August 4, 2026)	✓		
• Virtual meeting session for Aroland First Nation community members (August 4, 2026)	✓	✓	
• Public Information Centre #7* - Distribution of notice (January 27, 2026)* - MFFN hybrid meetings (February 3 and 4, 2026)* - Aroland virtual meeting (February 4, 2026)* - Virtual public session (February 4, 2026)*	✓	✓	✓
• Ongoing planning for distribution of Final EA / IS*	✓	✓	✓
• Ongoing planning for distribution of community-specific Aboriginal and / or Treaty Rights and Interests: Final Impact Assessment Reports (ATRI: Final IA Reports)*	✓		
• Ongoing conversations with 13 Indigenous communities regarding the IK Program and Community Capacity Funding, as needed*	✓		
• Ongoing follow-up to set-up meetings with Indigenous communities and ask about ATRI*	✓		
Planned Future MFFN Community Access Road Consultation and Engagement Activities			
• Ongoing outreach to Indigenous communities to engage on the Community Access Road*	✓		
• Ongoing outreach to Indigenous communities to address questions and discuss details of the Capacity Funding Program*	✓		
• Distribution of Notice of Submission*	✓	✓	✓
• Targeted outreach to Indigenous communities regarding the Final EA / IS release*	✓		
• Release of Final EA / IS*	✓	✓	✓
• Release of community-specific ATRI: Final IA Reports*	✓		
• Release of Country Foods and Water Use Assessment Report to MFFN and Aroland First Nation*	✓		
• Release of Draft Cultural Heritage Reports*	✓		
• Support government agency regulators in responding to comments on the Final EA / IS*			✓

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

3.1 Consultation and Engagement with Indigenous Communities

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

The L**evel of Consultation and Engagement Effort and Response** bar graphs in each community-specific chapter reflect the efforts taken by the MFFN Community Access Road Project Team to engage Indigenous communities and the level of response received. Communications channels considered include **email correspondence** (outgoing and incoming), **phone correspondence** (outgoing and incoming) and **meetings offered in comparison to meetings scheduled**, by any means of communication.

- **Email Correspondence** reflects all emails sent between the MFFN Community Access Road Project Team and Indigenous communities:
  - **Outgoing Email Correspondence** reflects all personalized emails sent from the MFFN Community Access Road Project Team to a specific Indigenous community and mass communications sent to all communities by the MFFN Community Access Road Project Team; and
  - **Incoming Email Correspondence** includes emails received from an Indigenous community directly to MFFN Community Access Road Project Team; emails that only confirm receipt of an outgoing email or emails where the MFFN Community Access Road Project Team are copied but not directly mentioned are not included.
- **Phone Correspondence** reflects all call attempts between the MFFN Community Access Road Project Team and an Indigenous community:
  - **Outgoing Phone Calls** reflect all phone calls made by the MFFN Community Access Road Project Team to an Indigenous community. Answered Phone Calls includes those calls that were answered immediately by the intended recipient or were returned at a later time when the contact was available; and

  - **Incoming Phone Calls** reflect instances where Indigenous communities contacted MFFN Community Access Road Project Team without a previous outgoing phone call.

- **Mail Correspondence** reflects all physical mail exchange between the MFFN Community Access Road Project Team and an Indigenous community:
  - **Outgoing Mail** reflect all instances of mail distributed by the MFFN Community Access Road Project Team to an Indigenous community; and
  - **Incoming Mail** reflect all instances of mail received by the MFFN Community Access Road Project Team from an Indigenous community.
- **Meetings Offered vs. Held** reflects the efforts taken by the MFFN Community Access Road Project Team to schedule a meeting in comparison to the number of meetings achieved between the Indigenous community and the MFFN Community Access Road Project Team.

4. References

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

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

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

Appendix A

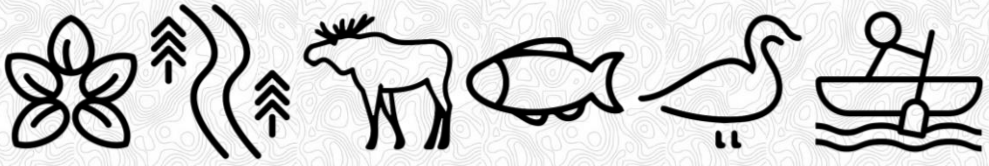
Notices and Other Information Releases

Appendix A is available online at https://eais.martenfallsaccessroad.ca/progress-reports/.

Appendix B

Community-Specific Correspondence

Appendix B is available online at https://eais.martenfallsaccessroad.ca/progress-reports/.



1. Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA)

Table 1-1: Community Profile

Key Identifiers	Details
Location:	PO Box 120, Beardmore, ON P0T 1G0
Tribal Council:	Nokiiwin Tribal Council
Treaty:	Robinson-Superior Treaty of 1850
Project Team Lead:	Laura Swyers

Figure 1-1: Animbiigoo-Zaagi'igan Anishinaabek First Nation Distribution of Communication

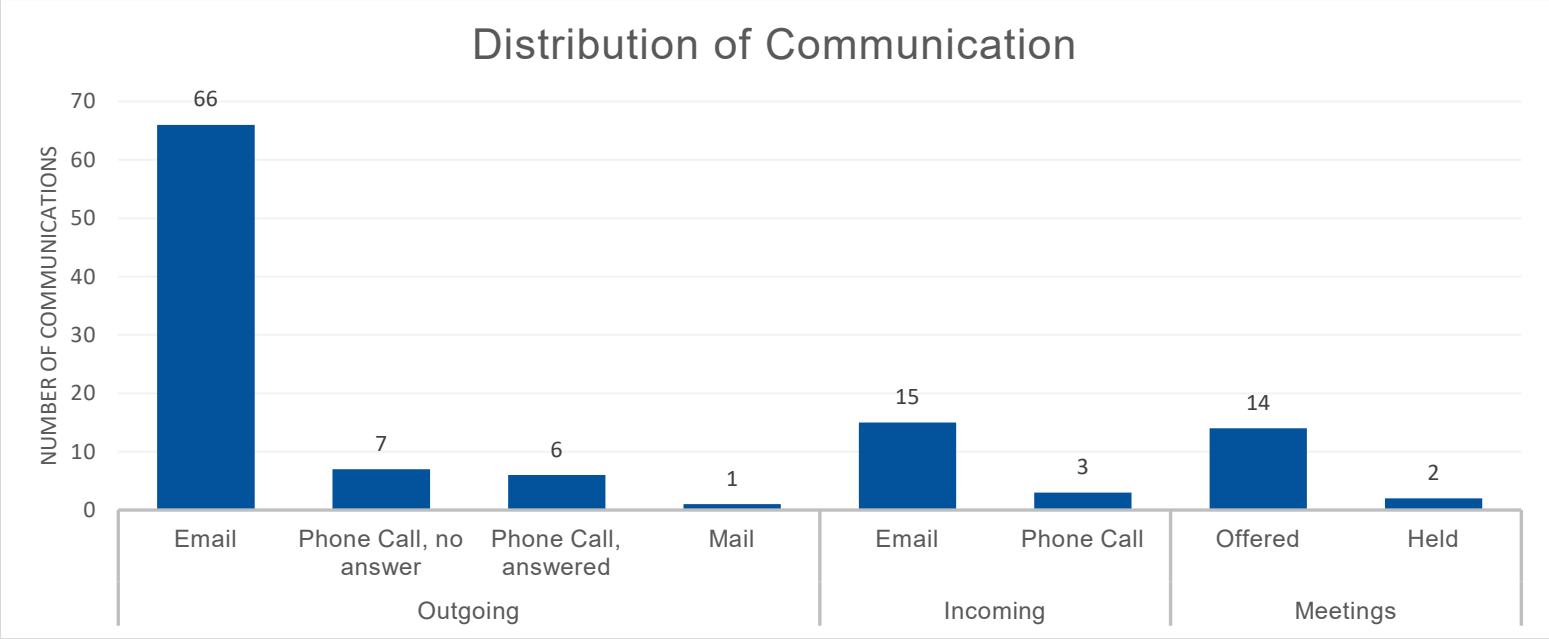


Table 1-2: Summary of Participation During Milestone 4

Activity	Status
Date of last outgoing communication from MFFN CAR Project Team (email or phone):	August 28, 2025 (Email)
Date of last incoming communication from community (email or phone):	June 23, 2025 (Email)
Participating in Indigenous Knowledge (IK) Program:	Status of IK Sharing Agreement: Agreement signed by all parties
	Status of IK Funding Agreement: Agreement signed by all parties
	IK information provided: Yes
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 9, 2025)
Provided comments on the Community Well-Being Report:	No
Provided comments on the milestone progress reports:	No

Table 1-3: Key Consultation and Engagement Activities Undertaken During Milestone 4

Date	Consultation and Engagement Activity
Aug 01, 2024	July 2024 E-blast distributed via email.
Aug 28, 2024	Virtual meeting with AZA to discuss the IK Program.
Sep 04, 2024	August 2024 E-blast distributed via email.
Sep 18, 2024	Fall 2024 Groundwater and Geochemistry Program Update distributed via email.
Sep 26, 2024	Letter and frequently asked questions (FAQ) shared via email regarding the circulation of the Draft EA / IS. A link to a questionnaire to identify a key contact and preferences related to the review process was also included.
Sep 27, 2024	Phone and email outreach about Project updates the IK Program, Community Coordinator program, Draft Preliminary ATRI Existing Conditions Report.
Oct 03, 2024	September 2024 E-blast distributed via email.
Oct 15, 2024	Email to follow up on AZA's area of interest, Draft Preliminary ATRI Existing Conditions Report and IK Meeting Minutes.
Oct 24, 2024	Phone and email outreach about Project updates including the Draft EA / IS questionnaire, status of the August 28, 2024, meeting minutes, and the IK Program.
Nov 05, 2024	October E-blast distributed via email.
Nov 06, 2024	Meeting minutes for the August 28, 2024, virtual meeting between AZA and the MFFN CAR Project Team distributed via email.
Nov 06, 2024	Update on the discontinuation of the Community Coordinator Program and the offer for community capacity funding distributed via email.
Nov 07, 2024	Finalized copies of the IK Sharing Agreement and the IK Funding Agreement distributed via email.
Nov 11 - 25, 2024	Coordinated preferred payment details for IK Funding 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 29, 2024	Milestone #3 Progress Report distributed via email.

Date	Consultation and Engagement Activity
Dec 04-09, 2024	Phone and email outreach about outstanding action items. Correspondence included requesting feedback on the Milestone #3 Progress Report, report printing preferences, request for updated shipping address for the Draft EA / IS, the Community Capacity Funding Agreement, the IK report status, Draft Preliminary ATRI Existing Conditions Report, AZA's Area of Interest, and a proposed opportunity for a youth presentation about job opportunities related to road projects.
Dec 10, 2024	A hard copy of the Milestone #3 Report distributed via mail.
Dec 12, 2024	Community Capacity Funding Agreement distributed via email.
Dec 17, 2024	Phone outreach to follow up on AZA's Area of Interest, interest in Community Capacity Funding, and IK report.
Dec 18, 2024	2024 Year in Review E-blast distributed via email.
Dec 18, 2024	Community Capacity Funding Agreement signed by AZA.
Dec 19 - Dec 24, 2024	Coordinated banking details for Community Capacity Funding.
Dec 19, 2024	Phone and email outreach about year-end updates including key milestones and meetings from 2024 and information on activities scheduled for 2025. Correspondence included requesting feedback on the Milestone #3 Progress Report, the Community Capacity Funding Agreement, the IK report status, AZA's Area of Interest, and a potential project presentation to students. A meeting was offered.
Jan 15, 2025	2025 Winter Field Notice distributed via email.
Jan 27 and 28, 2025	Phone and email outreach about Project update including the release of the Draft EA / IS and the upcoming Three Road Projects Gathering and Expo. Correspondence included the request for feedback on the Milestone #3 Progress Report, an update on AZA's IK Program and Area of Interest and the status of the proposed presentation to AZA students about job opportunities and offered assistance with the Community Capacity Funding Agreement. A meeting was offered.
Feb 10, 2025	January 2025 E-blast distributed via email.
Feb 13, 2025	Notification of upcoming Draft EA / IS early release to Indigenous communities distributed via email.
Feb 19, 2025	Notification of availability of Draft EA / IS on website distributed via email.
Feb 19, 2025	Draft EA / IS and the Assessment Summary: Draft EA / IS hard copies shipped to AZA.
Feb 20, 2025	In-person break-out session at Three Road Forum and Expo in Thunder Bay, Ontario.
Feb 21, 2025	Email outreach about Project updates, including the release of the Draft EA / IS and the passing of the deadline for Milestone #3 comments. Correspondence included an inquiry about the status update of the Community Capacity Funding and the draft information AZA was reviewing to send to the Project Team. A meeting was offered.
Mar 04, 2025	February 2025 E-blast distributed via email.
Mar 31, 2025	Email and phone outreach about Project updates, including the upcoming webinar series and the ongoing review period for the Draft EA / IS. Correspondence included confirming the receipt of the Community Capacity Funding payment, coordination of the student job opportunities presentation, and the status of the Area of Interest Map. 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 17, 2025	Signed Capacity Funding Agreement distributed via email.
Apr 28, 2025	Preferred Route shapefiles distributed via email.
Apr 30, 2025	Draft EA / IS webinar series reminder distributed via email.
Apr 30, 2025	Email and phone outreach about Project updates, including the upcoming webinar series, the ongoing review period for the Draft EA / IS and Community Well-being report, and PIC #6. Correspondence included follow-ups regarding project shapefiles recently sent to the community, presentation to high school students on job opportunities, and AZA's Area of Interest map. A meeting was offered.
May 06, 2025	Notification for Community Well-Being webinar distributed via email.
May 08, 2025	April 2025 E-blast distributed via email.

Date	Consultation and Engagement Activity
May 20, 2025	Notification for Fish and Fish Habitat webinar distributed via email.
May 22, 2025	Email and phone outreach about Project updates, including the upcoming webinar series, the ongoing review period for the Draft EA / IS and Community Well-being report, and PIC #6. Correspondence included follow-ups regarding project shapefiles recently sent to the community, presentation to high school students on job opportunities, and AZA's Area of Interest map. A meeting was offered.
May 26, 2025	Notification for Public Information Centre #6 distributed via email.
May 27, 2025	AZA provided updates on their review of the Draft EA / IS via email.
Jun 05, 2025	Notification for People: Land and Resource Use webinar distributed via email.
Jun 11, 2025	May 2025 E-blast distributed via email.
June 23, 2025	AZA provided an executive summary and Technical Review Report with comments on the Draft EA / IS via email.
Jun 26, 2025	Email outreach regarding Project updates, including the conclusion of the Draft EA / IS review period, materials from PIC #6, and the upcoming distribution of the Draft RoCE for Indigenous communities. A meeting was offered.
Jul 10, 2025	Community-specific ATRI: Draft IA Report distributed 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	Phone and email outreach regarding Project updates, including the upcoming distribution of the Draft RoCE for Indigenous communities, and ongoing field studies. Specific correspondence included the potential presentation to high school students, and the distribution of the community-specific ATRI: Draft IA Report. A meeting was offered.
Jul 31, 2025	Stage 2 Archaeological Assessment update distributed via email.
Aug 07, 2025	July 2025 E-blast distributed via email.

Table 1-4: Summary of Feedback Received and Response / Action – Animbiigoo-Zaagi'igan Anishinaabek First Nation

Topic / Issue Raised	Specific Issue Raised	Communication Channel	Response / Action	Addressed in the EA / IS
Indigenous Knowledge and Land Use, Aboriginal and Treaty Rights, Provincial Government Involvement, Federal Government Involvement	IK Program Participation and Funding ■ At the ATRI Forum in Thunder Bay on February 7 - 8, 2023, AZA representatives noted interest in the IK Program and that they require resource support, both capacity building and funding, to undertake a Traditional Knowledge (TK) study. AZA also noted they do not trust the government, which is why they are hesitant to conduct TK studies, and they do not want	■ In-person ■ Email ■ Letter ■ Phone	■ At the ATRI Forum in February 2023, the MFFN CAR Project Team communicated that all communities who have been scoped into the Project by the Province of Ontario and applied for funding have received it. The MFFN CAR Project Team suggested speaking with the Province while at the Forum to secure participant funding. The MFFN CAR Project Team also noted that $30,000 in funding is available through MFFN (as the proponent) and additional funding can be sourced through Provincial funding. ■ On February 3, 2023, the IK Funding Agreement was sent to AZA. ■ On May 2, 2023, the MFFN CAR Project Consultant provided an update on the IK Program key milestone dates and re-attached the IK Sharing Agreement. In a	■ MFFN worked with each Indigenous community's preference for how they would like to be consulted and engaged, whether virtually or in person, in light of the COVID-19 pandemic or other crises. Custom consultation plans and protocols were also offered. Additional information related to the consultation process is in Section 11 ■ Several communities have actively been participating in the IK program and IK has been used to inform the Assessment Process. See Section

Topic / Issue Raised	Specific Issue Raised	Communication Channel	Response / Action	Addressed in the EA / IS
	their willingness to complete a TK study to be construed as support for development in the Ring of Fire area. ■ On May 2, 2023, AZA noted that the IK Funding Agreement was in the process of being signed and finalized. ■ Between June 2, 2023, and July 10, 2023, AZA noted that the community was interested in the IK Program and would be in touch with the MFFN CAR Project Consultant at a later date to discuss further. ■ On September 8, 2023, AZA noted that the IK Sharing and Funding Agreements had been signed, and the only thing that held them back from returning these documents to the Project was a signature from the previous Chief. AZA noted a new Chief had recently been elected and stated it was the goal to have the IK Program documentation signed in early October and would reach out to the MFFN CAR Project Consultant after that. ■ On November 3, 2023, the MFFN CAR Project Consultant received an email from AZA, which noted that despite not yet having had an election for a new Chief, current leadership would try to move the IK Program forward regardless. AZA noted that the IK Sharing and Funding Agreements were nearly done and would try to get them signed. ■ On January 23, 2024, in a call between the MFFN CAR Project Consultant and AZA, AZA noted		follow up email on the same day, the MFFN CAR Project Consultant sent a draft IK Funding Agreement to AZA for review. A meeting to discuss the program was offered. ■ On May 31, 2023, the MFFN CAR Project Consultant provided a response to AZA's concerns regarding capacity funding for a project specific IK study. The response noted that the proponent has offered additional funding to support Indigenous communities in completing an IK and IKRU study and the funding is intended to supplement other funding sources. ■ Between June 2, 2023, and July 10, 2023, the MFFN CAR Project Consultant called and emailed AZA about the IK Program key dates and requested an update on the IK Program Sharing and Funding Agreements. The MFFN CAR Project Consultant noted that they were happy to support AZA in receiving the documents and IK information if requested. ■ On September 8, 2023, the MFFN CAR Project Consultant emailed AZA as a follow up to a call earlier that afternoon. The MFFN CAR Project Consultant thanked AZA for taking the time to talk and congratulated AZA on the election of AZA's new Chief. The MFFN CAR Project Consultant acknowledged the community was likely very busy but asked AZA to stick with the dates proposed during the call, if possible. The dates provided are in regards to a discussion scheduled with the Chief to talk about the IK Program the week of October 3, 2023. Additionally, the MFFN CAR Project consultant proposed having the Sharing and Funding agreements signed by the end of the week of October 3, 2023. ■ Between September 8, 2023, and October 31, 2023, the MFFN CAR Project Consultant sent several emails to AZA, inquiring about a status update on the IK Sharing and Funding agreements, and asked when they could be expected. ■ Between November 10, 2023, and November 20, 2023, the MFFN CAR Project Consultant reached out to AZA, thanking AZA for the efforts to sign the IK	11.2.2 for more details on the IK program. ■ Community-specific ATRI: Draft IA Reports will not be made available to the public. Feedback received on the community-specific ATRI: Draft IA Report has been used to inform the preparation of the Final ATRI Impact Assessment Report. ■

Topic / Issue Raised	Specific Issue Raised	Communication Channel	Response / Action	Addressed in the EA / IS
	that they had reviewed and signed the IK Funding Agreement and would make an effort to get the community's newly elected Chief to do the same in an upcoming meeting between AZA and the Chief. AZA noted that the signed agreement would be sent to the MFFN CAR Project Consultant following that meeting. AZA also asked if IK Information could still be provided as there was a deadline they saw in an earlier email that had already passed. ■ On July 2, 2024, AZA noted the IK Funding and Sharing Agreements had both been signed and would be sent as soon as a minor technology issue was resolved. The signed IK Funding Agreement was sent later that day. ■ On July 9, 2024, AZA noted that the extent of IK information that would be provided was unknown as AZA still have to determine the input and timeline and their capacity is limited. It was noted a more exact answer would be provided after an internal discussion. ■ On August 12, 2024, AZA noted they would be assisting with IK Program deliverables and requested MFFN CAR Consultants' availability to discuss IK Program deliverables. ■ On August 13 and 23, 2024, AZA provided availability on August 27th or 28th, and September 3rd and 5th, 2024, to discuss the IK Program deliverables. AZA		Sharing and Funding agreements and requested any updates on the status of the agreements. ■ On December 8, 2023, the MFFN CAR Project Consultant sent an email to key contacts at AZA providing an update on the Project, including the IK Program. It was noted that communities were asked to provide their IK information to ensure it could be incorporated into the Draft EA / IA, and any IK provided after this date would be incorporated into future stages of the assessment process. The MFFN CAR Project Consultant asked if there were any questions regarding the IK Funding or Sharing Agreements or the communities' IK Report. ■ On January 23, 2024, in a call between the MFFN CAR Project Consultant and AZA, the MFFN CAR Project Consultant thanked AZA for the efforts in progressing the IK Program. The MFFN CAR Project Consultant also clarified the timeline for providing information, notifying AZA that IK information was requested by a certain date to allow for this information to be included in the Draft Environmental Assessment / Impact Statement; however, the MFFN CAR Project Team would work with the community to ensure any information provided in the future would get woven into subsequent stages of the Environmental Assessment process. ■ On January 24, 2024, the MFFN CAR Project Consultant sent an email to AZA, as a follow up to their call the previous day and requested that after AZA's meeting with the community's new Chief, to please send over the signed IK Funding and Sharing Agreements. ■ On March 20 and 21, 2024, the MFFN CAR Project Consultant completed phone and email outreach about Project updates including the IK Program. ■ On April 26, 2024, the MFFN CAR Project Consultant sent an email and voicemail to AZA requesting an update on the IK Program. The MFFN CAR Project Consultant asked AZA if any progress had been made collecting community data for IK, an action AZA stated as something they still needed to complete, in a February 7, 2024, email.	

Topic / Issue Raised	Specific Issue Raised	Communication Channel	Response / Action	Addressed in the EA / IS
	requested that AZA's Chief be invited to the meeting. ■ On November 20, 2024, AZA sent the direct deposit details for receiving the IK Funding.		■ Between June 27 and June 28, 2024, the MFFN CAR Project Consultant completed phone and email outreach about Project updates, including requesting an update on the IK Program. ■ On July 9, 2024, the MFFN CAR Project Consultant thanked AZA for sending the signed IK Funding Agreement and attached the IK Guidance Document for the community's reference. The MFFN CAR Project Consultant asked AZA for the extent of IK that would be provided and an estimated timeline of when AZA could provide it by. ■ On July 31, the MFFN CAR Project Consultant asked AZA what the preferred mode of payment was for the IK Program funding. ■ From August 13 to 23, 2024, the MFFN CAR Project Consultant coordinated an IK Program deliverable discussion with AZA. ■ On August 28, 2024, MFFN CAR Project Consultants met with AZA to discuss the IK Program. They introduced the IK Program, explained the deliverables involved with the program, and discussed the ATRI Existing Conditions report. ■ On September 27, the MFFN CAR Project Consultant phoned and emailed AZA to follow up on the IK Sharing and Funding agreements and asked for contact information for AZA's staff member responsible for finance so the Project Team can proceed with funding. ■ On November 7, 2024, the MFFN CAR Project Consultant sent the finalized and signed IK Sharing and Funding agreements. ■ Between November 11 and 25th, 2024, the preferred payment details of the IK funding were confirmed. ■ On June 23, 2025, AZA provided an executive summary and Technical Review Report with comments on the Draft EA / IS via email, which included IK information. 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.	

Topic / Issue Raised	Specific Issue Raised	Communication Channel	Response / Action	Addressed in the EA / IS
Employment, Education and Training, Socio-Community	Interest in Career Opportunities ■ On December 4, 2024, AZA proposed in a phone call that the MFFN CAR Project Team prepare a presentation to local high school students outlining career paths and opportunities deriving from roads projects. ■ In March and May 2025, AZA noted they would confirm the preferred timeline and method of the presentation. On June 20, 2025, AZA noted the possibility of conducting a Community Access Road workshop in September 2025 and would follow up with dates.	■ Phone ■ Email	■ From December 4-9, 2024, the MFFN CAR Project Consultant acknowledged the request for a presentation on potential future careers to AZA high school students via phone call and email. ■ In December 2024, and between January to June 2025, the MFFN CAR Project Consultant followed up with AZA noting the Project Team remains interested in the opportunity once a preferred timeline and format are provided. ■ On July 30, 2025, and August 28, 2025, the MFFN CAR Project Consultant followed up on the potential presentation to AZA high school students.	■ Additional information related to the consultation process is in Section 11. ■ Specific information related to AZA is in Appendix X, the Final EA / IS RoCE.
Provincial EA Process, Federal IA Process	Draft EA / IS Comments ■ On June 23, 2025, AZA First Nation provided an executive summary and Technical Review Report (via email) with 96 comments on the Draft EA / IS. AZA First Nation's comments were related to 28 of 36 topics.	■ Email	■ On June 23, 2025, the MFFN CAR Project Team acknowledged receipt of comments. ■ The MFFN CAR Project Team to respond to comments in the Final EA / IS.	■ All comments received are documented and responded to in the Feedback and Response Log, found in Appendix C of the Final EA / IS.

Table 1-5: Consultation and Engagement Log - Animbiigoo-Zaagi'igan Anishinaabek First Nation (AZA)

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
August 01, 2024	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to AZA 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
August 12, 2024	Email	x		■ Andrew Bubar (Environmental Advisor) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Andrew Bubar noting that Kyla Morrisseau had contacted Andrew to assist with IK Program deliverables. The IK Funding Agreement signed by AZA was attached to the email for reference. Andrew requested the MFFN CAR Consultant's availability to discuss the scope of IK Program deliverables on August 13, 2024, or the following week.
August 13, 2024	Email		x	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Andrew Bubar noting that August 13 would not work to discuss the IK Program. The MFFN CAR Project Consultant confirmed they had some availability the following week and asked what days and times would work the best for AZA.
August 13, 2024	Email	x		■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Andrew Bubar stating that either August 27 or 28 before 1:00 pm were the times that worked best for AZA to discuss the IK Program.
August 20, 2024	Email		x	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Andrew Bubar following up on a potential date and time to discuss the IK Program deliverables. The MFFN CAR Project Consultant requested that Andrew tentatively book the meeting for Tuesday August 27, 2024, at 10:30 am and mentioned that the date and time would be confirmed when the MFFN CAR Project Consultant heard back from a couple of remaining team members. The MFFN CAR Project Consultant also asked Andrew what he wanted to discuss during the meeting to ensure the team prepares accordingly.
August 23, 2024	Email		x	■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Andrew Bubar asking he give the MFFN CAR Project Consultant a call to discuss the details of the potential IK Meeting set to happen on Wednesday August 28, 2024.
August 23, 2024	Phone		x	■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called Andrew Bubar to confirm the date of an IK Program meeting the following week and clarify the focus of that meeting. Andrew confirmed that Wednesday August 28 at 12:00 pm would work for him to attend the meeting. The MFFN CAR Project Consultant requested a couple backup dates the following week, as they were working with a tight timeline, to which Andrew noted his availability as September 3 between 1:00 and 4:00 pm and

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						September 5 between 9:00 and 11:00 am. The MFFN CAR Project Consultant asked Andrew if he knew what the community's preference was for payment method for the IK Funding Agreement to which he stated he could not answer and advised this be raised with Kyla Morrisseau when she returned from vacation. Andrew also noted the community's Chief should be invited to the meeting.
August 28, 2024	In-person / face-to-face		x	■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant ■ MFFN CAR Project Team	■ The MFFN CAR Project Consultants and MFFN CAR Project Team met virtually with AZA to review the IK Program along with the deliverables of the IK Funding Agreement. AZA sought to understand the purpose of the IK Program and the expectations for what data and materials should be shared with the Project through the IK Program. The MFFN CAR Project Consultants provided an overview of the IK Program and the variety of deliverables they would accept. The MFFN CAR Project Consultants noted that the Draft Preliminary ATRI Existing Conditions Report, which was shared with AZA, was compiled using secondary publicly available information, explaining that it was the only information available to the Project at that time. The MFFN CAR Project Consultants recognized this information is not always thorough and / or correct, which is why it is requested that AZA review the report and provide feedback and / or additional information. As a result of the meeting, Andrew Bubar agreed to confirm if there is additional information that can be shared with the MFFN CAR Project Consultant to understand how AZA's land / culture / rights might be impacted by the Project.
September 04, 2024	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to AZA 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	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to AZA 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

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
				■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)		traffic and noise within the study area during this time. Links to the field notice and MFFN CAR's website were included.
September 26, 2024	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor) ■ Paul MacInnis (Ministry of Energy and Mines) ■ Sasha McLoed (Ministry of the Environment, Conservation and Parks) ■ Dorothy Moszynski (Ministry of the Environment, Conservation and Parks)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to AZA to provide a letter with advance notice and an update on the Draft EA / IS Report for the MFFN CAR Project, as well as a Frequently Asked Questions document, and a link to a questionnaire. The letter described the purpose of the Draft EA / IS Report, what information will be provided to the community for review and how the input received from Indigenous communities will be used to prepare the Final EA / IS Report. The letter requested a key contact for AZA and noted the exact date of the release of the Draft EA / IS Report and the review period timelines (Indigenous community and public / agency) would be shared once confirmed. Finally, the letter outlined the various methods the Project Team would use to support Indigenous communities during their review and mentioned meetings to discuss the Draft EA / IS Report chapters and technical reports were encouraged.
September 27, 2024	Phone		x	■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Andrew Bubar, AZA, to provide updates on the MFFN CAR Project. The MFFN CAR Project Consultant noted that funding for the Community Coordinator Program is still available and noted that an updated job description poster could be attached to a follow-up email. Andrew asked if the Community Coordinator had to be a band member to which the MFFN CAR Project Consultant stated they were unsure about, and an answer could be provided in the follow-up email. The MFFN CAR Project Consultant asked for a status update regarding the community's IK Funding and Sharing Agreements and Draft Preliminary ATRI Existing Conditions letter review. Lastly, the MFFN CAR Project Consultant requested Andrew send over AZA's area of interest, as was noted as an action item in the August 28, 2024, IK Program meeting. Andrew noted that he was waiting for the approval and sign-off on this and would provide an update when he could.
September 27, 2024	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to AZA to provide updates on the MFFN CAR Project. The MFFN CAR Project Consultant requested an update on AZA's area of interest as noted in the August 28, 2024, IK Program meeting. The MFFN CAR Project Consultant noted that the IK Program

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
				■ Andrew Bubar (Environmental Advisor)		meeting minutes are undergoing internal review with the Project Team and will be sent once available. The MFFN CAR Project Consultant asked for the contact information for AZA's new staff member responsible for finances so that the Project Team can proceed with IK Program funding. The MFFN CAR Project Consultant asked for an update on AZA's review of the Draft Preliminary ATRI Existing Conditions Report. The MFFN CAR Project Consultant also asked for an update the approvals AZA noted during the August 28 meeting that required for AZA to proceed with the review of the Draft Preliminary ATRI Existing Conditions Report. The MFFN CAR Project Consultant encouraged AZA to subscribe to the MFFN CAR E-blast via a provided link. The new MFFN CAR Project Consultant that is transitioning as the new primary point of contact for MFFN CAR Project was introduced.
October 03, 2024	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to AZA 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 15, 2024	Email		x	■ Andrew Bubar (Environmental Advisor) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Andrew Bubar, AZA, to follow up on a few outstanding action items. The MFFN CAR Project Consultant asked for a status update on AZA's area of interest. The MFFN CAR Project Consultant asked for confirmation on whether AZA will be receiving the Impact Statement Review Funding to review the Draft Preliminary ATRI Existing Conditions Report and, if so, asked for an update on when AZA is planning to conduct the review. Additionally, the MFFN CAR Project Consultant noted that the IK Meeting Minutes were still undergoing internal review and would be shared with AZA's Project contacts once completed.
October 24, 2024	Phone		x	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Kyla Morrisseau, AZA. Kyla could not be reached via phone, and a voicemail was left to provide updates on the MFFN CAR Project. The MFFN CAR Project Consultant asked for an update on AZA's area of interest and mentioned that the meeting minutes for the August 28 IK Program Meeting, along with the signed IK Funding Agreement and Sharing Agreement, would be sent shortly.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						Additionally, the MFFN CAR Project Consultant asked for confirmation on whether AZA would be receiving Impact Statement Review Funding for reviewing the Draft Preliminary ATRI Existing Conditions Report and if so, when AZA will be commencing the review. The MFFN CAR Project Consultant referenced the September 26, 2024, email with information regarding the upcoming Draft EA / IS and requested AZA to identify a key community contact and preferences related to the review process through the questionnaire previously linked. The MFFN CAR Project Consultant indicated that they would send a follow up email summarizing the information relayed in the phone message and to provide the link to the questionnaire.
October 24, 2024	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kyla Morrisseau, AZA, to follow up on a phone message regarding updates on the MFFN CAR Project. The MFFN CAR Project Consultant asked for an update on AZA's area of interest, and mentioned that the meeting minutes for the August 28, 2024, IK Program Meeting, along with the signed IK Funding Agreement and Sharing Agreement, would be sent shortly. Additionally, the MFFN CAR Project Consultant asked for confirmation on whether AZA would be receiving Impact Statement Review Funding for reviewing the Draft Preliminary ATRI Existing Conditions Report and if so, when AZA will be commencing the review. The MFFN CAR Project Consultant referenced the September 26, 2024, email with information regarding the upcoming Draft EA / IS and provided a questionnaire link to identify a key community contact and preferences related to the review process.
November 05, 2024	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to AZA 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 06, 2024	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kyla Morrisseau, AZA, to provide an update on the discontinuation of the MFFN CAR Community Coordinator Program. The MFFN CAR Project Consultant informed AZA that the Coordinator Program is being replaced with a one-time capacity funding

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
				■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)		lump-sum payment of $25,000 to help support engagement in the CAR in a way that best suits the community. The MFFN CAR Project Consultant outlined the original objective of the program and recommended some uses for the capacity funding, such as activities to support the community's review of the upcoming Draft EA / IS Report. The MFFN CAR Project Consultant requested a response on whether the community was interested in the capacity funding and payment information for the funding by February 28, 2025. The MFFN CAR Project Consultant confirmed a follow up email would be send with the meeting minutes from the August 28 meeting.
November 06, 2024	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Andrew Bubar to provide the meeting minutes for the August 28, 2024, virtual meeting between AZA and the MFFN CAR Project Team for AZA's records. The meeting's purpose was to discuss expectations of AZA regarding the Indigenous Knowledge Program and the Indigenous Knowledge Funding Agreement. The action items included the MFFN CAR Project Consultants following up with the project schedule and consultation milestones, and the AZA Environmental Consultant providing an update on contact information for the new staff member responsible for finances.
November 07, 2024	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kyla Morrisseau, AZA to share the finalized copies of the IK Sharing Agreement and the IK Funding Agreement for AZA's records.
November 11, 2024	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kyla Morrisseau, AZA to ask for the contact information for the new finance contact to process the IK funding. The MFFN CAR Project Consultant also asked for AZA's preferred method of receiving the payment, either by direct deposit or cheque, and asked for the necessary details for direct deposit or the mailing address for a cheque.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
November 11, 2024	Email	x		■ Priscilla Graham (Band Administrator) ■ Lesley Jorge (Finance Clerk)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Priscilla Graham, AZA, who provided the contact details for Lesley Jorge, the Finance Clerk for AZA in order to proceed with the IK Funding. The email indicated that all finance inquiries should be directed to Lesley and cc'd to Priscilla. It was noted that AZA's preferred method of payment is direct deposit. Lesley will provide the banking information to receive payment via direct deposit.
November 11, 2024	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor) ■ Lesley Jorge (Finance Clerk)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Priscilla Graham, AZA, to thank Priscillia for the direction for sending the IK funding and to confirm that all future finance inquiries will be directed to Lesley and cc'd to Priscilla.
November 12, 2024	Email	x		■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Kyla Morrisseau, AZA. The email acknowledged that the contact information for AZA's Finance Clerk was sent by Priscilla Graham, AZA, while Kyla was out of office. Kyla reiterated the Finance Clerk 's email for sending the IK Funding.
November 12, 2024	Email		x	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kyla Morrisseau, AZA, to express appreciation for following up and confirming the contact information for AZA's Finance Clerk for IK Funding payment.
November 20, 2024	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to AZA 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 20, 2024	Email	x		■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Lesley Jorge (Finance Clerk) ■ Priscilla Graham (Band Administrator)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Lesley Jorge, AZA, to provide the direct deposit information for receiving the IK Funding via an attached document. Lesley offered to provide any additional information if needed.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
November 25, 2024	Email		x	■ Lesley Jorge (Finance Clerk)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Lesley Jorge, AZA, thanking them for sending the finance information for the IK Funding. The consultant mentioned that they would be in touch if any further information was needed.
November 26, 2024	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to AZA 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 27, 2024	Email		x	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kyla Morrisseau, AZA, to schedule a call to discuss outstanding action items and next steps for the MFFN CAR Project. The MFFN CAR Project Consultant asked for Kyla's availability for a 15-30 minute phone call.
November 28, 2024	Email	x		■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Kyla Morrisseau, AZA, who agreed to schedule a phone call the following week and suggested December 4, 2024, as an available day to meet.
November 28, 2024	Email		x	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kyla Morrisseau, AZA, to propose a call on December 4, 2024, at 1:30 p.m. The MFFN CAR Project Consultant mentioned that an invite would be sent shortly to put the meeting in their calendars. The MFFN CAR Project Consultant also offered to accommodate Kyla's schedule if her availability changes.
November 29, 2024	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Chief Yvette Metansinine, AZA, to provide the Milestone #3 Progress Report for the MFFN CAR Project. The MFFN CAR Project Consultant provided a link to the report sections and noted edits or comments on the community-specific sections were due by February 14, 2025, to be incorporated into the Draft RoCE for Indigenous communities. A meeting to discuss the reports was offered and confirmation the reports could be successfully downloaded was requested.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
December 04, 2024	Phone		x	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called Kyla Morrisseau to discuss outstanding action items and next steps for the MFFN CAR Project. The MFFN CAR Project Consultant formally introduced themselves as the new contact for the MFFN CAR Project and explained the purpose of the phone call. Kyla confirmed that AZA received the Milestone #3 Report but had not tried printing the reports yet. Kyla expressed a preference for receiving hard copies of large documents due to some community members' limited access to technology. Kyla also mentioned that it was difficult to print digital copies of reports due to network limitations, but also noted that digital copies sent on a memory stick would be acceptable for printing. The MFFN CAR Project Consultant noted they could discuss the feasibility of sending a memory stick for large files with the Project Team. The MFFN CAR Project Consultant thanked Kyla for filling out the Draft EA / IS questionnaire and asked for an alternative address to send hard copies of the report, as the package could not be sent to PO boxes. Kyla confirmed that the package can be sent to the Band Office and provided the address. The MFFN CAR Project Consultant sought clarification on communication preferences and key contacts for AZA and was advised to send documents directly to Kyla and CC the chief. The MFFN CAR Project Consultant asked if they may call Andrew Bubar to clarify some items from the August 28, 2024, meeting, such as the status of AZA's Area of Interest, to which Kyla confirmed that communications can be sent to Andrew directly at any time. Kyla confirmed that AZA plans to submit comments on the Draft Preliminary ATRI Existing Conditions Report by December 13, 2024, and is working on finalizing their Area of Interest. Kyla mentioned that knowledge gathering will begin in the new year and will feed into the community's forthcoming IK Report. The MFFN CAR Project Consultant discussed the recent communication regarding the transition of the Community Coordinator Program to Capacity Funding and asked about AZA's interest in the Capacity Funding, to which Kyla noted that they will look into the details further. Kyla proposed an opportunity for supporting the community's youth involvement in the Project and suggested that the Project Team create presentations for high school students to raise awareness about career opportunities related to the Project. Kyla suggested using Google Slides as a platform for ease of access. The MFFN CAR Project Consultant noted that they could discuss the feasibility of creating an informational

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						presentation with the Project Team. The call concluded with the MFFN CAR Project Consultant thanking Kyla for her time and offering to address any further questions. Kyla expressed appreciation for the conversation and saved the MFFN CAR Project Consultant's phone contact information for future communication.
December 09, 2024	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kyla Morrisseau to summarize a recent phone call conversation and outline outstanding action items for the MFFN CAR Project. The MFFN CAR Project Consultant thanked Kyla for confirming receipt of the Milestone #3 Report and noted Kyla's preference for hard copies of documents to facilitate sharing within AZA. The MFFN CAR Project Consultant confirmed that documents could be printed and sent to the community, and that they would send a hard copy of the Milestone #3 Report along with a memory stick the following week. The MFFN CAR Project Consultant also confirmed that the Draft EA / IS report would be sent to the AZA Band Office at 204 Main Street and that future communications would be sent directly to Kyla and CC Chief Metansinine. The MFFN CAR Project Consultant thanked Kyla for confirming plans to submit comments on the Draft Preliminary ATRI Existing Conditions Report by December 13, noting that they understood AZA's Area of Interest was still under review and asked for an update by December 13, 2024. The MFFN CAR Project Consultant thanked Kyla for confirming interest in capacity funding and asked for a response to the November 6, 2024, email by February 28, 2025, to move the process along. The MFFN CAR Project Consultant asked for confirmation regarding their discussion about a presentation to educate youth and graduating students about the MFFN CAR Project, including the topics for the presentation (the Project's background and career opportunities in engineering, construction, road building, and fieldwork). The MFFN CAR Project Consultant requested any additional topics of interest for the presentation and noted they would follow up with the Project Team. The MFFN CAR Project Consultant offered to assist if there were any questions or if any important details were missed in the phone call summary.
December 10, 2024	Mail		x	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant mailed a hard copy of the Milestone #3 Report to AZA.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
December 12, 2024	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor) ■ Lesley Jorge (Finance Clerk)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kyla Morrisseau to provide the Community Capacity Funding agreement for the one-time lump sum payment of $25,000 to help support engagement in the CAR in a way that best suits the community. The MFFN CAR Project Consultant outlined what was needed from the signatory of the agreement and asked for contact information to expedite the process.
December 17, 2024	Phone		x	■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called Andrew Bubar to discuss outstanding items for the Marten Falls Community Access Road Project. The MFFN CAR Project Consultant introduced themself and confirmed the phone number used to contact Andrew. The MFFN CAR Project Consultant mentioned the goal of the call was to follow up on items from the August 28, 2024, meeting, specifically the area of interest for AZA. Andrew mentioned that AZA's traditional territory map had not been cleared for circulation and that the area of interest for their land settlement was a separate but related item. The MFFN CAR Project Consultant asked about timelines for the IK reporting, specifically the area of interest, now that the IK Program funding and agreements were finalized. Andrew confirmed no recent progress had been made on the traditional territory map or area of interest due to the sensitivity around sharing incomplete information. Andrew inquired about the timeline for the Draft EA / IS, and the MFFN CAR Project Consultant confirmed that it was not imminent. Andrew asked about the status of the Community Capacity Funding Agreement. The MFFN CAR Project Consultant confirmed that an email was sent with a template for the Community Capacity Funding Agreement, which replaced the Community Coordinator Program, and requested specific information to fill out the placeholders in the document, to which Andrew agreed to work on providing the necessary information. The MFFN CAR Project Consultant mentioned they would reach out to Kyla later in the week to discuss outstanding action items and updates and would send an email summarizing the call and action items. Andrew confirmed understanding and had no additional questions.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
December 18, 2024	Email	x		■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor) ■ Lesley Jorge (Finance Clerk)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Priscilla Graham, AZA, who provided the signed Community Capacity Funding Agreement. The email included the requested information to expedite the community capacity funding: community name, phone number, key point of contact, email address, and mailing address. Priscilla also indicated that the key finance contacts are Priscilla Graham, Band Administrator, and Lesley Jorge, Finance Clerk.
December 18, 2024	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor) ■ Lesley Jorge (Finance Clerk)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Priscilla Graham, thanking her for completing and signing the Community Capacity Funding Agreement and providing the requested information. The MFFN CAR Project Consultant mentioned that the agreement would be sent to the Project Team for their signature and returned to AZA as soon as possible.
December 18, 2024	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to AZA with the 2024 Year In Review E-blast. The E-blast provided an overview of MFFN CAR's past, current, and upcoming activities, including a holiday message from Chief Bruce Achneepineksum, a recap of the activities and events that occurred throughout 2024, the release of a new video on the Preferred Route selection, and an update on the Draft EA / IS. Links to the E-blast and MFFN CAR's website were included.
December 19, 2024	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor) ■ Lesley Jorge (Finance Clerk)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kyla Morrisseau to inform her that the Project Team has sent a request for banking details to her email address, as she is the main contact on the Capacity Funding Agreement. The MFFN CAR Project Consultant asked Kyla to inform them if there are any issues or concerns with the request, noting that Lesley and Priscilla were not included in the email and that it will be confirmed shortly if they can be included.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
December 19, 2024	Phone		x	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Kyla Morrisseau, AZA, to provide year-end updates and upcoming 2025 activities. Kyla could not be reached, and a general message was left with the band office noting that the MFFN CAR Project Consultant would follow up via email.
December 19, 2024	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed AZA with year-end updates and upcoming 2025 activities. The email outlined key milestones from 2024, including the Preferred Route selection for the road on August 26, 2024, confirmed by a Band Council Resolution from Marten Falls First Nation. The MFFN CAR Project Consultant noted participation in community meetings with Marten Falls First Nation in July and October 2024, Aroland First Nation in June and July 2024, and the Three-Road Projects Gathering and Expo in June 2024. Feedback was requested on the community-specific section of the Milestone #3 Progress Report, distributed November 28, 2024, by February 14, 2025. The MFFN CAR Project Consultant confirmed that a hard copy of the Milestone #3 Report was sent in the mail to AZA. Feedback options included email, phone, or scheduling a meeting. The MFFN CAR Project Consultant followed up on information for the community's IK Report and the status of the ATRI Area of Interest. Updates on the Community Capacity Funding Agreement status and the potential project presentation to students were provided.
December 20, 2024	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kyla Morrisseau to provide an update on the banking details request for the Community Capacity Funding. The MFFN CAR Project Consultant confirmed that only one contact can be sent this information and asked if the request needs to be re- sent to a different contact.
December 23, 2024	Email	x		■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Kyla Morrisseau requesting the banking information request for the Community Capacity Funding to be resent, as it could not be found in Kyla's email inbox.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
December 24, 2024	Email		x	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kyla Morrisseau informing her that the MFFN CAR Project Team will re-send the banking information request for the Community Capacity Funding. The MFFN CAR Project Consultant mentioned that most of the team is on holiday, so the request may not be received until the new year and that a follow-up email will be sent once the request is sent out again.
January 08, 2025	Phone	x		■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received a call from Kyla Morrisseau discuss the logistics of the Community Capacity Funding banking detail request. There was no answer and that no voicemail was left.
January 08, 2025	Phone	x		■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received a call from Kyla Morrisseau to seek clarification on the request for banking details for the Community Capacity Funding. Kyla expressed confusion towards the wording of the banking and the nature of the 48-hour response limit. The MFFN CAR Project Consultant mentioned they would request clarity from the project team on the wording and necessary forms that need to be provided. Kyla mentioned that she can invite Priscilla Graham to the payment system portal and would confirm via email if Priscillia is able access the program. The MFFN CAR Project Consultant stated they would follow up to see if the information could be submitted tomorrow by AZA, as it is outside the 48-hour time limit, and if Priscilla could access the information.
January 09, 2025	Phone		x	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called Kyla Morrisseau to inform her that the MFFN CAR Project Consultants are meeting to discuss Kyla's concerns, gain clarity about the Coupa system, and confirm if the request needs to be re-sent since the last request has exceeded the 48-hour limit. The MFFN CAR Project Consultant noted that if the request needs to be re-sent, they will wait until the following Monday in case the 48-hour limit expires through the weekend.
January 15, 2025	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to AZA with the 2025 Winter Field Notice. The Field Notice provided an update to the Atigwag / Caribou Collar Removal Program and highlighted that field work has been scheduled to manually remove atigwag / caribou GPS radio tracking collars between February 10 to 28, 2025. Links to the MFFN CAR's website, webinar recordings and videos were included.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
January 27, 2025	Phone		x	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Kyla Morrisseau to provide updates to AZA on the MFFN CAR and upcoming activities, including preparations for the release of the Draft EA / IS. Kyla could not be reached, and a phone message could not be left.
January 28, 2025	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to AZA providing updates on the MFFN CAR and upcoming activities, including preparations for the release of the Draft EA / IS. The MFFN CAR Project Consultant shared an update on the proposed presentation to AZA students about job opportunities, noting that the Project Team remains interested. The MFFN CAR Project Consultant followed up with AZA regarding the status of information sharing for the IK Program, including the status of sharing AZA's Area of Interest. The MFFN CAR Project Consultant asked for updates on AZA's comments on the Draft Preliminary ATRI Existing Conditions Report. The MFFN CAR Project Consultant included a reminder that all information regarding the Draft EA / IS will come from a separate email account and requested that all questions or comments on the Draft EA / IS be directed to this address. The MFFN CAR Project Consultant invited AZA to book an in-person or virtual meeting to assist with the review of the Draft EA / IS. The MFFN CAR Project Consultant included event details, instructions on how to register, and a link to book one-on-one time with the MFFN CAR Project Team at the Three Road Projects Gathering and Expo in Thunder Bay (February 19-20, 2025) and Timmins (February 25-26, 2025). The MFFN CAR Project Consultant also offered to book in-person meetings outside of the event timeframe. The MFFN CAR Project Consultant asked AZA about the status of the community capacity funding and asked if they needed support with the payment registration system. The MFFN CAR Project Consultant also referenced the distribution of the Milestone #3 Progress Report on November 29, 2024, and requested feedback on the community-specific section by February 14, 2025. It was noted that feedback could be submitted via email, telephone, or by scheduling a meeting.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
February 10, 2025	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to AZA 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	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team sent an email to AZA to provide updates on the Draft EA / IS. The email noted that the Draft EA / IS would be available for review by Indigenous communities and groups on February 18, 2025, provided a link to the website where the Draft EA / IS is located and provided additional details. The email highlighted an Assessment Summary package to be mailed to Indigenous communities and groups and provided details of what was included in the package. The email provided a reminder that the Draft EA / IS public review period starts 60 days after the early release to Indigenous communities and groups, highlighting that Indigenous communities and groups have a total of 120 calendar days to provide their comments to the Project Team. It was noted that comments and feedback on the Draft EA / IS could be provided via the Project Website, email or letter until June 18, 2025. A link to the project website, email and mailing address were provided as well as the project phone number for any issues providing feedback. The email noted that four additional support documents would be released over the coming months, including the Milestone #3 Progress Report, Draft Record of Consultation and Engagement, community-specific ATRI: Draft IA Report and Community Wellbeing Technical Report. It was highlighted that any concerns raised by Indigenous communities and groups would be documented in the Final EA / IS Report.
February 14, 2025	Email	x		■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Kyla Morrisseau to inform the MFFN CAR Project Consultant about AZA's upcoming contributions to the EA / IS. Kyla explained that AZA was experiencing challenges due to low capacity. AZA appreciates the project timelines and is committed to reviewing all parts thoroughly and providing feedback that aligns with AZA's values and beliefs. Kyla acknowledged that the MFFN CAR Draft EA / IS would be sent to AZA shortly, and emphasized the importance of including AZA's comments in the Project's EA / IS. Kyla mentioned that AZA prepared a draft review process and is in the process of leadership approval.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
February 14, 2025	Email		x	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kyla Morrisseau acknowledging the challenges AZA is facing due to increased workload. The MFFN CAR Project Consultant emphasized that it is important to the MFFN CAR Project Team to incorporate AZA's comments into the Final EA / IS. The MFFN CAR Project Consultant acknowledged the resolution of the Coupa program issue regarding the Community Capacity Funding and apologized for the inconvenience it had caused in addition to AZA's increased workload. The MFFN CAR Project Consultant affirmed that the Draft EA / IS is scheduled for delivery on February 18, 2025, and while comments from AZA will not be included in the Draft EA / IS, they will be considered for the Final EA / IS where possible. The MFFN CAR Project Team offered to set up meetings to support the review process or discuss any comments AZA wishes to provide.
February 19, 2025	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor) ■ Lesley Gorge (Finance Clerk)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to AZA announcing that the Draft EA / IS and supporting documents are now available online. The MFFN CAR Project Team outlined the timeline for review of the Draft EA / IS and stated that the final date for comments and feedback is June 18, 2025. Methods of contact, including website, email, mailing address and phone number were provided to submit comments or feedback.
February 19, 2025	Mail - Outgoing		x	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team shipped the Draft EA / IS and Assessment Summary: Draft EA / IS hard copy to the AZA band office.
February 20, 2025	In-person	x		■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team and representatives of AZA met to discuss the CAR and the Draft EA / IS during the Three Road Projects Gathering and Expo in Thunder Bay, Ontario.
February 21, 2025	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to AZA to provide updates on the MFFN CAR Project. The email noted that the Draft EA / IS was now available for review on the project website, provided the reminder that all questions and comments should be sent to the eaisinput@martenfallsaccessroad.ca email address, and noted that an in-person or virtual meeting to discuss the Draft EA / IS was available upon request. The MFFN CAR Project Consultant followed up on the Community Capacity Funding Agreement to

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						inquire on the status. The MFFN CAR Project Consultant provided the reminder that feedback on the Milestone #3 Progress Report was due by February 14, 2025, and that any feedback received after that date would be incorporated in the forthcoming Draft RoCE for Indigenous communities. The MFFN CAR Project Consultant asked for a status update on the draft information AZA mentioned they were reviewing to send to the Project Team.
March 04, 2025	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to AZA 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 19, 2025	Email		x	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Priscilla Graham (Band Administrator)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kyla Morrisseau to ask if AZA received the Community Capacity Funding payment, which was sent out on March 12, 2025.
March 31, 2025	Phone		x	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called Kyla from AZA to discuss updates on the Marten Falls Community Access Road Project. The MFFN CAR Project Consultant acknowledged the ongoing election period and confirmed that the Community Capacity Funding payment was sent on March 12th, which Kyla confirmed receipt. Kyla mentioned preparing a comprehensive review package for the Draft EA / IS, which will be sent once finalized. The MFFN CAR Project Consultant inquired about the area of interest map, and Kyla confirmed it was shared with MINES. The MFFN CAR Project Consultant mentioned they will confirm the receipt of this from the MFFN CAR Project Team and will follow up with Kyla if necessary. The MFFN CAR Project Consultant also discussed plans for a presentation on job opportunities for youth, with Kyla agreeing to coordinate with school representatives on the presentation format and timeline. Kyla confirmed receipt of physical copies of the Draft EA / IS and plans to use plain language summaries to brief the new council. The MFFN CAR Project Consultant noted that translations Ojibway are in progress and will be uploaded to the MFFN CAR Draft EA / IS dedicated website as completed.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
March 31, 2025	Email	x		■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Priscilla Graham (Band Administrator)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Kyla Morrisseau confirming receipt of the Community Capacity Funding payment.
March 31, 2025	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to AZA to provide updates on the MFFN CAR Project including the Draft EA / IS, upcoming webinars, and preparations for a student career opportunities presentation. The MFFN CAR Project Consultant thanked AZA for confirming the receipt of the Community Capacity Funding. The MFFN CAR Project Consultant confirmed the items discussed regarding coordinating a presentation on job opportunities for high school students, requesting updates on the preferred method of delivery. The MFFN CAR Project Consultant acknowledged that AZA is compiling information and edits for the MFFN CAR Team, including ATRI baseline information, to be sent with comments on the Draft EA / IS. The consultant will verify the status of the area of interest map sent to MINES last month. The MFFN CAR Project Consultant noted that the Draft EA / IS was available for Indigenous community review and that all information related to the Draft EA / IS would come from a separate email account. They mentioned that all questions and comments should be sent to that email account and offered a meeting to discuss the Draft EA / IS. The MFFN CAR Project confirmed they will follow up on timelines for Ojibway translations of the plain language summaries and provided a link to the English versions of the plain language summaries. The MFFN CAR Project Consultant also noted that the MFFN CAR webinar series was continuing in April and May and upcoming webinar topics included project effects and proposed mitigation measures for Land, Water and People.
March 31, 2025	Email		x	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Priscilla Graham (Band Administrator)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kyla Morrisseau thank her for confirming receipt of the Community Capacity Funding payment.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
April 01, 2025	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kyla requesting that two MFFN CAR Consultant contacts be included in any emails when submitting comments on the Draft EA / IS to the designated email address. The MFFN CAR Project Consultant clarified that AZA's comments on the Draft Preliminary ATRI Existing Conditions Report or area of interest can be submitted at any time. A meeting was offered.
April 03, 2025	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to AZA with the March 2025 E-blast. The E-blast provided an update on the Community Access Road including: The public release of the Draft EA / IS, the Prospectors and Developers Association of Canada 2025 Convention and upcoming spring 2025 webinars. Links to the MFFN CAR webinar archive and website were included.
April 10, 2025	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to AZA 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 17, 2025	Email		x	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Priscilla Graham (Band Administrator)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent AZA a copy of the Community Capacity Funding Agreement that has been signed by the MFFN CAR Project Team.
April 28, 2025	Phone	x		■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received a call from AZA. The call was not answered, and a message was not left.
April 28, 2025	Phone		x	■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant returned the call from AZA. The call was not answered, and a message was left inviting AZA to call or the MFFN CAR Project Consultant back.
April 28, 2025	Email	x		■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from AZA requesting shapefiles of the MFFN CAR Preferred Route, including a 10 km buffer.

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April 28, 2025	Email		x	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to AZA to send shapefiles and a KMZ file of the MFFN CAR Preferred Route and a 10 km Buffer, as well as the Preferred Route CDA.
April 30, 2025	Phone		x	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Kyla Morrisseau to provide updates on the MFFN CAR Project including upcoming events and engagement opportunities, updates on the Draft EA / IS, and follow-ups regarding project shapefiles recently sent to the community, presentation to high school students on job opportunities, and AZA's Area of Interest map. Kyla could not be reached and the MFFN CAR Project Consultant left a voicemail.
April 30, 2025	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to AZA 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.
April 30, 2025	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to AZA to provide updates on the MFFN CAR Project including upcoming events and engagement opportunities, updates on the Draft EA / IS, and follow-ups regarding project shapefiles recently sent to the community, presentation to high school students on job opportunities, and AZA's Area of Interest map. The MFFN CAR Project Consultant noted that the Draft EA / IS was now available for public review and the Community Well-Being Report was released for Indigenous community and group review on April 16, 2025. They provided a reminder that the review process concludes on June 23, 2025, noted how feedback can be submitted and offered a meeting to support the review. The MFFN CAR Project Consultant highlighted that PIC #6 would be happening on May 26 in Thunder Bay and May 29 in Geraldton, noting that the first hour of each PIC is dedicated to Indigenous community members and provided a link with more information. The MFFN CAR provided details on the upcoming webinar series which included webinars on ungulates, fish and fish habitat and land and resource use, mentioned the first webinar on Community Well-Being would be

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						held on May 6 and provided a link to register. The MFFN CAR Project Consultant asked AZA to confirm if the GIS and KMZ shapefiles for the MFFN CAR Preferred Route and 10km buffer sent on April 28, 2025, were adequate for their needs. The MFFN CAR Project Consultant asked AZA to confirm if they had been in contact with AZA's high school principal regarding the preferred format and timeline for the suggested presentation on job opportunities. The MFFN CAR Project Consultant also confirmed their understanding of the status of AZA's Area of Interest and asked AZA to send updates if there is new information.
May 06, 2025	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to AZA 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	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to AZA 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	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to AZA 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 22, 2025	Phone		x	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Kyla Morrisseau to provide updates on the MFFN CAR Project including upcoming events, engagement opportunities, updates on the Draft EA / IS and followed up on the student presentation on job opportunities requested by AZA and AZA's area of interest map. Kyla could not be reached, and a message was left describing the updates and mentioned that an email summarizing the updates would be sent subsequently.
May 22, 2025	Email	x		■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to AZA to provide updates on the MFFN CAR Project including upcoming events, engagement opportunities, updates on the Draft EA / IS and followed up on the student presentation on job opportunities requested by AZA and AZA's area of interest map. MFFN CAR Project Consultant provided a reminder on how to submit comments and feedback on the Draft EA / IS, and that the review process concludes on June 23, 2025. The MFFN CAR Project Consultant encouraged AZA to book a meeting with the Project Team to discuss the Draft EA / IS. The MFFN CAR Project Consultant also provided a reminder for PIC #6, happening May 26 in Thunder Bay, and May 29 in Geraldton, noting that the first hour of each PIC is dedicated to Indigenous community members and provided a link with more information. The MFFN CAR Project Consultant also provided details on upcoming webinars, providing a link to register for the fish and fish habitat webinar occurring on May 22 at 4:00 p.m. EST, and noting that the People: Land and Resource Use webinar will occur on June 5. The MFFN CAR Project Consultant inquired about the status of the proposed presentation to high school about job opportunities and inquired about the best format to present this information. The MFFN CAR Project Consultant also inquired about the status of AZA's area of interest map.
May 26, 2025	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to AZA inviting recipients to attend the upcoming Public Information Centre #6 on May 26 and 29, 2025, in Thunder Bay and Geraldton, respectively. An informational poster for the event and a poster for the release of the Draft EA / IS release to the public was attached, and the date, time and location of each event were included in the body of the email. A link to the event information page was included.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
May 27, 2025	Email	x		■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Kyla Morrisseau to provide an update on AZA's progress on the review of the Draft EA / IS. Kyla mentioned that their review of the Draft EA / IS is nearly ready for submission, pending review by Leadership and management to ensure all community comments and concerns are included. Kyla is awaiting feedback from the high school regarding their preferred method of the proposed presentation to high school students and plans to follow up with the principal. If arrangements are not made by the end of June, Kyla suggested engaging with high school students in September, either in person or through a virtual PowerPoint presentation.
May 27, 2025	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kyla Morrisseau to thank her for the update on AZA's progress on the review of the Draft EA / IS. The MFFN CAR Project Consultant offered to arrange a meeting with the Project Team if AZA has any questions or needs further discussion regarding the Draft EA / IS. The MFFN CAR Project Consultant acknowledged the status of the high school presentation on career opportunities and asked to stay updated so coordination of details can proceed.
June 05, 2025	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to AZA inviting recipients to register for the upcoming People: Land and Resource Use webinar on Thursday, June 5, 2025, from 4 to 5 p.m. EST. An invitation to reach out if AZA 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	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to AZA 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 20, 2025	Email	x		■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant received an email from Kyla Morrisseau indicating that AZA's review of the Draft EA / IS was being finalized and would be ready for submission on Monday. Kyla inquired about the submission process to confirm the correct procedure. Kyla also noted the possibility of conducting a project workshop with high school students in September and offered to provide dates for coordination.
June 20, 2025	Email		x	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kyla Morrisseau to provide clarity on the submission process for the Draft EA / IS by stating the submission email address and asked that the MFFN CAR Project Consultant be carbon copied. The MFFN CAR Project Consultant also indicated that inquiries during the submission process were welcome. The MFFN CAR Project Consultant acknowledged the update on the high school presentation / workshop on career opportunities.
June 23, 2025	Email	x		■ Andrew Bubar (Environmental Advisor) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Marten Falls (IAAC / AEIC) ■ Ryan Smith (Biologist)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team received an email from AZA with an executive summary Technical Review providing their feedback on the Draft EA / IS. AZA noted they are looking forward to continued involvement in the IA process.
June 26, 2025	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kyla Morrisseau to provide updates on the MFFN CAR Project including updates on the Draft EA / IS, and the Draft RoCE for Indigenous communities. The MFFN CAR Project Consultant noted that the review period for the Draft EA / IS had officially closed on June 23, 2025. The MFFN CAR Project Consultant thanked AZA for providing feedback on the Draft EA / IS. The MFFN CAR Project Consultant indicated that the report would help inform the Final EA / IS that will be submitted to the federal and provincial governments for review in mid to late 2026. The MFFN CAR Project Consultant provided a link to the PIC #6 consultation materials. The MFFN CAR Project Consultant noted that the Draft RoCE for Indigenous communities will be released in Fall 2025.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
July 10, 2025	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed the community-specific ATRI: Draft IA Report to AZA. The MFFN CAR Project Consultant noted that the community-specific ATRI: Draft IA Report included information from publicly available sources and any Indigenous Knowledge reports received by the MFFN CAR Project before January 2025. It was also noted that the community-specific ATRI: Draft IA Report outlined the assessment process for ATRI related to the Project, which focused specifically on AZA. The MFFN CAR Project Consultant noted the review period for the community-specific ATRI: Draft IA Report is 90 calendar days and that if no feedback was received by October 8, 2025, the community-specific ATRI: Draft IA Report would be finalized. The email also noted that any additional Indigenous Knowledge or details that could better inform the report would be used to refine the potential effects in the community-specific ATRI: Draft IA Report, and a final version would be provided to AZA. A meeting was offered to discuss the community-specific ATRI: Draft IA Report and answer any questions.
July 15, 2025	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to AZA 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	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to AZA 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	Phone		x	■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called Kyla Morrisseau to provide updates to the MFFN CAR Project. Kyla could not be reached, and a voicemail could not be left.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
July 30, 2025	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to AZA, regarding July 2025 updates for the MFFN CAR Project. The email noted that there were audio issues with a previous call and offered a phone number for the AZA contact to use. The MFFN CAR Project Consultant outlined information about a potential presentation for high school students regarding job opportunities, and the MFFN CAR Project Consultant inquired about any updates or if a virtual meeting or phone call would be better. The MFFN CAR Project Consultant also noted that the Draft RoCE for Indigenous communities will be released in the fall of 2025 and provided a link to the Summer 2025 Field Notice, noting that field programs would continue into the summer and fall seasons. The MFFN CAR Project Consultant provided a link to the community-specific ATRI: Draft IA Report and noted the 90-day review period, with the deadline of October 8, 2025.
July 31, 2025	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to AZA with an update on Field Work regarding the Stage 2 Archaeological Assessment. The email informed recipients that the field work will take place from August 7, 2025, to August 25, 2025, (pending weather and / or site conditions). Recipients were informed that those located within the study area may notice an increase in air traffic as field crews will be accessing sites by helicopter. Links to the Field Notice, MFFN CAR project website and social media pages were included.
August 07, 2025	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to AZA with the July 2025 E-blast. The E-blast provided an update on the Community Access Road including: the latest on the Draft EA / IS, Plain Language Summaries available in five languages, New Video: Understanding Cumulative Effects, a reminder of the Draft EA / IS Series and upcoming 2025 field work. Links to the MFFN CAR project website, plain language summaries, technical reports, Cumulative Effects video, webinar recordings, Field Notice and social media pages were included.
August 28, 2025	Email		x	■ Yvette Metansinine (Chief) ■ Kyla Morrisseau (AZA Consultation Coordinator & Climate Change Specialist) ■ Joe Donio (Consultant) ■ Priscilla Graham (Band Administrator) ■ Andrew Bubar (Environmental Advisor)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to AZA to provide August Project updates for MFFN CAR. The email shared a link to an educational video about cumulative effects in relation to the MFFN CAR Project. A follow up on the community-specific ATRI: Draft IA Report, which was originally circulated on July 10, 2025, was also provided. The MFFN CAR Project Consultant requested updates on the potential presentation for high school students regarding job opportunities and asked how support could be provided.

B1. Animbiigoo Zaagi'igan Anishinaabek First Nation (AZA)

B1.1 Outgoing Community Specific Correspondence
B1.2 Incoming Community Specific Correspondence
B1.3 Community Specific Meeting Materials

B1.1 Outgoing Community Specific Correspondence

DILLON CONSULTING

Weseluck, Lauren [redacted]

MFFN CAR General Project Outreach - June 2024

Weseluck, Lauren <[redacted]> Tue, Aug 13, 2024 at 1:39 PM
To: Andrew Bubar <[redacted]>
Cc: "McEwen, Kate" <[redacted]>, Kyla Morrisseau <[redacted]>, Joe Donio <[redacted]>

Hi Andrew,

My apologies, I have been quite busy the past 24 hours. I am not able to meet today, however the team would be happy to meet with you to discuss the IK Funding further and I do have some availability next week - could you please provide a couple time-slots that work best for you and we can go from there?

Thank you,
Lauren

Vacation Alert: August 26th - September 10th

DILLON CONSULTING

Weseluck, Lauren <[redacted]>

MFFN CAR General Project Outreach - June 2024

Weseluck, Lauren [redacted] Tue, Aug 20, 2024 at 9:34 AM
To: Andrew Bubar [redacted]
Cc: "McEwen, Kate" <[redacted], Kyla Morrisseau[redacted]>, Joe Donio <[redacted]>, [redacted], Lucia Jara Moreno <[redacted]>

Hi Andrew,

Great, I am waiting on confirmation from a couple of our team members, however I would like to tentatively book the meeting for Tuesday August 27th at 10:30 am.

You mentioned in your earlier email you were hoping to discuss the deliverables for the IK Program, however I was hoping you could provide me with a bit more detail on what it was you were hoping the focus will be, and if there were any other pieces related to the IK Program which you would like to discuss. This will help me ensure I prepare the appropriate materials and determine whether there is any relevant supporting documentation I should send beforehand.

Thank you,
Lauren

DILLON CONSULTING

Weseluck, Lauren <[redacted]>

MFFN CAR General Project Outreach - June 2024

Weseluck, Lauren [redacted] Fri, Aug 23, 2024 at 8:03 AM
To: Andrew Bubar <[redacted]>

Hi Andrew,

Could you please give me a call at[redacted]at your earliest convenience?

There are some logistical questions I had regarding our potential meeting on the IK Program next week that I would like to discuss with you today as I leave for vacation tomorrow.

Thank you,
Lauren

Weseluck, Lauren <[redacted]>

MFFN Community Access Road - About the Draft EA / IS

Weseluck, Lauren [redacted] Thu, Sep 26, 2024 at 10:39 PM
To: [redacted]
Cc: Kyla Morrisseau <[redacted]>, Joe Donio [redacted]>, Andrew Bubar [redacted]>, [redacted], Qasim Saddique <[redacted],
Jennifer Bruin <[redacted]>, Bob Baxter <[redacted]>, Lawrence Baxter <[redacted]>, [redacted]
Bcc: Laura Swyers <[redacted]>

Dear Chief Yvette Metansinine,

Please find attached a letter and frequently asked questions (FAQ) regarding the circulation of the **Draft Environmental Assessment / Impact Statement Report (Draft EA / IS)** for the Marten Falls First Nation Community Access Road for your community's review and comment.

The Draft EA / IS, and supporting documents, will describe how the preferred route was determined and identify how the proposed Community Access Road may affect the social, cultural, economic and natural environment.

As we prepare to submit the Draft EA / IS, we want to ensure your community has easy access to the documents and has identified a key community contact to help guide the review process.

Please fill out this questionnaire to identify a key contact and preferences related to the review process: https://forms.office.com/r/QLXhJdWg6y

We will be in touch in the Fall to discuss these matters with you but if you have any questions or concerns in the meantime, please do not hesitate to contact me.

Sincerely,
Lauren Weseluck
--

Lauren Weseluck
Dillon Consulting Limited
[redacted]
www.dillon.ca

2 attachments

2024-09-26 – About the Draft EA IS Process_AZAFirstNation.pdf
344K

FAQ - Draft EA IS - September 2024.pdf
1042K

September 26, 2024

Animbiigoo-Zaagi'igan Anishinaabek First Nation
[redacted]

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

Dear Chief Yvette Metansinine,

This letter is to update you on the proposed Marten Falls First Nation (MFFN) Community Access Road and the circulation of the **Draft Environmental Assessment / Impact Statement Report (Draft EA / IS)** to Indigenous communities, the public and regulators for review and comment.

The Draft EA / IS, and supporting documents, will describe how the preferred route was determined and identify how the proposed Community Access Road may affect the social, cultural, economic and natural environment. Your input on the Draft EA / IS (e.g., on specific technical documents, proposed impact management and follow up measures, cumulative effects assessment, EA / IS conclusions, and on confirmation that input was captured appropriately) will help us prepare the Final EA / IS.

As we prepare to submit the Draft EA / IS, we want to ensure your community has easy access to the documents and has identified a key community contact to help guide the review process. We will be in touch in the Fall to discuss these matters with you.

Coming Soon for Your Review

Your input to these important planning documents is invaluable, and we want to ensure you have advance notice of when the Draft EA / IS will be circulated and what will be included in it. Some Indigenous communities have indicated that they would like time to review documents in advance of public release, so we're providing Indigenous communities early access to the Draft EA / IS this winter with a minimum review period of 120 days (additional time will be provided if the review period overlaps with the year-end holidays). **We will be in touch with the exact date of the release of the Draft EA / IS as soon as it is confirmed.**

The Draft EA / IS will be circulated to the public and regulators 60-days following the Indigenous communities review period. Individual members of an Indigenous community are welcome to

provide their own comments in addition to those provided on behalf of their community during the 60-day public review period. The exact review dates will be provided once confirmed.

We're Here to Help

The MFFN Community Access Road Project Team is available to support your community during the Draft EA / IS review process.

In addition to publishing plain language summaries to help guide you through the technical documents, we are planning activities to help prepare you for the review process. We will:

- Release a new webinars series on topics we've heard are of interest to you including: The Final Route for the Community Access Road and How the Road will be Constructed.
- Launch new videos to describe the final route for the Community Access Road and to provide an overview to the Draft EA / IS, including ways you can provide feedback.
- Host Public Information Center #6 to provide an update on the Community Access Road, share the Draft EA / IS report, answer questions and gather your feedback; and
- Three-Road Gathering & Expo #2.

We will also be available for—and encourage—meetings to review chapters and technical reports of interest to your community. If you have questions or if you would like to schedule a meeting to discuss, please contact us. We are happy to meet with you.

Be ready!

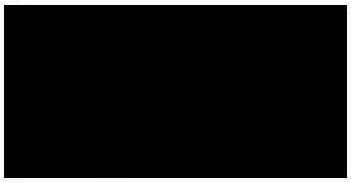
The Draft EA / IS will be a large document (approximately 500 - 1000 pages) and include thousands of pages of supporting documents (ranging from the technical documents to the Record of Consultation & Engagement).

We encourage you to book time with us before circulation of the Draft EA / IS to discuss how you would like to receive the Draft EA / IS from us and how best we can support you in your review.

Don’t hesitate to be in touch! We’re happy to support you through this review.

We thank you for your continued participation and collaboration as we work towards building the Community Access Road.

Sincerely,



Qasim Saddique
Project Director



Lawrence Baxter
Senior Community Member Advisor

Cc:

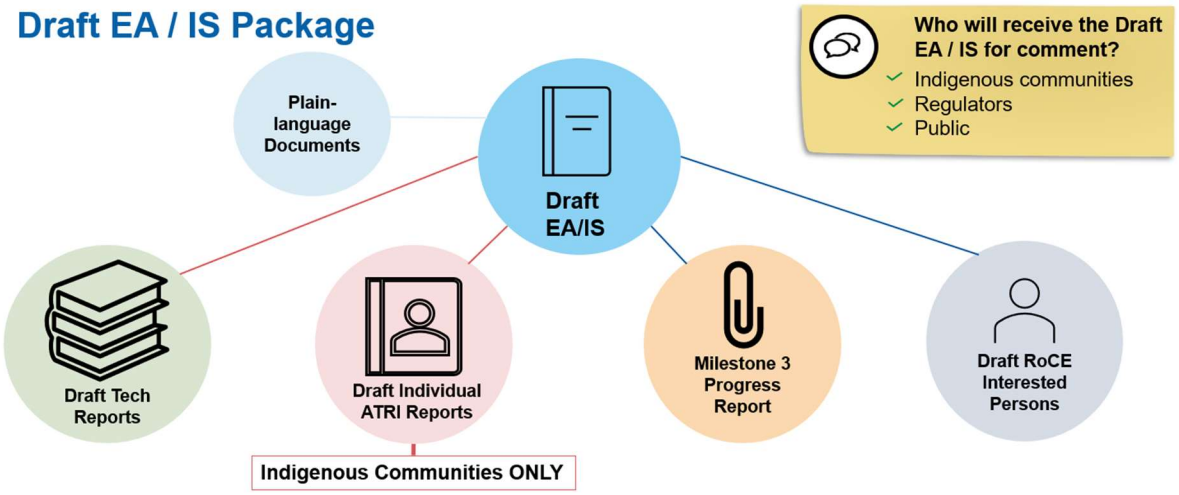
- Qasim Sadique, Project Director, MFFN Community Access Road Project Team
- Lawrence Baxter, Senior Community Advisor, MFFN Community Access Road Project Team
- Bob Baxter, Senior Community Member Advisor, MFFN Community Access Road Project Team
- Jennifer Bruin, Technical Advisor, MFFN Community Access 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
- Kyla Morrisseau, Animbiigoo-Zaagi'igan Anishinaabek First Nation
- Joe Donio, Animbiigoo-Zaagi'igan Anishinaabek First Nation
- Priscilla Graham, Animbiigoo-Zaagi'igan Anishinaabek First Nation
- Andrew Bubar, Environmental Consultant, Animbiigoo-Zaagi'igan Anishinaabek First Nation

Frequently Asked Questions – Draft EA / IS

Issued September 2024

What is included in the Draft Environmental Assessment / Impact Statement Report (EA / IS)?

The Draft EA / IS will be a large document (approximately 500 - 1000 pages) which includes thousands of pages of supporting documents. These range from technical documents on valued components (like noise, air quality, peatlands—see below question for a full list), individual Aboriginal and Treaty Rights and Interests (ATRI) reports, to the Records of Consultation & Engagement. We are here to help in your review—plain-language versions of select documents will be made available, and we encourage you to book time with us to discuss before we circulate the Draft EA / IS.



How have Indigenous communities influenced the Draft EA / IS?

Through consultation activities, the Marten Falls First Nation (MFFN) Community Access Road Project Team has collected feedback, information and Indigenous Knowledge to inform the final route selection and support the development of the Draft EA / IS. The ATRI / Three-Road Forums and Gatherings and Individual Community ATRI Existing Conditions Reports have facilitated the sharing of Indigenous Knowledge and provided a forum for open discussion around the proposed Community Access Road. The MFFN Community Access Road Project Team has engaged 22 Indigenous communities over the course of the environmental assessment process, working with key contacts and representatives of the communities who have provided their expertise, asked questions, and flagged concerns and issues that should be addressed and included in the Draft EA / IS.

Why is it important to provide your comments on the Draft Environmental Assessment / Impact Statement Report (Draft EA / IS)?

We are providing a Draft EA / IS to Indigenous communities, the public and regulators to allow for an early review of our information, approach and findings. Your input on the Draft EA / IS will inform the preparation of the Final EA / IS and allow us to incorporate your input and consider concerns related to the proposed Community Access Road.

How long do I have to review and provide comments on the Draft EA / IS?

Members of the Indigenous communities we are engaging will have access to the Draft EA / IS this winter via their community's key contact (identified by your Chief and Council). Indigenous communities have a minimum of 120 days to review and comment on the Draft EA / IS. If the 120 days overlap with year-end holidays; then additional time will be added to compensate. Access to the Draft EA / IS for Indigenous communities is 60-days in advance of the public and regulators' review period. The exact review dates will be provided once confirmed.

How and when will we get responses to the questions or comments that we provide on the Draft EA / IS?

Comments and questions received during the review process will be recorded and responses tracked and addressed, where possible, in the Final EA / IS. In addition, during the review period, we encourage you to contact us to schedule a meeting so that we can discuss with you directly any questions or concerns you might have. Our intent, where appropriate, is to provide you an opportunity to review or discuss your comments and our proposed response in advance of submitting the Final EA / IS.

What is the difference between the Draft EA / IS and the Final EA / IS version?

The Final EA / IS will incorporate comments, questions and feedback received on the Draft EA / IS from Indigenous communities, the public and regulators. Additional information from studies not completed before the release of the Draft EA / IS may also be included (if applicable). Because the Final EA / IS will be submitted by MFFN to the Ministry of the Environment, Conservation and Parks (MECP) and the Impact Assessment Agency of Canada (IAAC) for a decision by the Minister and Cabinet, it is important that communities participate in consultation on the Draft EA / IS, so that their input can be considered or addressed in the final version.

Where do we send our comments and feedback on the Draft EA / IS?

Once the key contact has compiled your community's feedback, the comments / edits / questions can be sent to your MFFN Community Access Road Project Team contact or to the Community Access Road general email address: info@martenfallsaccessroad.ca.

How will my feedback be received if I am not an official representative of my community (e.g., key contact)?

Individual members of an Indigenous community are welcome to provide their own comments in addition to those provided on behalf of their community during the public review period. This input will be addressed along with other comments received from the public and regulators.

What Technical Reports are included in the Draft EA / IS?

The technical documents will include information on valued components existing conditions, effects assessment and cumulative effects.

The following technical reports are included in the Draft EA / IS.

1. Noise and Vibrations	10. Ungulates
2. Groundwater and Geochemistry	11. Air Quality and Green House Gas
3. Surface Water	12. Land Use
4. Fish and Fish Habitat	13. Human Health
5. Physiography, Terrain and Soils	14. Social
6. Peatlands	15. Economics
7. Vegetation	16. Visual
8. Wildlife	17. Aboriginal and / or Treaty Rights Interests (ATRI) / Indigenous Knowledge
9. Birds	

What are Cumulative Effects and the Inclusions List?

Cumulative Effects are the potential effects of the Community Access Road combined with the

effects of other past, present and reasonably foreseeable future projects and activities. On their own, individual project effects may be minor, but when considered together with other project effects they may become significant.

As part of the provincial EA and federal Impact Assessment (IA) process for the Community Access Road, an assessment of the potential cumulative effects is being completed. The preliminary project Inclusion List identifies potential projects that will be considered for inclusion in the Cumulative Effects Assessment, which will be part of the Draft EA / IS.

How have Indigenous communities been consulted?

Indigenous Knowledge Program

The purpose of this program was to empower Indigenous communities to share information on their land and resource use, cultural practices and values, and rights and interests in the study area. Participation in the program enabled participating communities to either share existing Indigenous Knowledge (IK) and Indigenous Land and Resource Use (ILRU) information (previously collected by communities) or to complete project-specific IK and ILRU Studies.

Community Coordinator Program

The Community Coordinator Program supports the Community Access Road activities, meetings and events, helping to make sure input is collected and shared back with the MFFN Community Access Road Project Team.

Community Coordinators strengthen our collective efforts related to the EA / IA process and allow for a more open and responsive consultation and engagement between Indigenous communities and the MFFN Community Access Road Project Team.

Reports

Through the EA / IA process, the MFFN Community Access Road Project Team has worked with Indigenous communities to produce reports including: ATRI Existing Conditions Report, Milestone #1 and #2 Reports, Cultural Heritage Report, Stage 1 and Stage 2 Archaeological Assessment Reports, and the Interim Record of Consultation and Engagement (RoCE).

In-person & virtual consultation activities

To date, our consultation efforts have included:

- Five in-person Public Information Centres (PICs), including dedicated hours for Indigenous Community members;
- 31 in-person or virtual meetings with 11 communities, including 8 in-person or virtual meetings with MFFN;
- Two in-person ATRI forums;

- An in-person Three-road Project Gathering & Expo;
- Attendance at several conferences, including the Prospectors & Developers Association of Canada (PDAC) conference and the Matawa First Nations Management gathering.
- Fourteen virtual webinars; and
- Ongoing outreach including phone calls emails, virtual meetings, and in-person meetings with communities and tribal councils.

Weseluck, Lauren [redacted]

MFFN CAR - General Project Outreach September

Weseluck, Lauren [redacted] Fri, Sep 27, 2024 at 4:24 PM
To: Andrew Bubar [redacted]
Cc: Kyla Morrisseau <[redacted], Joe Donio <[redacted], [redacted] Laura Swyers [redacted]

Hi Andrew,

I wanted to apologize for my delay in getting back to you following our call last week. I have been talking to my broader team about a couple of the topics we discussed, in order to provide you with more accurate and detailed information.

However, I did want to recap a few of the items we discussed, including the following:

IK Program
When you have an update on the sharing of AZA First Nation's area of interest as noted as one of the action items from the August 28 IK Program Meeting please let me know. I understand that Kyla has recently returned from vacation and there were some internal discussions happening around this, however if there has been any developments since we spoke last week please let me know.

As I mentioned the meeting minutes are currently undergoing an internal review and I can have those back to you in the next couple weeks.

Please let me know if you have an update on the contact information for your new staff member responsible for finances so we can proceed with the payment for the IK Program. Kyla it was noted that this was something you could provide to me.

ATRI Existing Conditions

I also wanted to request whether you had an update on the review of the Draft ATRI Existing Conditions Report and the approvals you noted were needed to commence on this.

Stay Up to Date
To stay updated on ongoing activities for the MFFN CAR project, sign up for our newsletter here: https://www.martenfallsaccessroad.ca/contact-us/

Additionally, you can follow us on Facebook, LinkedIn and Instagram.

Lastly, I have cc'ed my colleague Laura on this email. She will slowly be transitioning into my role as your main contact for the MFFN CAR Project so I wanted to provide an introduction now. I will still be on the Project and will not fully exit out of communications with AZA First Nation for another couple of weeks, so if you have any questions please do not hesitate to ask.

Kind Regards,
Lauren
--

DILLON CONSULTING

BEST MANAGED COMPANIES
Platinum member

Lauren Weseluck
Dillon Consulting Limited
[redacted]
www.dillon.ca

Swyers, Laura <[redacted]>

Updates Following August IK Meeting

Weseluck, Lauren <[redacted]> Tue, Oct 15, 2024 at 12:12 PM
To: Andrew Bubar <[redacted]>
Cc: Kyla Morrisseau <[redacted]>, Laura Swyers <[redacted]>

Hi Andrew,

I wanted to follow up on a couple items we discussed in our last phone call.

Firstly, I had inquired about the AZA First Nation's area of interest and you noted that you were still waiting on some reviews and approvals to share this information. As a few weeks have passed since this call I was hoping you could provide me with a status update on this.

Secondly, you also noted that you may be receiving Impact Statement Review Funding, which could be put towards your review of the Draft ATRI Existing Conditions Report. Please confirm whether you will be receiving this funding, and if so, whether you have an update on the timing of when you will commence your review.

I am still waiting on a couple things to be reviewed internally on our end (such as the IK Meeting Minutes), so when those are completed I will be sure to pass them along to you and the rest of AZA First Nation's Project contacts.

Please let me know if you have any questions.

Thank you,
Lauren

--

DILLON CONSULTING

BEST MANAGED COMPANIES
Platinum member

Lauren Weseluck
Dillon Consulting Limited
[redacted]

Swyers, Laura <[redacted]>

MFFN CAR - October Project Updates

1 message

Swyers, Laura <[redacted]> Thu, Oct 24, 2024 at 4:22 PM
To: [redacted]
Cc: [redacted], Lucia Jara Moreno <[redacted]>, Lauren Weseluck <[redacted]>
Bcc: [redacted]

Dear Kyla,

I hope this email finds you well.

I am following up on the phone message I left earlier regarding some updates on the Marten Falls First Nation Community Access Road.

IK Program

We had inquired about AZA First Nation's area of interest, and you mentioned that you were still waiting on some reviews and approvals to share this information. Could you please provide an update on this?

Additionally, the meeting minutes for the August 28 IK Program Meeting will be sent shortly. You can also expect the signed IK Funding Agreement and Sharing Agreement soon.

ATRI Existing Conditions

You previously noted that you might be receiving Impact Statement Review Funding, which could be used for reviewing the Draft ATRI Existing Conditions Report. Could you confirm if you are receiving this funding and provide an update on when you might begin reviewing the report?

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]

Thank you very much for your time, and I hope to talk soon.

Best Regards,
Laura

DILLON CONSULTING

BEST MANAGED COMPANIES
Platinum member

Laura Swyers
Dillon Consulting Limited
[redacted]

DILLON CONSULTING

Swyers, Laura <[redacted]>

Update on Marten Falls First Nation Community Access Road and Community Coordinator Program

1 message

Swyers, Laura <[redacted]> Wed, Nov 6, 2024 at 9:51 AM
To: "[redacted]" <[redacted]>
Cc: "[redacted]" <[redacted]>, "[redacted]" <[redacted]>, "[redacted]" <[redacted]>, [redacted], Lucia Jara Moreno <[redacted]>

Dear Kyla,

I hope this message finds you well.

I am writing to provide an update on the Marten Falls First Nation (MFFN) Community Access Road and the Community Coordinator Program.

The Community Coordinator Program is being replaced with a one-time capacity funding payment. This payment is intended to support your community's engagement in the MFFN Community Access Road project in a manner that best suits your needs.

The original objective of identifying a Community Coordinator was to facilitate consultation efforts between the MFFN Community Access Road project and your community, including outreach, fieldwork, and Public Information Centers, among other engagement activities. As we approach the circulation of the Draft Environmental Assessment / Impact Statement (EA/IS), the nature of the tasks has evolved, and there are fewer responsibilities for a community coordinator based on the original role description. While consultation and outreach activities will continue, the focus will shift to the review of the Draft EA/IS and gathering feedback.

To ensure your community is supported during the review of the Draft EA/IS, we would like to offer a [redacted] These funds are intended to support your engagement in the Community Access Road project, providing your community with the flexibility to allocate the funds as you see fit to meet your needs.

For example, these funds could support the review and comment gathering on the Draft EA/IS by elders and/or youth. If your community prefers to have a Community Coordinator to assist with the review (e.g., by gathering and compiling feedback), you may use this funding to support that position. Please note that with the discontinuation of our Community Coordinator Program, the responsibilities of managing this role will be transferred to your community. During the review period of the Draft EA/IS, the Project Team will remain available to support you upon request, providing project materials, information, and meetings as needed.

If this capacity funding is of interest to you, please respond to this email before **February 28, 2025**, indicating which business entity the payment should be made to, and we will provide a funding agreement for your review.

Please let me know if you have any questions.

Additionally, I will be following up this email with the meeting minutes for the August 28th meeting.

Best regards,
Laura

DILLON CONSULTING

BEST MANAGED COMPANIES
Platinum member

Laura Swyers
Dillon Consulting Limited
[redacted]

Swyers, Laura <[redacted]>

Meeting Minutes for August 28th Meeting

1 message

Swyers, Laura <[redacted]> Wed, Nov 6, 2024 at 9:52 AM
To: "[redacted]" <[redacted]>
Cc: "[redacted]" <[redacted]>, "[redacted]" <[redacted]>, "[redacted]" <[redacted]>, [redacted], Lucia Jara Moreno <[redacted]>

Good morning Andrew,

Please see the meeting minutes for the August 29th 2024 online meeting attached to this email.

Take care,
Laura

Laura Swyers
Dillon Consulting Limited
[redacted]

[redacted]
478K

Re: MFFN CAR – Meeting with Animbiigoo Zaagi igan Anishnaabek Re IK Program

Project Name:	Marten Falls First Nation All Season Community Access Road	**Date of Meeting:**	August 28, 2024
		Time:	12:00 p.m. – 1:00 p.m. EST
		Location:	In-Person and Online (via Zoom)
Attendees:	Andrew Bubar, Environmental Consultant from Tamarack Environmental Associates on behalf of Animbiigoo Zaagi igan Anishnaabek (AZA) Jennifer Bruin, MFFN CAR Project Team Andrea Nokleby, MFFN CAR Project Consultant Caroline Wrobel, MFFN CAR Project Consultant Lucia Jara Moreno, MFFN CAR Project Consultant	**Prepared By:**	Lucia Jara Moreno (MFFN CAR Project Consultant)

Meeting Purpose

Animbiigoo Zaagi igan Anishnaabek (AZA) requested a meeting with Marten Falls First Nation (MFFN) Community Access Road (CAR) Project Consultants to discuss the Indigenous Knowledge (IK) Program along with the Indigenous Knowledge Funding Agreement (IKFA). AZA was looking to understand what is expected in terms of materials and information shared with the MFFN CAR Project Consultants through the IK program, and what the main purpose of the program is. The IKFA has been shared and signed by all parties.

The meeting involved the Environmental Consultant on behalf of AZA and three Project Consultants and started off with a brief introduction of each attendee. The MFFN CAR Project Consultants thanked the Environmental Consultant for making the time to meet and review the IK programs and its deliverables.

Summary of Meeting Action Items:

- MFFN CAR Project Consultants to follow up with project schedule and consultation milestones.
- AZA Environmental Consultant to provide an update on contact information on new staff member responsible for finances.

Notes on Meeting

Item #	Topic / Theme	Comments / Questions	Response / Action Items
1	IK Program and deliverables	• A MFFN CAR Project Consultant provided an overview of the IK Program: in 2019 the MFFN CAR Project launched the IK Program with the intent to support communities in sharing IK they would like to be considered and/or incorporated into the Project assessment process. Communities are welcome to share any existing information or collect and share Project-specific information, and this can be provided in various forms (e.g., a consolidated report of existing information, a Project-specific study, geospatial data, and/or existing reports and maps). • The MFFN CAR Project wants to understand what AZA's concerns are with respect to the Project, and if there is IK and information on traditional land and resource use and cultural practices in the area of the Project, and specifically within the Aboriginal and/or Treaty Rights and Interests (ATRI) study areas, that can inform the assessment. • A MFFN CAR Project Consultant noted that the ATRI Existing Conditions report, which was shared with AZA First Nation in 2023, was prepared using publicly available information as this is the only information available to the Proponent at this time. The MFFN CAR Project Consultant acknowledged that secondary information is not always wholesome and/or correct when used in different contexts. Given this, the Proponent provided all communities with Existing Conditions reports to review and provide feedback and/or additional information.	
2	Q&A	• AZA's Environmental Consultant inquired if feedback provided on the ATRI Existing	• **Action:** AZA Environmental

Item #	Topic / Theme	Comments / Questions	Response / Action Items
		Conditions report is still being accepted. A MFFN CAR Project Consultant confirmed that feedback/input/additional information is still being accepted, however these will not be reflected in the draft Environmental Assessment / Impact Statement given the timeline, but any additional information will be applied to the final. • A MFFN Project Consultant provided some additional updates on the study areas considered: for the purpose of the assessment, the study areas have been increased compared to what is noted in the ATRI Existing Conditions report due to changes in the study area used for other related Valued Components (e.g., wildlife, fish, surface water, etc.). Originally the Local Study Area was a 5 km buffer, but it was expanded to a 10 km buffer, and the Regional Study Area more than doubled in size as the extent shifted from a quaternary watershed level to a tertiary one. In addition, the Regional Study Area used for the caribou assessment is being used for the ATRI assessment given concerns about potential impacts on caribou specifically. • Additionally, a MFFN Project Consultant noted that the traditional territory of AZA was not very clear to the MFFN CAR Project Consultant, and this is why an Area of Interest was not delineated in the ATRI Existing Conditions Report for AZA. The MFFN Project Consultant requested that AZA share information that can be used to delineate an Area of Interest to support the assessment, if possible. • AZA's Environmental Consultant noted there is additional information, however, he needs to confirm what can and cannot be shared.	Consultant to confirm if information on the AZA traditional territory can be shared, and if there is additional information that can be shared with the MFFN CAR Project Consultant to understand how AZA's land/culture/rights might be impacted by the Project.

Item #	Topic / Theme	Comments / Questions	Response / Action Items
		He noted the IK Program, and its deliverables are now clear to him.	

Any errors or omissions, please contact Lucia Jara Moreno within 2 weeks of distribution.

Swyers, Laura <[redacted]>

Signed Indigenous Knowledge Sharing and Funding Agreements

1 message

Swyers, Laura <[redacted]> Thu, Nov 7, 2024 at 10:11 AM
To: Kyla Morrisseau <[redacted]>
Cc: Andrew Bubar <[redacted]>, "[redacted]" <[redacted]>, Joe Donio <[redacted]>, Priscilla Graham <[redacted]>, Lucia Jara Moreno <[redacted]>, Qasim Sadique <[redacted]>, Jennifer Bruin <[redacted]>, "Nokleby, Andrea" <[redacted]>

Good morning Kyla,

I hope you are well.

I am pleased to share the signed copies of the IK Sharing Agreement and the IK Funding Agreement. Please find the attached documents for your records.

If you have any questions or need further information, please do not hesitate to reach out.

Best regards,
Laura

Laura Swyers
Dillon Consulting Limited
[redacted]

2 attachments

Indigenous Knowledge Sharing Agreement - Aug 16, 2024_Signed.pdf
1230K

Indigenous Knowledge Program Funding Agreement - AZA - Sep 2024_Signed.pdf
2034K

Swyers, Laura <[redacted]>

Signed Indigenous Knowledge Sharing and Funding Agreements

Swyers, Laura <[redacted]> Mon, Nov 11, 2024 at 10:41 AM
To: Kyla Morrisseau <[redacted]>
Cc: Andrew Bubar <[redacted]>, "[redacted]" <[redacted]>, Joe Donio <[redacted]>, Priscilla Graham <[redacted]>, Lucia Jara Moreno <[redacted]>, Qasim Sadique <[redacted]>, Jennifer Bruin <[redacted]>, "Nokleby, Andrea" <[redacted]>

Good morning Kyla,

Following up on the IK Funding Agreement we sent last week, we kindly request further information to process the funding. Could you please provide us with the contact information for your new finance contact?

Additionally, could you please let us know your preferred method of receiving the payment? We can process the payment either by direct deposit or by cheque.

If you prefer direct deposit, please provide the necessary banking details. If you prefer a cheque, please confirm the mailing address where it should be sent.

Thank you for your assistance with this matter. If you have any questions or need further information, please do not hesitate to reach out.

Best regards,
Laura

Laura Swyers (she/her)
Dillon Consulting Limited
[redacted]

[Quoted text hidden]

Swyers, Laura <[redacted]>

Signed Indigenous Knowledge Sharing and Funding Agreements

Swyers, Laura <[redacted]> Mon, Nov 11, 2024 at 11:36 AM
To: Priscilla Graham <[redacted]>, Lesley Jorge <[redacted]>
Cc: Andrew Bubar <[redacted]>, "[redacted]" <[redacted]>, Joe Donio <[redacted]>, Lucia Jara Moreno <[redacted]>, Kyla Morrisseau <[redacted]>, Qasim Sadique <[redacted]>, Jennifer Bruin <[redacted]>, "Nokleby, Andrea" <[redacted]>

Hello Priscilla,

Thank you very much for including Lesley in this response. I will make sure that all future finance inquiries will be directed to Lesley and CC you.

Lesley, it is a pleasure to connect with you. I appreciate your assistance and look forward to receiving the banking to proceed with the IK Program funding.

Thank you both for your prompt attention to this matter.

Best regards,
Laura

Laura Swyers (she/her)
Dillon Consulting Limited
[redacted]

BEST MANAGED COMPANIES
Platinum member

[Quoted text hidden]

DILLON CONSULTING

Swyers, Laura <[redacted]>

Signed Indigenous Knowledge Sharing and Funding Agreements

Swyers, Laura <[redacted]> Tue, Nov 12, 2024 at 4:15 PM
To: Kyla Morrisseau <[redacted]>

Hi Kyla,

Thank you for following up on this, I really appreciate you confirming that I have the information I needed.

Have a wonderful evening,
Laura

DILLON CONSULTING

BEST MANAGED COMPANIES
Platinum member

Laura Swyers (she/her)
Dillon Consulting Limited
[redacted]

[Quoted text hidden]

Swyers, Laura <[redacted]>

Signed Indigenous Knowledge Sharing and Funding Agreements

Swyers, Laura <[redacted]> Mon, Nov 25, 2024 at 11:28 AM
To: Lesley Jorge <[redacted]>
Cc: Lucia Jara Moreno <[redacted]>

Good morning Lesley,

Thank you very much for sending the finance information.

I will be in touch if we need anything further.

Take care,
Laura

Laura Swyers (she/her)
Dillon Consulting Limited
[redacted]

[Quoted text hidden]

Swyers, Laura <[redacted]>

Scheduling a call to discuss the MFFN CAR Project

Swyers, Laura <[redacted]> Wed, Nov 27, 2024 at 10:55 AM
To: Kyla Morrisseau <[redacted]>
Cc: Lucia Jara Moreno <[redacted]>

Good afternoon Kyla,

I'm hoping we could schedule a call to chat about some outstanding action items and next steps for the MFFN CAR Project.

Could you please let me know your availability over the next few days or early next week for a 15-30 minute phone call? I look forward to speaking with you soon.

Thank you,
Laura

Laura Swyers (she/her)
Dillon Consulting Limited
[redacted]

Swyers, Laura <[redacted]>

Scheduling a call to discuss the MFFN CAR Project

Swyers, Laura <[redacted]> Thu, Nov 28, 2024 at 10:31 AM
To: Kyla Morrisseau <[redacted]>
Cc: Lucia Jara Moreno <[redacted]>

Good morning Kyla,

Thanks for your response. I wish you well on your travels!

December 4th works for me. I am available from 11 a.m. to 3 p.m.

How does 1:30 p.m. sound? I will send an invite shortly to put something in our calendars.

If your availability changes, please let me know, and I will accommodate your schedule.

Take care,
Laura

Laura Swyers (she/her)
Dillon Consulting Limited
[redacted]

[Quoted text hidden]

Swyers, Laura <[redacted]>

Milestone #3 Progress Report for the Marten Falls First Nation Community Access Road

Swyers, Laura <[redacted]> Fri, Nov 29, 2024 at 10:42 AM
To: [redacted]
Cc: Kyla Morrisseau <[redacted]>, Andrew Bubar <[redacted]>, Joe Donio <[redacted]>, Priscilla Graham <[redacted]>, Lucia Jara Moreno <[redacted]>, Kyla Zielbauer <[redacted]>, Jodi Miles <[redacted]>
Bcc: [redacted]

Dear Chief Yvette Metansinine,

We 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 Animbiigoo Zaagi'igan Anishinaabek First Nation:

[redacted]

The Milestone #3 Progress Report covers June 1, 2023, to July 31, 2024.

We welcome any edits or comments to your community-specific section by **February 14, 2025,** before the reports are incorporated into the Draft Record of Consultation.

If you have any questions or would like to schedule a meeting to discuss the reports and timeline, please reply to this email. We also kindly ask if you could let us know if you received this email and can view / download the documents successfully.

If you have any questions or comments about the Community Access Road, please reply to this email.

Sincerely,

Laura

Laura Swyers (she/her)
Dillon Consulting Limited
[redacted]

Swyers, Laura <[redacted]>

Phone Call Follow Up

1 message

Swyers, Laura <[redacted]> Mon, Dec 9, 2024 at 9:56 AM
To: Kyla Morrisseau <[redacted]>
Cc: [redacted], Andrew Bubar <[redacted]>, Joe Donio <[redacted]>, Priscilla Graham <[redacted]>, Jodi Miles <[redacted]>, Kyla Zielbauer <[redacted]>

Good morning Kyla,

Thank you so much for taking the time to speak with me on the phone last week. It was great to connect with you about the MFFN CAR project.

I just wanted to follow up with a quick summary of what we talked about and some action items that came from the phone call.

Milestone #3 Report

- Thank you for confirming that you received the Milestone #3 Report and started your review process. If you have any questions or edits, please don't hesitate to reach out.

Communication and Document Preferences

- I made note that you prefer hard copies of documents so that it's easier to share within AZA First Nation. I have confirmed that we are able to print and send documents to you. Early next week I will print off one copy of the Milestone #3 Report and send it to you, including a memory stick with the file.
- Thank you for confirming that the Draft EA / IS report can be sent to the AZA First Nation Band Office at [redacted]
- For future communications, I will send them directly to you and CC Chief Metansinine.

ATRI Existing Conditions Report

- Thank you for confirming that you are planning on submitting comments on the ATRI Existing Conditions Report. I have noted that you are planning on having these comments sent back to our team around December 13th.
- We discussed that AZA First Nation's Area of Interest is still under review. You noted that you will follow up with Chief Metansinine. Although we didn't discuss a timeframe during our phone call, would it be possible to have an update on this for December 13th as well?

Capacity Funding

- Thank you for confirming AZA First Nation's interest in the capacity funding. I understand you are still reviewing the information I sent to you via email on November 6th.
- To move this process along, I'd like to ask you to kindly respond to the November 6th email by February 28, 2025, indicating which business entity the payment should be made to, and the Project team will provide a funding agreement for your review.

Additional Useful Resources

- During our call, we discussed AZA First Nation's interest in opportunities to educate youth and graduating students about the MFFN CAR Project. I wanted to confirm my understanding of what you'd be looking for in the presentation:

- Some topics we discussed for inclusion in the presentation were the background of the MFFN CAR Project, and specific ways Indigenous communities can be involved in road projects including career opportunities, such as engineering, construction and road building, field work, etc. Please let me know if I have missed anything or if there are other topics you can think of that would be of interest.

- Once these topics are confirmed, I will follow up with the Project Team on this opportunity.

Please don't hesitate to reach out if you would like to clarify anything that I've listed here in my email, or if I missed any important details of our phone call.

I hope you have a fantastic start to your week.

Take care,
Laura





Laura Swyers (she/her)
Dillon Consulting Limited
[redacted]

Swyers, Laura <[redacted]>

Community Capacity Funding Agreement

1 message

Swyers, Laura <[redacted]> Thu, Dec 12, 2024 at 11:53 AM
To: Kyla Morrisseau <[redacted]>
Cc: [redacted], Andrew Bubar <[redacted]>, Priscilla Graham <[redacted]>, Joe Donio <[redacted]>, Lesley Jorge <[redacted]>, Jodi Miles <[redacted]>, Kyla Zielbauer <[redacted]>

Good morning Kyla,

Further to our conversation last week, I wanted to share the Community Capacity Funding Agreement attached for AZA First Nation's review.

To execute the agreement, the following is required of the signatory of the agreement:

- Date agreement (page 1)
- Fill out name of community, mailing address, key contact name and email address (page 1)
- Signing authority (page 5), which must be signed by a person(s) with the authority to execute on behalf of the community.

If you could please provide the following information at your convenience, it will help us to expedite the process:

- Community name or entity owned by the community (e.g., band office)
- Phone number
- Key point of contact
- Email address
- Mailing address

Please let us know if you have questions or concerns regarding the agreement.

Take care,
Laura

Laura Swyers (she/her)
Dillon Consulting Limited
[redacted]

2024 12 03 - Community Capacity Funding Agreement.docx
54K

Swyers, Laura <[redacted]>

Community Capacity Funding Agreement

Swyers, Laura <[redacted]> Wed, Dec 18, 2024 at 4:34 PM
To: Priscilla Graham <[redacted]>
Cc: Kyla Morrisseau <[redacted]>, [redacted], Andrew Bubar <[redacted]>, Joe Donio <[redacted]>, Lesley Jorge <[redacted]>, Jodi Miles <[redacted]>, Kyla Zielbauer <[redacted]>

Good afternoon Priscilla,

Thank you very much for completing and signing the Community Capacity Funding Agreement and providing the requested information.

I will send this to the Project Team for their signature and will send it back to you as soon as possible.

Take care,
Laura

Laura Swyers (she/her)
Dillon Consulting Limited
[redacted]

[Quoted text hidden]

~WRD0002.jpg
1K

Swyers, Laura <[redacted]>

Community Capacity Funding Agreement

Swyers, Laura <[redacted]> Thu, Dec 19, 2024 at 3:29 PM
To: Kyla Morrisseau <[redacted]>
Cc: Priscilla Graham <[redacted]>, Lesley Jorge <[redacted]>, Ogima <[redacted]>, Andrew Bubar <[redacted]>, Joe Donio <[redacted]>, Jodi Miles <[redacted]>, Kyla Zielbauer <[redacted]>

Hi Kyla,

I wanted to let you know that the Project Team has sent a banking details request to your email address. This has been sent to you because you are the person identified as the main contact on the Capacity Funding Agreement.

Please let me know if there are any issues or concerns on your end with this request as I understand that Lesley and Priscilla were not included in the banking detail request email. I have followed up internally to see if they can also be sent the email request.

Thank you,
Laura

Laura Swyers (she/her)
Dillon Consulting Limited
[redacted]

[Quoted text hidden]

DILLON CONSULTING

Swyers, Laura <[redacted]>

December Outreach - Follow Ups and 2024 Year End

1 message

Swyers, Laura <[redacted]> Thu, Dec 19, 2024 at 3:48 PM
Cc: Kyla Morrisseau <[redacted]>, Ogima <[redacted]>, Andrew Bubar <[redacted]>, Priscilla Graham <[redacted]>, Joe Donio <[redacted]>

Good afternoon Kyla,

I hope you are doing well! I tried to give you a call but was unable to leave a message on your phone.

I have few updates for the Marten Falls Community Access Road before the holidays:

Milestone #3 Progress Report Feedback

- On November 28, we distributed your community specific Milestone #3 Progress Report via email. I also sent off a hard copy of the Milestone #3 report in the mail - please let me know when you have received this.
- 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.**

ATRI Existing Conditions Report

- I've noted on our previous call that you are still planning on submitting comments on the ATRI Existing Conditions Report. Could you provide an update on when we can expect these comments? If you have any questions please don't hesitate to reach out or schedule a meeting.
- Through a phone call to Andrew earlier this week, I understand that AZA First Nation's Area of Interest is still under review and awaiting permissions to share. Would you be able to provide an update on this as well?

IK Report

- Now that the IK Sharing and Funding agreements have been finalized I will be following up on the progress of the IK Report. Please let me know if there are any updates since our last conversation earlier this month.

Community Capacity Funding

- Thank you for sending the signed Community Capacity Funding agreement. I have recently sent a follow up to confirm if the request for bank details has been received.

Presentation to Students about Job Opportunities

- I have brought forward your idea to have a slide deck about the MFFN CAR Project and the potential job opportunities that can stem from projects like these. Our project team has acknowledged this as a great idea and will take time in the new year to discuss this further. I will continue to keep you updated.

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

Wishing you a warm holiday season and great start to 2025,

Laura





Laura Swyers (she/her)
Dillon Consulting Limited
[redacted]

DILLON CONSULTING

Swyers, Laura <[redacted]>

Community Capacity Funding Agreement

Swyers, Laura <[redacted]> Fri, Dec 20, 2024 at 10:32 AM
To: Kyla Morrisseau <[redacted]>
Cc: Priscilla Graham <[redacted]>, Lesley Jorge <[redacted]>, Ogima <[redacted]>, Andrew Bubar <[redacted]>, Joe Donio <[redacted]>, Jodi Miles <[redacted]>, Kyla Zielbauer <[redacted]>

Good morning Kyla,

Just wanted to provide an update on the banking details request - it was confirmed that only one contact can be sent this information.

Please let me know if we need to re-send this request to a different contact.

Thanks,
Laura

DILLON CONSULTING

CANADA BEST MANAGED COMPANIES
Platinum member

Laura Swyers (she/her)
Dillon Consulting Limited
[redacted]
www.dillon.ca

[Quoted text hidden]

Swyers, Laura <[redacted]>

Community Capacity Funding Agreement

Swyers, Laura <[redacted]> Tue, Dec 24, 2024 at 9:22 AM
To: Kyla Morrisseau <[redacted]>

Good morning Kyla,

I will ask our team to re-send the banking information request to you.

I believe most of our team is on holiday so you may not receive the request until the new year. I will send a follow up email when the team has sent out the request again.

Hope you have a wonderful and restful holiday,
Laura

Laura Swyers (she/her)
Dillon Consulting Limited
[redacted]
www.dillon.ca

[Quoted text hidden]

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Swyers, Laura <[redacted]>

January 2025 Updates for the Marten Falls First Nation Community Access Road

1 message

Swyers, Laura <[redacted]> Tue, Jan 28, 2025 at 9:50 AM
To: Kyla Morrisseau <[redacted]>
Cc: Priscilla Graham <[redacted]>, Ogima <[redacted]>, Joe Donio <[redacted]>, Andrew Bubar <[redacted]>, Jodi Miles <[redacted]>
Bcc: info@martenfallsaccessroad.ca

Good morning Kyla,

Happy New Year! I tried reaching out to you last evening but couldn't leave a message, I'm just following up with an email regarding some updates on the Marten Falls First Nation Community Access Road Project.

- **Presentation to Students about Job Opportunities**
  - I wanted to follow up and let you know that the Project Team is still interested in the proposed presentation on the MFFN CAR Project and career options to students. The team will be discussing this further and will keep you in the loop.
- **ATRI Existing Conditions Report**
  - Could you provide an update on when we might expect your comments on the ATRI Existing Conditions? If you have any questions, please don't hesitate to reach out or schedule a meeting.
- **Area of Interest**
  - I also wanted to touch base on AZA First Nation's Area of Interest. I understand it's still under review and awaiting permissions for sharing. Any updates on this would be greatly appreciated.
- **IK Report**
  - If there are any new developments on the IK Report, please keep me posted.
- **Prepare for the release of the Draft EA / IS**
  - As we approach the release of the Draft EA / IS, we would like to provide you with a few reminders and updates:
  - **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.
  - **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.
  - **Community Capacity Funding Program**
    - In late December 2024, and early January 2025, we worked on assisting with the payment details regarding capacity funding payment to support your review and comment on the Draft EA / IS. Please let us know if you still need support with the funding systems.
- **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.

Thank you for your attention to these matters, Kyla. Looking forward to hearing from you soon.

Take care,
Laura

DILLON CONSULTING

Swyers, Laura <[redacted]>

Upcoming Release of the Draft Environmental Assessment / Impact Statement - February 18, 2025

1 message

[redacted] Thu, Feb 13, 2025 at 7:12 PM

To: "[redacted]" <[redacted]>
Cc: "[redacted]" <[redacted]>, "[redacted]" <[redacted]>, "[redacted]" <[redacted]>, "Swyers, Laura" <[redacted]>

Dear Chief Yvette Metansinine,

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
- [redacted] 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: https://eais.martenfallsaccessroad.ca/
Email: [redacted]

Mailing Address:

AECOM Canada ULC.
C/O Joanne Wang
[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.

Warm regards,
Marten Falls First Nation Community Access Road Project Team

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Marten Falls First Nation Community Access Road - Draft Environmental Assessment / Impact Statement
Website: https://eais.martenfallsaccessroad.ca/
Email: [redacted]
Phone: [redacted]

DILLON CONSULTING

Swyers, Laura <[redacted]>

MFFN CAR/ AZAs upcoming contributions

Swyers, Laura <[redacted]> Fri, Feb 14, 2025 at 4:20 PM
To: Kyla Morrisseau <[redacted]>
Cc: Kyla Zielbauer <[redacted]>, Jodi Miles <[redacted]>

Hi Kyla,

It's great to hear from you!

Thank you for taking the time to write this note and share your thoughts. I understand the challenges you're facing with the increased workload and pressures from all around. It's very important to the MFFN CAR Project Team that Animbiigoo Zaagi'igan Anishinaabek's comments are incorporated into the Final Environmental Assessment Report / Impact Statement.

I saw the email from Niki - I'm certainly glad the Coupa situation is being resolved. I'm sorry that has been such a pain on top of everything else.

The Draft EA / IS is being sent to you on February 18, 2025. I just want to clarify that, while we certainly will accept any information and reviews from Animbiigoo Zaagi'igan Anishinaabek, any comments received at this point will not be incorporated into the Draft EA / IS, but will be reflected in the Final EA / IS where possible.

We are also more than happy to set up meetings to support your review of the Draft EA / IS, or to discuss any of the comments that Animbiigoo Zaagi'igan Anishinaabek is looking to provide. Please let us know if this would be helpful.

I hope you have a restful long weekend.

Looking forward to staying in touch,
Laura

DILLON CONSULTING

CANADA BEST MANAGED COMPANIES
Platinum member

Laura Swyers
Dillon Consulting Limited
[redacted]

[Quoted text hidden]

DILLON CONSULTING

Swyers, Laura <[redacted]>

MFFN CAR - Draft Environmental Assessment / Impact Statement (EA / IS) available for Indigenous community review

1 message

Swyers, Laura <[redacted]> Fri, Feb 21, 2025 at 5:19 PM
To: Kyla Morrisseau <[redacted]>
Cc: Ogima <[redacted]>, Andrew Bubar <[redacted]>, Priscilla Graham <[redacted]>, Joe Donio <[redacted]>, Jodi Miles <[redacted]>, Kyla Zielbauer <[redacted]>
Bcc: [redacted]

Hello Kyla,

It was absolutely lovely meeting you, Chief Yvette, and Joe in person at the Three Road Projects Gathering & Expo! I really enjoyed our conversations together.

I have a few updates for the MFFN CAR project to share with you.

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 all questions and comments on the Draft EA / IS are sent 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
Would you be able to let me know the status of the community capacity funding? I understand that Niki has been assisting you with this and has recently made the process easier.

Milestone #3 Progress Report
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. Please let us know if we should expect to receive any feedback from AZA First Nation.

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 the Draft RoCE.

Draft Information for Review
I wanted to address your last email, where you mentioned there were draft materials AZA First Nation were reviewing and preparing to send back to the MFFN CAR team. May I ask which materials you are planning to send off so I can let our Project Team know in advance?

As always, if you have any questions please don't hesitate to reach out.

Take care,
Laura

DILLON CONSULTING

BEST MANAGED COMPANIES
Platinum member

Laura Swyers
Dillon Consulting Limited
[redacted]

Swyers, Laura <[redacted]>

Status Update on Community Capacity Funding

1 message

Swyers, Laura <[redacted]> Wed, Mar 19, 2025 at 10:19 AM
To: Kyla Morrisseau <[redacted]>
Cc: Priscilla Graham <[redacted]>, Kyla Zielbauer <[redacted]>, Jodi Miles <[redacted]>, "Angelis, Niki" <[redacted]>

Good morning Kyla,

I hope you're doing well!

I'm writing to follow up on the community capacity funding, which I understand was sent out on **March 12, 2025.** Could you please confirm whether you received the funds?

Thank you very much,
Laura

Laura Swyers (she/they)
Dillon Consulting Limited
[redacted]
www.dillon.ca

Swyers, Laura <[redacted]>

MFFN CAR Project Updates | March 2025

2 messages

Swyers, Laura <[redacted]> Mon, Mar 31, 2025 at 4:38 PM
To: Kyla Morrisseau <[redacted]>
Cc: Ogima <[redacted]>, Andrew Bubar <[redacted]>, Priscilla Graham <[redacted]>, Joe Donio <[redacted]>, Jodi Miles <[redacted]>, Kyla Zielbauer <[redacted]>, Lucia Jara Moreno <[redacted]>
Bcc: info@martenfallsaccessroad.ca

Hello Kyla,

Thank you very much for taking my call earlier today. I understand that AZA is in an election period so I appreciate you taking the time to chat.

As we discussed over the phone, here are some recent updates on the MFFN CAR Project:

Community Capacity Funding

Laura

DILLON CONSULTING

BEST MANAGED COMPANIES
Platinum member

Laura Swyers
Dillon Consulting Limited
[redacted]
www.dillon.ca

Swyers, Laura <[redacted]> Mon, Mar 31, 2025 at 4:52 PM
To: Kyla Morrisseau <[redacted]>
Cc: Ogima <[redacted]>, Andrew Bubar <[redacted]>, Priscilla Graham <[redacted]>, Joe Donio <[redacted]>, Jodi Miles <[redacted]>, Kyla Zielbauer <[redacted]>, Lucia Jara Moreno <[redacted]>
Bcc: info@martenfallsaccessroad.ca

Hi Kyla,

So sorry, my last email was sent incomplete!

The updates to the MFFN CAR Project are below:

Community Capacity Funding
Thank you very much for confirming that you have received the Community Capacity Funding from AECOM.

Presentation to High School Students on Job Opportunities
During our call, we discussed connecting with the high school principal to see what the preferred method of the suggested presentation would be best (powerpoint or in-person presentation). Please keep me updated on this and I will coordinate the details with the MFFN CAR Project Team.

Draft Information for Review
On February 14th, you mentioned that AZA is compiling information and edits to send to the MFFN CAR Team and is currently under review. During our recent phone call, you confirmed that your team's plan is to send this information, including edits to the ATRI baseline information, in the same package with comments on the Draft EA / IS.

I will check in with the Project Team regarding the status of the area of interest map, which you mentioned was sent to the MFFN CAR Project Team sometime last month.

Draft Environmental Assessment / Impact Statement (EA / IS) available for Indigenous Community review
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.

As we discussed on the phone, I will check in with the Project Team about timelines for the Ojibway translations of the plain language summaries. In the meantime, the english versions of the plain language summaries are located here: [redacted]

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.

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!

As always, please let me know if you have any questions.

Take care,
Laura

DILLON CONSULTING

CANADA BEST MANAGED COMPANIES
Platinum member

Laura Swyers
Dillon Consulting Limited
[redacted]
www.dillon.ca

[Quoted text hidden]

DILLON CONSULTING

Swyers, Laura <[redacted]>

Status Update on Community Capacity Funding

Swyers, Laura <[redacted]> Mon, Mar 31, 2025 at 5:10 PM
To: Kyla Morrisseau <[redacted]>
Cc: Priscilla Graham <[redacted]>, Kyla Zielbauer <[redacted]>, Jodi Miles <[redacted]>, "Angelis, Niki" <[redacted]>

Hi Kyla,

Thanks so much for confirming this!

Take care,
Laura

DILLON CONSULTING

CANADA BEST MANAGED COMPANIES
Platinum member

Laura Swyers (she/they)
Dillon Consulting Limited
[redacted]
www.dillon.ca

[Quoted text hidden]

Swyers, Laura <[redacted]>

MFFN CAR Project Updates | March 2025

Swyers, Laura <[redacted]> Tue, Apr 1, 2025 at 10:01 AM
To: Kyla Morrisseau <[redacted]>
Cc: Ogima <[redacted]>, Andrew Bubar <[redacted]>, Priscilla Graham <[redacted]>, Joe Donio <[redacted]>, Jodi Miles <[redacted]>, Kyla Zielbauer <[redacted]>, Lucia Jara Moreno <[redacted]>

Good morning Kyla,

Following up on our previous conversations, could you please include me and Andrea Nokleby ([redacted]) on any emails when you submit your comments on the Draft EA/IS to [redacted], including any feedback on AZA First Nation's ATRI information?

Andrea is the team lead for Indigenous Knowledge and ATRI for the MFFN CAR Project. I also wanted to clarify that any comments AZA First Nation would like to make on the Preliminary Draft ATRI Existing Conditions Report or area of interest can be submitted at any time.

As always, if you would like to book a meeting, please let me know.

Thank you,
Laura

Laura Swyers (she/they)
Dillon Consulting Limited
[redacted]
www.dillon.ca

[Quoted text hidden]

Swyers, Laura <[redacted]>

MFFN CAR - Signed Community Capacity Funding Agreement

1 message

Swyers, Laura <[redacted]> Thu, Apr 17, 2025 at 11:05 AM
To: Kyla Morrisseau <[redacted]>
Cc: Priscilla Graham <[redacted]>, Jodi Miles <[redacted]>, Kyla Zielbauer <[redacted]>, Lucia Jara Moreno <[redacted]>

Good morning Kyla,

I have attached the Community Capacity Funding Agreement that has been signed by the MFFN CAR Project Team for your records.

Take care,
Laura

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Platinum member

Laura Swyers
Dillon Consulting Limited
[redacted]
www.dillon.ca

MartenFalls - Community Capacity Funding Agreement - AZA_Executed.pdf
733K

Swyers, Laura <[redacted]>

January 2025 Updates for the Marten Falls First Nation Community Access Road

Swyers, Laura <[redacted]> Mon, Apr 28, 2025 at 5:14 PM
To: Andrew Bubar <[redacted]>
Cc: "[redacted]" <[redacted]>, Kyla Zielbauer <[redacted]>, Jodi Miles <[redacted]>, Lucia Jara Moreno <[redacted]>

Hi Andrew,

I've attached the shapefiles and the KMZ of the MFCAR Preferred Route and a 10km Buffer, as well as the Preferred Route CDA.

If you have any questions please let me know.

Take care,
Laura

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Laura Swyers
Dillon Consulting Limited
[redacted]
www.dillon.ca

[Quoted text hidden]

2 attachments

MFCAR_AZA_PreferredRoute_20250428.zip
3937K

MFCAR_PreferredRoute_20250220.kmz
2962K

DILLON CONSULTING

Swyers, Laura <[redacted]>

MFFN CAR Project Updates | April 2025

1 message

Swyers, Laura <[redacted]> Wed, Apr 30, 2025 at 3:28 PM
To: Kyla Morrisseau <[redacted]>
Cc: Ogima <[redacted]>, Andrew Bubar <[redacted]>, Priscilla Graham <[redacted]>, Joe Donio <[redacted]>, Kyla Zielbauer <[redacted]>, Jodi Miles <[redacted]>, Lucia Jara Moreno <[redacted]>
Bcc: info@martenfallsaccessroad.ca

Good afternoon Kyla, Here are a few updates and follow-ups this month for the MFFN CAR Project:

Follow-Ups

Project Shapefiles: On April 28, I received an email from Andrew requesting shapefiles of the MFFN CAR preferred route and 10km buffer. Can you confirm if the shapefiles and KMZ that were sent to you are sufficient?

Presentation to High School Students on Job Opportunities: I wanted to follow up to see if you had contacted the high school principal to see what the preferred method of the suggested presentation would be best (powerpoint or in-person presentation) and a preferred timeline. Please keep me updated on this and I will coordinate the details with the MFFN CAR Project Team.

Area of Interest: It is my understanding that MINES is helping to coordinate details of sharing the AZA Area of Interest map with the MFFN CAR Project Team. Please let me know if you have any updates.

Draft Environmental Assessment / Impact Statement (EA / IS) Updates:

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 Review Period Now Starting: The Draft EA / IS is 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. **Since your community indicated interest in a meeting in the Draft EA / IS survey, please let us know when you can meet.**

Community Well-Being Report: On April 10, 2025, the Community Well-Being Report was released for review by Indigenous communities and groups.

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: [redacted]

Keep an eye out for more information on the remaining Draft Environmental Assessment / Impact Statement Series webinars:

- **Land: Ungulates** - Thursday, May 8
- **Water: Fish and Fish Habitat** - Thursday, May 22
- **People: Land and Resource Use** - Thursday, June 5

Thank you, and I look forward to hearing back from you soon.
Take care, Laura

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Platinum member
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Laura Swyers
Dillon Consulting Limited
[redacted]
www.dillon.ca

DILLON CONSULTING

Swyers, Laura <[redacted]>

MFFN CAR Project Updates | May 2025

1 message

Swyers, Laura <[redacted]> Thu, May 22, 2025 at 3:12 PM
To: Kyla Morrisseau <[redacted]>
Cc: Ogima <[redacted]>, Andrew Bubar <[redacted]>, Priscilla Graham <[redacted]>, Joe Donio <[redacted]>, Kyla Zielbauer <[redacted]>, Jodi Miles <[redacted]>
Bcc: info@martenfallsaccessroad.ca

Hi Kyla,

I'm following up on my phone message to provide you a few updates on the MFFN CAR Project for May:

Follow-Ups

Presentation to High School Students on Job Opportunities: I wanted to follow up to see if you had contacted the high school principal to see what the preferred method of the suggested presentation would be best (powerpoint or in-person presentation) and a preferred timeline. Please keep me updated on this and I will coordinate the details with the MFFN CAR Project Team.

Area of Interest: Please let me know if you have any updates on the AZA Area of Interest map.

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.**

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. **Since your community indicated interest in a meeting in the Draft EA / IS survey, please let us know when you can meet.**

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 https://eais.martenfallsaccessroad.ca/get-involved/.

Upcoming Webinars:

Our next webinar in the Draft EA / IS webinar series is **Water: Fish and Fish Habitat**, to be held on Thursday May 22, 2025, at 4:00 p.m. EST. Register now by following this link:

[redacted]

Keep an eye out for more information on the remaining webinars in the Draft Environmental Assessment / Impact Statement Series:

- **People: Land and Resource Use** - Thursday, June 5

Please let me know if you have any questions or would like to meet to discuss any of the above.

Kind regards.
Laura

2025-05-06-MFFN-PIC6 poster.pdf
693K

MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

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: 1-800-764-9114

Scan the QR to learn more, and for other ways to Get Involved.

Swyers, Laura <[redacted]>

MFFN CAR Project Updates | May 2025

Swyers, Laura <[redacted]> Tue, May 27, 2025 at 4:17 PM
To: Kyla Morrisseau <[redacted]>
Cc: Ogima <[redacted]>, Andrew Bubar <[redacted]>, Priscilla Graham <[redacted]>, Joe Donio <[redacted]>, Kyla Zielbauer <[redacted]>, Jodi Miles <[redacted]>

Hi Kyla,

Thanks for the update! Glad to hear your review of the Draft EA / IS review is progressing. Please reach out if you would like to meet with the Project Team to go over anything or ask any questions.

Regarding the high school presentation, please let me know as soon as you hear back from them. We can then coordinate the details.

Take care,
Laura

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Platinum member
PROUDLY CANADIAN SINCE 1946

Laura Swyers
Dillon Consulting Limited
[redacted]
www.dillon.ca

[Quoted text hidden]

Swyers, Laura <[redacted]>

MFCAR EA Tech Review

Swyers, Laura <[redacted]> Fri, Jun 20, 2025 at 2:16 PM
To: Kyla Morrisseau <[redacted]>
Cc: Jodi Miles <[redacted]>, Kyla Zielbauer <[redacted]>

Hello Kyla,

Thank you very much for providing the update!

Regarding the submission, please email it to [redacted] and kindly CC me. Should you have any questions during the submission process, please do not hesitate to ask.

I appreciate the update on the high school workshop and look forward to coordinating it with you.

Take care,
Laura

Laura Swyers
Dillon Consulting Limited
[redacted]
www.dillon.ca

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Inclusiveness: Enabling belonging to draw strength from our differences.

[Quoted text hidden]

Swyers, Laura <[redacted]>

MFFN CAR Project Updates | June 2025

Swyers, Laura <[redacted]> Thu, Jun 26, 2025 at 3:25 PM
To: Kyla Morrisseau <[redacted]>
Cc: Ogima <[redacted]>, Andrew Bubar <[redacted]>, Priscilla Graham <[redacted]>, Joe Donio [redacted], Kyla Zielbauer <[redacted]>, Jodi Miles <[redacted]>
Bcc: info@martenfallsaccessroad.ca

Hello Kyla,

I hope you are doing well. I'm emailing you to provide updates on the MFFN CAR Project for June:

Draft Environmental Assessment / Impact Statement (EA / IS) - Reminder for Final Review

Thank you for providing feedback on the Draft Environmental Assessment / Impact statement (EA / IS). As of June 23, 2025, the review period for the Draft EA / IS has officially closed. We sincerely value all the feedback provided. Input on the Draft EA / IS is important to us and will help inform the preparation of the Final EA / IS that will be submitted to the federal and provincial governments for review in mid to late 2026.

Public Information Centre #6:

Public Information Centre #6 was held on May 26 and 29, 2025, in Thunder Bay and Geraldton, respectively. Thank you to all those who were able to attend the meetings in person. You may review the materials on our website: [redacted]

Coming Up...

The Draft Record of Consultation and Engagement for Indigenous Communities will be released in Fall 2025. Keep an eye out for the report to be sent to your community! Ways to provide feedback will be included.

Please let me know if you have any questions or would like to meet to discuss any of the above.

Kind regards.
Laura

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Laura Swyers
Dillon Consulting Limited
[redacted]
www.dillon.ca

Inclusiveness: Enabling belonging to draw strength from our differences.

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Swyers, Laura <[redacted]>

MFFN CAR - Aboriginal and / or Treaty Rights and Interests: DRAFT Impact Assessment Report

1 message

Swyers, Laura <[redacted]> Thu, Jul 10, 2025 at 10:37 AM
To: Ogima <[redacted]>, Kyla Morrisseau <[redacted]>, Andrew Bubar <[redacted]>, Priscilla Graham <[redacted]>, Joe Donio <[redacted]>
Cc: "[redacted]" <[redacted]>, "[redacted]" <[redacted]>, "[redacted]" <[redacted]>, "[redacted]" <[redacted]>, Andrea Nokleby <[redacted]>,
Bcc: Alana Vigna <[redacted]>, "[redacted]" <[redacted]>, Kyla Zielbauer <[redacted]>, Jodi Miles <[redacted]>

Dear Chief Yvette Metansinine,

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 8, 2025** the 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,

Laura

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BEST MANAGED COMPANIES
Platinum member

Laura Swyers
Dillon Consulting Limited
[redacted]
www.dillon.ca

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Swyers, Laura <[redacted]>

MFFN CAR Project Updates | July 2025

1 message

Swyers, Laura <[redacted]> Wed, Jul 30, 2025 at 2:05 PM
To: Kyla Morrisseau <[redacted]>
Cc: Ogima <[redacted]>, Andrew Bubar <[redacted]>, Priscilla Graham <[redacted]>, Joe Donio <[redacted]>, Jodi Miles <[redacted]>
Bcc: info@martenfallsaccessroad.ca

Hello Kyla,

I hope you are doing well! It looks like I had some audio issues calling you today, and I might've missed our window to chat.

Please feel free to give me a call at [redacted] at a time that works best for you if you would like to call to discuss July's updates for the MFFN CAR Project below:

Presentation to High School Students on Job Opportunities:

I wanted to follow up to see if you had any updates regarding the high school presentation or workshop. I'm happy to coordinate a virtual meeting or phone call if that works better for you.

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 10, 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 (until **October 8, 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]

Please let me know if you have any questions or would like to meet to discuss any of the above.

Kind regards.
Laura



Laura Swyers
Dillon Consulting Limited
[redacted]
www.dillon.ca

DILLON CONSULTING

Swyers, Laura <[redacted]>

MFFN CAR Project Updates | August 2025

1 message

Swyers, Laura <[redacted]> Thu, Aug 28, 2025 at 2:13 PM
To: Kyla Morrisseau <[redacted]>
Cc: Ogima <[redacted]>, Andrew Bubar <[redacted]>, Priscilla Graham <[redacted]>, Joe Donio <[redacted]>, Jodi Miles <[redacted]>
Bcc: info@martenfallsaccessroad.ca

Hello Kyla,

I hope you are doing well. I'm writing to provide an update on the MFFN CAR Project for August.

Presentation to High School Students on Job Opportunities:

I'm wondering if you've had a chance to discuss the high school presentation or workshop with the principal. Please let me know how I can support you with this.

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: Impact Assessment Report

On July 10, 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 (until **October 8, 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]

Please feel free to reach out if you have any questions or would like to schedule a meeting to discuss further.

Kind regards,

Laura

B1.2 Incoming Community Specific Correspondence

DILLON CONSULTING

Weseluck, Lauren <[redacted]

MFFN CAR General Project Outreach - June 2024

Andrew Bubar <[redacted] Mon, Aug 12, 2024 at 2:20 PM
To: "Weseluck, Lauren" [redacted]>
Cc: "McEwen, Kate" <[redacted], Kyla Morrisseau <[redacted], Joe Donio [redacted]

Lauren,

Kyla reached out to me to help out with completing the work as part of the IK funding agreement attached here.

Are you available for a chat either tomorrow (Tuesday Aug 13) or next week? I want to make sure that we scope the deliverable(s) properly.

Thank you.

Andrew

Andrew Bubar
Water and Geochemistry Specialist Consultant
Tamarack Environmental Associates Inc.
[redacted]
[redacted]

[Quoted text hidden]

[redacted]

DILLON CONSULTING

Weseluck, Lauren [redacted]

MFFN CAR General Project Outreach - June 2024

Andrew Bubar [redacted] Tue, Aug 13, 2024 at 6:30 PM
To: "Weseluck, Lauren" <[redacted]
Cc: "McEwen, Kate" <[redacted], Kyla Morrisseau[redacted], Joe Donio[redacted]

Any time August 27 or 28 before 1pm works well.

Andrew

Get Outlook for iOS

DILLON CONSULTING

Swyers, Laura <[redacted]>

Signed Indigenous Knowledge Sharing and Funding Agreements

Priscilla Graham <[redacted]> Mon, Nov 11, 2024 at 10:46 AM
To: "Swyers, Laura" <[redacted]>
Cc: Lesley Jorge <[redacted]>

Good Morning,

I have included Lesley Jorge, our Finance Clerk to this response.

All finance inquiries can be directed to Lesley and cc'd to me.

Lesley will send you our banking information as we prefer direct deposit.

Thank you

Priscilla Graham
Band Administrator
Animbiigoo Zaagi'igan Anishinaabek

DILLON CONSULTING

Swyers, Laura <[redacted]>

Signed Indigenous Knowledge Sharing and Funding Agreements

Kyla Morrisseau <[redacted]> Tue, Nov 12, 2024 at 9:38 AM
To: "Swyers, Laura" <[redacted]>

Miigwetch for that Laura, my apologies I was away last week on meetings out of the area with limited signal. I see Priscilla has responded and given you Lesley's information [redacted]

Baamaapii ***(*means until later in Ojibway)***

Kyla Morrisseau

Animbiigoo Zaagi'igan Anishinaabek
Consultation Coordinator

DILLON CONSULTING

Swyers, Laura <[redacted]>

Signed Indigenous Knowledge Sharing and Funding Agreements

Lesley Jorge <[redacted]>
To: "[redacted]" <[redacted]>

Wed, Nov 20, 2024 at 3:52 PM

Lesley Jorge

Finance Clerk

Animbiigoo Zaagi'Igan Anishinaabek

[redacted]

From: Lesley Jorge <[redacted]>
Sent: November 20, 2024 3:52 PM
To: '[redacted]' <[redacted]>
Cc: Kyla Morrisseau <[redacted]>; Ana Nichols <[redacted]>; Priscilla Graham <[redacted]>
Subject: Re: Signed Indigenous Knowledge Sharing and Funding Agreements

Attached please find our direct deposit information, if anything else is needed please let me know!

From: Kyla Morrisseau
Sent: Tuesday, November 19, 2024 11:03 AM
To: Ana Nichols
Cc: Lesley Jorge
Subject: Fw: Signed Indigenous Knowledge Sharing and Funding Agreements

Signed IK Agreement

Baamaapii ***(*means until later in Ojibway)***

Kyla Morrisseau

Animbiigoo Zaagi'igan Anishinaabek

Consultation Coordinator

[redacted]

From: Swyers, Laura <[redacted]>
Sent: November 7, 2024 10:11 AM
To: Kyla Morrisseau
Cc: Andrew Bubar; Ogima; Joe Donio; Priscilla Graham; Lucia Jara Moreno; Qasim Sadique; Jennifer Bruin; Nokleby, Andrea

[Quoted text hidden]

[Quoted text hidden]

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.

[Quoted text hidden]

[redacted]

DILLON CONSULTING

Swyers, Laura <[redacted]>

Scheduling a call to discuss the MFFN CAR Project

Kyla Morrisseau <[redacted]> Thu, Nov 28, 2024 at 10:05 AM
To: "Swyers, Laura" <[redacted]>
Cc: Lucia Jara Moreno <[redacted]>

Boozhoo Laura;

Absolutely we can I am travelling for work this week and my apologies for the late response. Can we have this call next week? December 4th I have wide open does this day work for you? Anytime you prefer?

*Baamaapii **(*means until later in Ojibway)***

Kyla Morrisseau

Animbiigoo Zaagi'igan Anishinaabek
Consultation Coordinator

[redacted]

DILLON CONSULTING

Swyers, Laura <[redacted]>

Community Capacity Funding Agreement

Priscilla Graham <[redacted]> Wed, Dec 18, 2024 at 2:54 PM
To: "Swyers, Laura" <[redacted]>, Kyla Morrisseau <[redacted]>
Cc: [redacted], Andrew Bubar <[redacted]>, Joe Donio <[redacted]>, Lesley Jorge <[redacted]>, Jodi Miles <[redacted]>, Kyla Zielbauer <[redacted]>

Good Afternoon,

Attached is the signed agreement.

As per your email, below is the requested information;

1. Animbiigoo Zaagi'igan Anishinaabek
2. [redacted]
3. Kyla Morrisseau, Consultation Coordinator [redacted]
4. [redacted]
5. [redacted]

Further to this, the key Finance Contact people will be Priscilla Graham, Band Administrator [redacted] or Lesley Jorge, Finance Clerk [redacted]

Priscilla Graham

Band Administrator

Animbiigoo Zaagi'igan Anishinaabek

[redacted]

[redacted]

DILLON CONSULTING

Swyers, Laura <[redacted]>

Community Capacity Funding Agreement

Kyla Morrisseau <[redacted]> Mon, Dec 23, 2024 at 3:34 PM
To: "Swyers, Laura" <[redacted]>

Boozhoo Laura:

Can you resend me the banking information request I watched for it but can not find it?

*Baamaapii **(*means until later in Ojibway)***

Kyla Morrisseau

Animbiigoo Zaagi'igan Anishinaabek
Consultation Coordinator

[redacted]

> On 20 Dec 2024, at 10:32 AM, Swyers, Laura <[redacted]> wrote:
>
> [Quoted text hidden]

DILLON CONSULTING

Swyers, Laura <[redacted]>

MFFN CAR/ AZAs upcoming contributions

Kyla Morrisseau <[redacted]> Fri, Feb 14, 2025 at 1:48 PM
To: "Swyers, Laura" <[redacted]>

Boozhoo Laura;

I hope things are going well with you and your world is not too busy. I feel swapped as I try to navigate many things this year. There was no slow down in 2025. The low capacity in our development department adds pressure to projects; we need more human resources. I appreciate your project timelines and have been trying to stay on top of all these reviews, as this is important to AZA. There is so much important information to dissect. We have been wholly reviewing all parts and have feedback that aligns with FN's values and beliefs. We are the keepers of the land and support our neighbours' desire for access, but we also bear in mind the landscaping changes that will occur will be forever and the changes that Mother Earth will go through will be permanent. I realize the project impact assessment is ready to drop shortly, and we wanted to include Animbiigoo Zaagi'igan Anishinaabek's comments. We have already prepared a draft review and will present it to our leadership for approval to finalize and share.

Enjoy your long weekend with your family and be in touch soon.

Baamaapii ***(*means until later in Ojibway)***

Kyla Morrisseau

Animbiigoo Zaagi'igan Anishinaabek
Consultation Coordinator

[redacted]

DILLON CONSULTING

Swyers, Laura <[redacted]>

Status Update on Community Capacity Funding

Kyla Morrisseau <[redacted]> Mon, Mar 31, 2025 at 3:41 PM
To: "Swyers, Laura" <[redacted]>
Cc: Priscilla Graham <[redacted]>, Kyla Zielbauer <[redacted]>, Jodi Miles <[redacted]>, "Angelis, Niki" <[redacted]>

Boozhoo Laura,

Sorry for the delayed response things have been busier then normal with our new councils's transition.

Yes, we did receive the Community Capacity payment from AECOM.

Baamaapii ***(*means until later in Ojibway)***

Kyla Morrisseau

Animbiigoo Zaagi'igan Anishinaabek

Consultation Coordinator

[redacted]

[Quoted text hidden]

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Swyers, Laura <[redacted]>

January 2025 Updates for the Marten Falls First Nation Community Access Road

Andrew Bubar <[redacted]> Mon, Apr 28, 2025 at 1:44 PM
To: "Swyers, Laura" <[redacted]>
Cc: "[redacted]" <[redacted]>

Laura,

Can you send AZA and myself a shapefile of the route for the MFCAR, plus the 10km buffer?

Thank you.

Andrew

Andrew Bubar

Water and Geochemistry Specialist Consultant

Tamarack Environmental Associates Inc.

[redacted]

[redacted]

[Quoted text hidden]

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DILLON CONSULTING

Swyers, Laura <[redacted]>

MFFN CAR Project Updates | May 2025

Kyla Morrisseau <[redacted]> Tue, May 27, 2025 at 11:19 AM
To: "Swyers, Laura" <[redacted]>
Cc: Ogima <[redacted]>, Andrew Bubar <[redacted]>, Priscilla Graham <[redacted]>, Joe Donio <[redacted]>, Kyla Zielbauer <[redacted]>, Jodi Miles <[redacted]>

Boozhoo Laura,

Miigwetch for this. I have been working on the EA review, and we are almost ready to submit AZA's document. I need to share the draft with Leadership and management before submission to ensure we have included everything that reflects our community's comments and concerns. As for the high school, I am just waiting to hear back from them on their preference of information dissemination. I will follow up with the principal today. If not, by the end of June, we can do something with the high school students in September when they return either in person or shared powerpoint virtually.

Baamaapii ***(*means until later in Ojibway)***

Kyla Morrisseau

[redacted]

[redacted]

[redacted]

[Quoted text hidden]

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DILLON CONSULTING

Swyers, Laura <[redacted]>

MFCAR EA Tech Review

Kyla Morrisseau <[redacted]> Fri, Jun 20, 2025 at 11:14 AM
To: "Swyers, Laura" <[redacted]>

Boozhoo Laura,

I wanted to connect with you to let you know that we are finalizing our draft, and the final copy is ready for submission on Monday. Can you provide me with the submission process? I saw the email, and I wanted clarity to ensure I'm doing it correctly.

In terms of the high school, we can conduct a project workshop in September with the students. I will get some dates for you, and we can coordinate that together.

Baamaapii ***(*means until later in Ojibway)***

Kyla Morrisseau

[redacted]

Subject: AZA submission - MFCAR EA/IS
Sent: 2025-06-23, 9:04:22 PM
From: Andrew Bubar [redacted]
To: [redacted] Swyers, Laura; [redacted]
Cc: Kyla Morrisseau; Joe Donio; Ryan Smith
Attachments: AZA_MFCAR_EA-IS_TechReview_2025.06.23.pdf

Hello,

I'm emailing on behalf of Animbiigoo Zaagi'igan Anishinaabek.

Please see AZA's attached review of the MFCAR EA/IS.

AZA looks forward to continued involvement in the IA for the MFCAR.

Regards,

Andrew

Andrew Bubar
Water and Geochemistry Specialist Consultant
Tamarack Environmental Associates Inc.
[redacted]



Marten Falls First Nation Community Access Road – Environmental Assessment / Impact Statement

Technical Review

June 23, 2025

Submitted by: Animbiigoo Zaagi'igan Anishinaabek

Executive Summary

Animbiigoo Zaagi'igan Anishinaabek (AZA) reviewed the Environmental Assessment/Impact Statement (EA/IS) for the proposed Marten Falls Community Access Road Project (MFCAR; the Project). The review was developed through a combination of technical analysis, community input, and Traditional Knowledge shared by land users and Elders. It reflects the deep concern of our Nation regarding the environmental, cultural, and rights-based impacts of the proposed road, which would cross a region where our members have harvested, travelled, and lived since time immemorial.

The MFCAR is proposed as an all-season gravel road between the community of Marten Falls and the provincial highway network. While framed as a local access initiative, the project's design, traffic forecasts, and strategic context strongly suggest it is also intended to enable future mining development in the Ring of Fire. Despite this, the EA does not adequately assess the broader, long-term effects of road-enabled industrialization.

This review identifies a number of significant gaps and limitations in the EA/IS, including underestimation of environmental risks, lack of meaningful cumulative effects assessment, and failure to reflect Indigenous Knowledge or uphold the Crown's duty to consult. Key findings are summarized below:

- **Overall Findings:** The EA significantly downplays the scale and purpose of the Project, assumes perfect implementation of mitigation, and lacks inclusion of Indigenous legal and knowledge systems.

- **Terrestrial Ecology:** Species such as woodland caribou, moose, and wolverine will lose habitat and face increased stress from fragmentation, noise, and human access. Hunting and trapping pressure will likely increase, but the EA/IS does not evaluate this risk or offer long-term protections.

- **Aquatic Ecology:** Incomplete studies at river crossings, missing baseline data, and lack of cumulative watershed analysis make it difficult to assess true risks to fish and aquatic ecosystems. Spill response planning is vague, especially given the remote setting and fast-flowing water systems.

- **Water Resources:** Sensitive wetlands and peatlands will be disturbed, with over 2,000 hectares of peatlands affected. The EA lacks a detailed water management and monitoring plan, particularly for high-risk events like spring melt or major rainstorms. Groundwater contamination findings were not explained or contextualized.

- **Air Quality:** No monitoring is proposed for dust, emissions, or smoke from debris burning, despite risks to human and environmental health. The potential impacts of increased road traffic and exposure for land users are not addressed.

- **Climate Change:** The EA fails to consider how a changing climate—including permafrost thaw, flooding, wildfire, and heat—will impact road integrity, safety, and nearby ecosystems. The carbon impact of peatland loss is not well accounted for.

The findings of this review raise concern about the adequacy of the EA/IS. The Marten Falls Community Access Road is not a standalone project—it is part of a larger infrastructure strategy that will open one of

Ontario's last intact northern landscapes to permanent industrial access. AZA supports Marten Falls fulfilling their vision of becoming a road access community, but this support does not imply that our Nation supports the development of mining projects in the Ring of Fire.

Animbiigoo Zaagi'igan Anishinaabek recommends the following:

1. Cumulative effects must be assessed across all foreseeable Ring of Fire-related developments, not just the MFCAR in isolation. Cumulative Effects must also be assessed on a regionally integrated basis, incorporating non-point source impacts.

2. Water, wildlife, and climate monitoring plans must be expanded, with real-time data, specific triggers, and AZA oversight.

3. The EA/IS must be revised to reflect AZA Indigenous Knowledge, AZA-defined significance thresholds, and lived experiences of the land.

4. No project approval should be granted until our Nation has had the opportunity to participate meaningfully in decisions, including the design of mitigation, monitoring, and long-term governance.

AZA remains committed to respectful, solutions-oriented dialogue. Our Nation's strong relationships with neighbouring communities—including Marten Falls and Aroland—are built on generations of shared land use, family ties, and mutual care for the land. We believe that a collaborative approach, grounded in mutual respect and shared responsibilities, is essential to making sound decisions about the future of the MFCAR. By working together, we can help ensure that development proceeds in a way that reflects the rights, knowledge, and values of all Indigenous Nations connected to this region.

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1.0 Introduction

Animbiigoo Zaagi'igan Anishinaabek is a steward of the lands and waters within our Sacred Traditional Territory. For countless generations, our People have exercised inherent rights to hunt, fish, trap, gather medicine, and conduct ceremonies across these landscapes. The proposed Marten Falls First Nation Community Access Road (MFCAR; the Project) cuts directly through areas that remain central to our cultural identity, livelihood, and spiritual practices.

We recognize that the MFCAR — championed by Marten Falls First Nation (MFFN; the Proponent) — promises improved connectivity and economic opportunity for their MFFN. At the same time, its footprint and associated activities carry the potential to disrupt waterways, fragment wildlife habitat, alter hydrological regimes, and disturb sites of archaeological and cultural importance. Without careful analysis and responsive measures, even well-intentioned infrastructure can severely impact the rights of impacted Indigenous Nations.

The purpose of this technical review is to ensure that AZA's rights, and values are properly considered within the Environmental Assessment/Impact Statement (EA/IS) for the MFCAR. Through this review, we:

- Document key areas of concern—from water quality and wetland hydrology to wildlife corridors and cultural heritage;
- Highlight technical gaps in the EA/IS that, if unaddressed, could lead to unacceptable impacts on our rights and the health of our lands and waters; and
- Offer targeted, practicable recommendations for project design adjustments, mitigation strategies, monitoring programs, and adaptive management triggers.

Our analysis is grounded in:

- Community-driven Traditional Knowledge and Land Use mapping, which pinpoints seasonal harvesting areas, travel routes, and sacred sites;
- Specialist studies in hydrology, ecology, and archaeology, led or guided by our technical advisors; and
- Co-developing solutions that uphold both Project objectives and our Nation's enduring relationship with these lands.

By presenting this technical review, AZA underscores our commitment to meaningful collaboration and co-governance. We seek not simply to identify concerns, but to work with MFFN, regulatory authorities, and other Indigenous Nations to develop a Project pathway that respects our rights, sustains ecological integrity, and upholds the enduring relationship between our People and this land. From this context we have prepared a series of comments and recommendations on the EA/IS with a focus on the implications and potential impacts on our Aboriginal rights and interests. These technical comments and recommendations were directly informed by input from our members, especially through the Traditional Knowledge and Land Use Study we completed for the Project.

2.0 About Animbiigoo Zaagi'igan Anishinaabek

Animbiigoo Zaagi'igan Anishinaabek is an Ojibway First Nation band within the meaning of *the Indian Act (Canada)* and an Aboriginal people within the meaning of Section 35(1) of *the Constitution Act, 1982 (Canada)*. AZA members have occupied our Traditional Territory that spans both Robinson-Huron Treaty land and Treaty No 9 lands since time immemorial. AZA was never provided the opportunity to sign a treaty and as a result was not recognized as a first Nation by Canada until 1921 when the Nation was referred to as "Lake Nipigon Various Places".

The heart of AZA Traditional Territory is in the area north-east of Lake Nipigon. AZA members were forcibly relocated from their homeland by Indian agents who changed the names of the children and sent them to residential school. Despite these efforts to remove us, we have never lost our connection to our Traditional Territory. Our members continue to hunt, fish, trap, gather medicines, and hold ceremony across the land, just as our ancestors did. Our knowledge, our languages, and our responsibilities to the land have been carried forward through generations, even in the face of dislocation and hardship. Today, we continue to assert our rights and responsibilities as a self-determining Nation. We are building a strong and vibrant community rooted in Anishinaabe values and continue the work of rebuilding our Nation, protecting our lands and waters, and ensuring our people, culture, and rights are respected—for today, and for generations to come.

While AZA's reserve lands lie south of the MFCAR corridor, our Nation has a long history of harvesting, ceremony, and seasonal travel along the Albany and Ogoki river systems. These routes are more than lines on a map—they connect us to kin, to memory, and to responsibilities that our Nation has never relinquished. The fact that AZA was excluded from treaty processes does not lessen our connection to these lands; it deepens our resolve to protect them.

3.0 The Marten Falls First Nation Community Access Road

The Marten Falls First Nation Community Access Road (MFCAR) is a proposed all-season road intended to connect the remote community of Marten Falls First Nation to Ontario's provincial highway network. Located in the James Bay Lowlands region of northern Ontario, MFFN is currently accessible only by air and a seasonal winter road. The planned access road would span approximately 184 kilometers from the northern terminus of Painter Lake Road, north of Aroland and Nakina, to the MFFN community at the confluence of the Albany and Ogoki Rivers. The project is led by MFFN and is designed to provide reliable, year-round transportation to improve access to essential services, goods, and opportunities for economic and community development.

The proposed road will be a two-lane, all-season gravel corridor with associated infrastructure including stream and river crossings, such as culverts and bridges, and temporary construction features such as work camps, access trails, and aggregate source areas. The project is expected to enhance quality of life in Marten Falls by improving access to healthcare, education, and food security while reducing the cost of living. Additionally, the road is intended to serve as a step toward enabling future resource development associated with the Ring of Fire. The MFCAR would include the following major components:

- Approximately 184 kilometres of all-season gravel road, with the roadway 12-13 metres wide and cleared to a width of 60 metres
- 47 bridges and 21 culverts
- 40 aggregate sites
- 7 temporary work camps
- 35 temporary roads to access temporary camps and aggregate pits
- Rest areas and maintenance facilities that will be identified during detailed engineering
- Ongoing maintenance and inspection requirements post-construction.

Marten Falls First Nation is both the project proponent and an Indigenous community affected by the proposed development. The project is currently undergoing both a federal Impact Assessment and a provincial Environmental Assessment. The EA/IS will broadly follow the Impact Assessment Process outlined in the Impact Assessment Act (2019). The Terms of Reference for the provincial EA was approved in October 2021, and the Draft EA/IS was released for public and Indigenous review in February 2025. Following the technical review of the draft EA/IS, the Proponent will prepare and submit a final EA/IS based on the Indigenous and public input. IAAC and Ontario will then prepare and Impact Assessment Report which will be provided to the Minister of Environment and Climate Change Canada (ECCC) to make a determination on whether the Project is in the public interest. Impacted Indigenous Nations will have the opportunity to co-draft components of the Impact Assessment Report for the Project with IAAC.

Although the MFCAR is framed as a community access road, its strategic function within Ontario's infrastructure and resource development agenda cannot be understated. The road would open up large, relatively intact landscapes to year-round vehicular access for the first time, raising concerns about induced development, increased pressure on wildlife, and degradation of water quality and wetlands in the James Bay Lowlands.

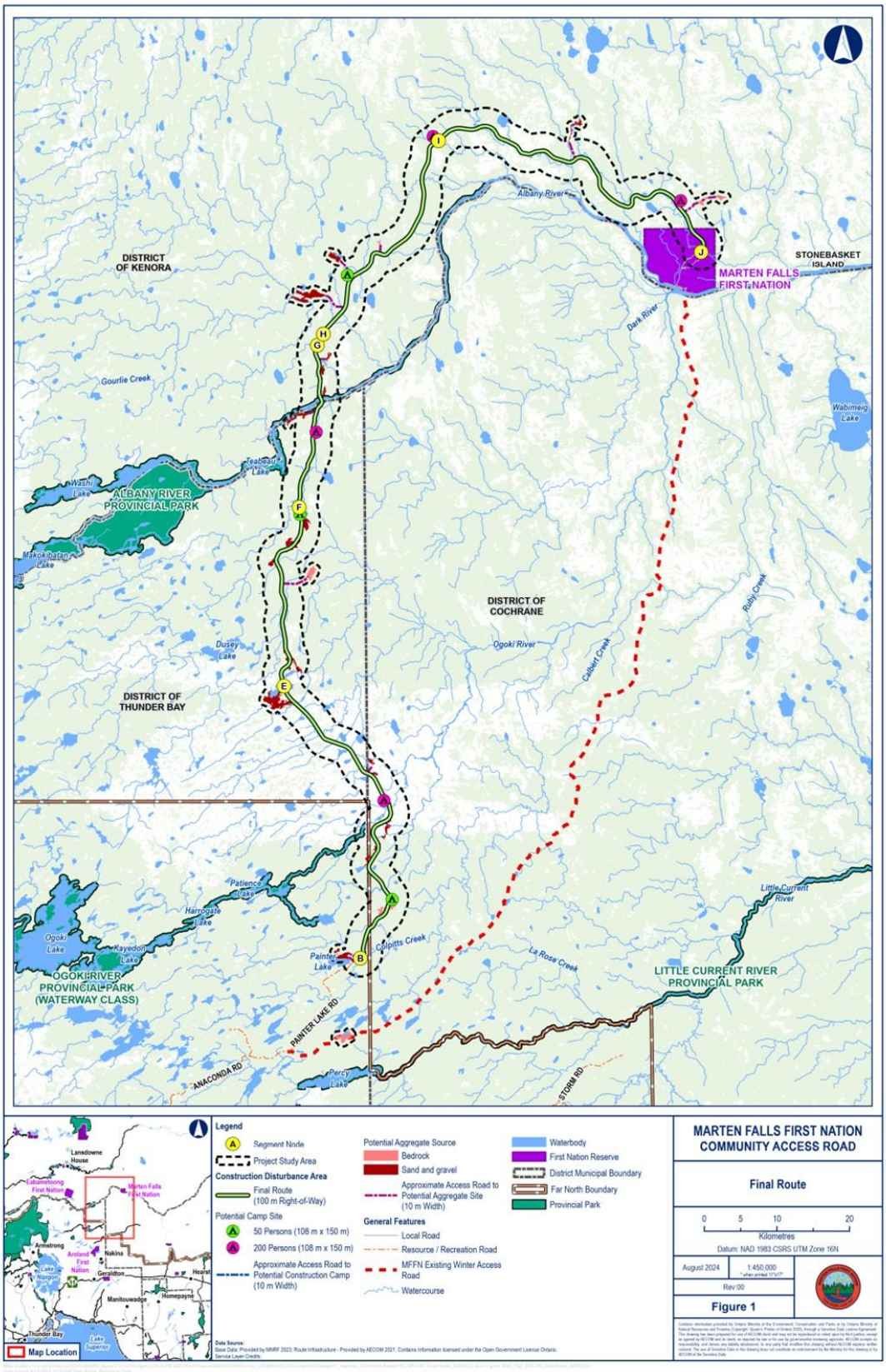


Figure 1: Map of the Marten Falls First Nation Community Access Road Route

4.0 Community Engagement

AZA staff, with support from Tamarack Environmental Associates (Tamarack), conducted a series of one-on-one interviews with AZA community members between May 5th and 9th to gather input and perspectives on the Environmental Assessment/Impact Statement (EA/IS) for the Marten Falls Community Access Road (MFCAR) project. These interviews provided a space for participants to share their individual views on the project in a respectful and confidential setting. This report reflects member perspectives that were shared in those interviews. One key finding from the interviews was the very significant extent to which a number of AZA members have exercised their rights (both recently and historically) along the entire route of the MFCAR.

5.0 Technical Review of the Environmental Assessment

Animbiigoo Zaagi'igan Anishinaabek has undertaken a technical review of the EA/IS for the Project including the appendices made available by the Proponent. This technical review is focused on potential impacts to AZA rights and interests and includes an examination of information gaps, deficiencies in data, underrepresentation of potential effects, inadequate monitoring, and lack of involvement of AZA. Recommendations have been written to identify means by which the Proponent and/or the Crown can address the potential impacts to AAN rights and interests through commensurate avoidance, mitigation, accommodation and/or compensation measures.

5.1 Summary of Key Findings

The key findings from AZA technical review of the EA/IS are summarized below. Detailed comments and recommendations on the EA/IS are presented in Section 5.2

5.1.1 Overall Key Findings

- **The road is mainly for mining, not just community access:** The EA/IS presents the MFCAR as a community access project, but traffic predictions (up to 700 vehicles/day) suggest the road is designed to support large-scale mining and industrial development in the Ring of Fire. This true purpose is not fully disclosed or assessed honestly.

- **The big picture is ignored:** The EA/IS looks only at this single road and does not seriously consider how it will connect to other proposed roads and mines. This leads to a major gap in understanding cumulative effects across the region.

- **Impacts are downplayed through flawed methods:** The EA/IS assumes everything will be built and operated perfectly, and that mitigation measures will always work. It rates nearly all impacts as "low" or "negligible," even when the risks to water, wildlife, and cultural heritage are serious.

- **The process leaves out many Indigenous Nations:** While Marten Falls First Nation and Aroland First Nation are included in Project decisions, AZA and other Indigenous Nations with rights and interests in the project area were not meaningfully involved in shaping the EA/IS.

- **Western science dominates the assessment:** Indigenous Knowledge is not used to assess environmental change or determine significance. This makes the EA/IS feel one-sided and disconnected from the lived experience of our members on the land.

5.1.2 Terrestrial Ecology Key Findings

- **Wildlife will be harmed:** Species like woodland caribou, moose, and wolverine will lose critical habitat due to forest clearing, noise, and new human access. Because the EA/IS doesn't fully consider the cumulative impacts of the Ring of Fire, it underestimates the scale of this impact, especially for caribou and wolverine that are already in decline.

- **Key animal corridors will be broken up:** The road will create new barriers and increase the risk of predation and vehicle collisions. This disrupts seasonal movement patterns for many species and isolates populations for sensitive species that need intact habitats.

- **Hunting pressure will increase**: The road will allow more people into previously remote areas. This will increase hunting and trapping pressure on species that are already sensitive, but the EA/IS fails to consider this in detail.

- **Long-term habitat change is not monitored:** There is no strong plan to track how habitat fragmentation or vegetation loss will change over time or how that affects animal populations.

5.1.3 Aquatic Ecology Key Findings

- **Fish and fish habitat are not fully protected:** In-stream work and water crossings can harm fish spawning and habitat, especially during spring melt or low-flow periods. The EA/IS lacks details on how these risks will be managed and monitored.

- **Only some rivers have been studied:** Out of 9 major river crossings, only 2 have received archaeological and ecological assessment. The rest are missing baseline data, which creates serious blind spots, especially the lack of information on fish spawning areas.

- **Impacts to aquatic life are assessed in isolation:** The EA/IS looks at each crossing as a separate issue, without studying how effects add up across the entire watershed or over time.

- **No clear plan for spill response at rivers:** The EA/IS does not explain how fuel or chemical spills would be quickly contained in fast-moving waters or in areas that are hard to reach, especially in winter or spring flood seasons.

- **Invasive aquatic species could spread:** There is no solid plan to monitor or prevent the spread of invasive fish or aquatic plants along the road corridor, despite this being a known risk with new access routes.

5.1.4 Water Resources Key Findings

- **Storm events and spring melt are not planned for:** The EA/IS does not require special water monitoring during periods when erosion and sediment runoff are most likely, even though these events pose the greatest risk to rivers and wetlands. This is particularly concerning in relation to the Waboose Dam that is upstream of the Ogoki River crossing.

- **Groundwater already shows serious contamination:** Water samples show high levels of arsenic, uranium, and other harmful metals. The EA/IS does not explain where this contamination is coming from or how it might affect downstream users.

- **Real-time monitoring is missing:** There are no commitments to use real-time sensors or automatic triggers to pause work if water quality drops. This means problems could go undetected for days.

- **Peatlands and wetlands will be damaged:** Over 2,000 hectares of sensitive wetlands will be disturbed or drained. These systems are critical for storing water and filtering pollution, and they are very difficult to restore once harmed, and impacts from roads extend far beyond the roadway itself.

- **Culverts may not maintain natural water flow:** The EA/IS assumes culverts and drainage structures will keep water moving normally, but there is no long-term plan to monitor whether this is actually happening—especially in frozen or shifting ground and in peatland areas with complex groundwater flow.

5.1.5 Air Quality Key Findings

- **Air monitoring is missing:** There is no commitment to track dust, diesel emissions, or smoke from burning debris—even though these pollutants can affect health and land use nearby.

- **Dust could harm traditional foods:** Dust from gravel roads and construction will settle on berries, medicines, and wetlands. This will affect food safety and gathering practices, but is not addressed in the EA/IS.

- **Exposure for land users is ignored:** AZA land users and members working on the Project who spend time along the route may face regular exposure to air pollution, but the EA/IS does not consider how this affects health or land use rights.

- **Cumulative air pollution is overlooked:** The EA/IS looks only at emissions from this road, without considering the combined air impacts of follow-up development (like mining traffic, power lines, or future roads).

5.1.6 Climate Change Key Findings

- **Climate risks are not assessed:** The EA/IS does not examine how floods, droughts, wildfires, or heatwaves may impact road safety, integrity, or environmental health over time. This is particularly lacking in the cumulative effects assessment.

- **Permafrost and unstable soils are not considered:** Parts of the region may contain frozen or soft ground that shifts as temperatures rise or as the road itself alters temperatures in the soils. There is no plan to monitor or adapt to these conditions during or after construction.

- **Peatland damage will increase overall emissions:** Draining or clearing peatlands releases stored carbon, contributing to climate change. The EA/IS does not properly count these emissions in its climate analysis.

- **No plan for future climate adaptation:** The EA/IS does not consider how road maintenance or emergency response will need to change in a warmer, more unpredictable climate.

- **Species already stressed by climate change will face more pressure:** The EA/IS ignores how animals, plants, and water systems already affected by climate change will be more vulnerable to the added stress of a new road.

5.2 Animbiigoo Zaagi'igan Anishinaabek Comments and Recommendations on the MFCAR EA/IS

#	Document Reference	Comment	Recommendation
General Comments			
1.	EA/IS Section 4.1.1 (Do Nothing Alternative); Section 7.2.5.1 (Road Operation)	The EA/IS presents the MFCAR as a project intended to meet the needs of Marten Falls First Nation, yet statements within the EA/IS reveal a broader, unstated objective: to facilitate large-scale industrial development in the Ring of Fire. For example, Section 4.1.1 acknowledges that, "without the MFCAR it would not be possible to develop proposed mineral projects in the far north that the Province has indicated its support for." Similarly, projected traffic levels in Section 7.2.5.1 (up to 700 vehicles per day by 2046) are far beyond what would be expected for a community of fewer than 500 residents and are more consistent with major industrial operations. This discrepancy suggests that the EA/IS is being used to advance a broader infrastructure and mining development agenda without appropriately assessing the cumulative environmental and cultural consequences of that development. The MFCAR is not merely a community road; it is an enabling corridor for full-scale mineral exploitation in one of the most ecologically and culturally sensitive regions of Ontario.	A. Ontario & Canada should explicitly acknowledge and assess the MFCAR *as a catalyst for industrial development in the Ring of Fire* or Ontario and Canada should commit to not developing the mineral resources in the Ring of Fire. B. All predicted impacts in the EA/IS (e.g., traffic, water use, emissions, habitat fragmentation, hydrological changes) must be re-evaluated based on this broader regional development scenario, rather than an artificially narrow scope focused solely on Marten Falls community access needs.
2.	General Comment	Ontario's Bill 5 (2025) raises significant concerns about the future permitting framework for the MFCAR project. Now passed into law, this legislation appears to enable exemptions from critical provincial permitting processes, including those under the Aggregate Resources Act, Permits to Take Water, and Environmental Compliance Approvals. These permitting pathways currently serve as key mechanisms for technical review, environmental protection, and Indigenous consultation. Exemptions under Bill 5 would introduce substantial regulatory uncertainty and elevate environmental and rights-based risks, particularly in a region of high ecological sensitivity and cultural importance to our Nation. The EA/IS does not acknowledge or evaluate these emerging risks,	A. The Proponent should commit to upholding existing environmental and permitting standards, even if future changes to legislation (such as under Bill 5) provide exemptions. This includes a commitment to continue seeking Permits to Take Water, Environmental Compliance Approvals, and approvals under the Aggregate Resources Act (and fulfilling consultation requirements with our Nation for each permit) regardless of any exemption status. B. The Proponent should formally commit to meaningful consultation with AZA throughout all permitting and regulatory phases of the project, regardless of the requirements

		despite their potential to fundamentally alter how the project is reviewed, approved, and monitored.	imposed (or waived) by the Province. These commitments should be documented and reflected in the Impact Statement and any subsequent agreements to ensure accountability, transparency, and trust. Recognizing the heightened risk posed by legislative uncertainty, the EA/IS should be revised to include a detailed risk assessment of potential regulatory changes and their implications for the project and Indigenous rights.
3.	EA/IS Table 11-9 (Summary of Cumulative Effects Feedback and Consideration in Milestones 1, 2, and 3)	In a response to Attawapiskat First Nation in Table 11-9 of the EA/IS, the Proponent states that: "the Regional Impact Assessment led by the Agency is outside of the scope of the MFCAR. The draft Terms of Reference for the Regional Assessment in the Ring of Fire Area were released in September 2024." This exclusion is both inappropriate and short-sighted. The MFCAR is not an isolated community project — it is a critical component of a broader infrastructure corridor aimed at enabling large-scale mineral development in the Ring of Fire region. As acknowledged in the EA/IS itself (Section 4.1.1), the MFCAR is a necessary precondition for proposed mineral development in the Far North, a position echoed in provincial policy and public discourse. The EA/IS assertion that the RoF Regional Assessment (RA) is "outside of the scope" of this EA/IS is a concerning attempt to artificially narrow the project's scope, contrary to the principles of cumulative effects assessment required under the Impact Assessment Act and the purpose of the RoF RA. Furthermore, the timeline for the Regional Assessment is clear, with a deadline for the Interim Report of January 20, 2026 and a Final Report expected by June 20, 2027. Moving forward with this EA/IS prior to the completion of the RoF RA fragments the assessment of environmental, hydrological, and cultural impacts across multiple EAs — a result the RoF RA was specifically intended to avoid.	A. The Impact Assessment Agency of Canada (IAAC) should not allow the MFCAR EA/IS to proceed to final decision-making until the outcomes of the Ring of Fire Regional Assessment are known. B. IAAC should suspend or defer the EA/IS decision until at least the release of the RoF RA Interim Report (January 2026), and ideally until the Final Report (June 2027), to ensure decisions are based on the best available regional and cumulative impact information. C. Within the EA/IS, the Proponent should include a formal mechanism for revisiting and re-evaluating project approvals, mitigation measures, and routing in light of the RoF RA findings. D. IAAC and Ontario should publicly clarify how the outcomes of the RoF RA will be integrated into this and related road and mine EAs, to prevent fragmented and duplicative decision-making.

4.	General Comment	The MFCAR and the Northern Road Link Project are, at their core, intended to enable industrial access to the Ring of Fire mineral deposits. This underlying objective is evident from numerous public statements by the Government of Ontario, which has repeatedly emphasized their commitment to accelerating development in the Ring of Fire region. This includes clear expressions of support for Wyloo Metals' Eagle's Nest Project—one of the most advanced mining proposals in the area. Despite this, the EA/IS process for the MFCAR fails to adequately acknowledge the road's true purpose as a key industrial corridor. As a result, the assessment does not fully capture the scale or nature of the adverse impacts that are likely to follow. The MFCAR is expected to support sustained, high-volume industrial traffic, primarily from mining operations. This will likely involve frequent heavy-haul truck transport of ore and mineral concentrates between the Ring of Fire and the CN rail line. Such industrial use will significantly heighten environmental risks, disrupt traditional land use, and infringe upon the rights and interests of AZA. It is critical that the EA/IS fully consider these foreseeable, long-term industrial impacts—not just under the narrow framing of a MFCAR, but in the broader context of regional mining infrastructure development.	A. Ontario and Canada must explicitly acknowledge the MFCAR's intended role as a key transportation corridor for mining development in the Ring of Fire. This includes a clear articulation of its function in supporting industrial activities such as the transport of ore and mineral concentrates by heavy-haul trucks. Alternatively, Canada and Ontario should clarify that the MFCAR will not be used to access the Ring of Fire. B. Accordingly, the EA/IS should be expanded to include a comprehensive assessment of the cumulative and project-specific impacts associated with sustained industrial traffic. This should encompass effects on the environment, wildlife, water systems, and traditional land use, as well as the potential infringement on Indigenous rights and interests. C. In addition, future stages of the EA/IS process must incorporate meaningful engagement with AZA, with specific attention to how industrial use of the road will affect our lands, livelihoods, and jurisdictional authority. Any approval of the project should be contingent upon transparent assessment of these impacts and the establishment of enforceable mitigation, monitoring, and accommodation measures.
5.	General Comment	The EA/IS for the MFCAR is being fully funded by the Government of Ontario, which also serves as the primary regulatory authority responsible for approving the EA/IS and issuing associated permits. Public statements from Premier Doug Ford and other senior provincial officials have made it unequivocally clear that the Ontario Government views the MFCAR and the Northern Road Link as strategic infrastructure to accelerate access to the Ring of Fire and facilitate the extraction of both critical and conventional minerals. Given this dual role as both project funder and regulator—and the Province's stated objective of expediting mining development - AZA	A. To address the clear conflict of interest posed by the Ontario Government's dual role as both project funder and regulatory authority for the MFCAR EA/IS, IAAC must establish independent oversight for the Project that is joint with AZA B. IAAC must develop a terms of reference for the independent oversight that facilitates impartial evaluation of the EA/IS and its outcomes, particularly in light of the Province's stated economic interests in rapidly developing the RoF. Oversight should include independent environmental experts, as well as representation from AZA First Nation, to ensure the process is

		asserts that the Government of Ontario is in a clear conflict of interest. This conflict undermines the integrity of the EA/IS process, particularly in relation to its obligations to uphold environmental protection and ensure meaningful, good-faith consultation with First Nations whose rights and lands are directly impacted by the project.	guided by the principles of transparency, accountability, and respect for Indigenous rights and jurisdiction. C. IAAC should exercise its authority to ensure that meaningful consultation with AZA is upheld in accordance with the Honour of the Crown, and that cumulative impacts of industrial development in the region are fully assessed, including through the RoF RA.
6.	General Comment	The proposed MFCAR is located within the ancestral homelands of AZA where our members maintain a strong and ongoing connection to the land, including extensive use of the area directly affected by the proposed route. Despite this, AZA has received only limited consultation and engagement by the Proponent and Crown on MFCAR, likely due to the location of AZA's reserve lands. To date, neither the Proponent nor the Government of Ontario has implemented any meaningful accommodation measures to address or offset the adverse impacts these projects may have on AZA's land use, rights, and cultural practices. This lack of meaningful engagement and absence of accommodation is inconsistent with the Crown's duty to consult and accommodate under Section 35 of the Constitution Act, 1982 and undermines reconciliation efforts.	A. Canada should withhold a decision on the MFCAR until AZA has been meaningfully consulted and accommodated for the Project. B. This consultation must be conducted in good faith, be adequately resourced, and occur early enough in the decision-making process to influence Project outcomes. It must also recognize AZA's homelands, land use, and rights that are likely to be adversely affected by the proposed developments. C. In addition, concrete and enforceable accommodation measures must be developed in partnership with AZA to address project-related impacts, including environmental degradation, disruption to traditional land use, and infringement on cultural and spiritual sites. D. These measures should be formalized through legally binding agreements (with the Government of Ontario or the Proponent) and supported by ongoing monitoring and oversight with AZA's full participation.
7.	Section 4.5 (How We Selected our Road – Summary)	Section 4.5 of the EA/IS states that the Preferred Route was not the engineers' preferred option, and that the Project Team worked with engineers to ensure that the selected route is "constructable and safe" for long-term use. However, the EA/IS provides no detailed explanation of the engineering rationale, the specific concerns raised about constructability,	A. The Proponent should include a summary of the engineers' comparative assessment of all routes, identifying: • The engineering reasons why certain routes were preferred or not preferred; • The specific challenges associated with the selected route;

		or the trade-offs between engineering feasibility, cost, and environmental or cultural considerations. There is also no information provided on the cost implications of selecting a less technically preferred route. Without this information, reviewers cannot evaluate: • Whether the Preferred Route is truly sustainable and economically viable; • What long-term risks may be introduced due to terrain, hydrology, or maintenance challenges; • How engineering mitigation will be applied to address those risks. Given the complexity of northern infrastructure development — including challenging soil conditions, sensitive waterways, wetlands, and potential permafrost — it is essential to understand not only how the route balances environmental and cultural values, but what the technical and financial costs are of those decisions.	• How those challenges will be mitigated through design, construction, and long-term maintenance. B. The Proponent should disclose cost comparisons between the Preferred Route and other technically preferred alternatives, including: • Estimated construction costs; • Projected lifecycle maintenance costs; • Any known increased risks to durability or access resulting from site conditions (e.g., unstable soils, flood-prone areas, water crossings). C. The Proponent should explain how constructability concerns raised by engineers have been fully addressed, and whether additional study or contingency planning will be required prior to detailed design.
8.	Section 6.8.2 (Cumulative Effects Assessment – Project Inclusions List)	Section 6.8.2 of the EA/IS reveals that: • *"Construction of the MFCAR is anticipated to start within 2 to 5 years of Environmental Assessment / Impact Statement approval, depending on funding and permit acquisition; and* • *construction duration is anticipated to last between 3 and 10 years."* This extended window — up to 15 years from approval to completion — points to significant uncertainty regarding the practical feasibility of building the MFCAR. Such a broad timeline suggests unresolved issues related to permitting, engineering challenges, seasonal construction limits, and public financing. This lack of clarity significantly undermines the ability to evaluate the real costs, risks, and benefits of the project. Moreover, this uncertainty must be assessed in the broader context of Ontario's stated goal of using the MFCAR to catalyze mineral development in the Ring of Fire, as referenced in Section 4.1.1 of the EA/IS. However, even if the MFCAR is eventually built, the Northern	A. Ontario should disclose cost estimates for the MFCAR under a range of construction durations, including worst-case scenarios for cost overruns and delays. B. The Proponent and the Province of Ontario should provide an independent economic analysis that includes: • Projected ROI based on realistic construction and permitting timelines for all related infrastructure (including the Northern Road Link and the mines); • Sensitivity testing of net benefits based on nickel and chromium price volatility; • Clear disclosure of who bears financial and environmental risk under various development outcomes. C. IAAC should impose a Condition of Approval on the Project that a full regional infrastructure and economic development plan is presented to the public and Indigenous Nations, with transparent cost-benefit and risk analyses that compares to

		Road Link and the mines themselves have not yet been permitted or funded — and will face their own environmental and logistical hurdles. In other words, the MFCAR is being evaluated in isolation while depending entirely on a much larger and risk-laden infrastructure and industrial development plan that is far from guaranteed. Further compounding this uncertainty is the fact that the key commodities expected from the Ring of Fire — nickel and chromium — are subject to high global price volatility. Recent history has shown both metals fluctuate significantly in price due to changing demand, geopolitical factors, and technological shifts (e.g., battery chemistry in electric vehicles). There is no assurance that future prices will support the profitability of mining operations in this remote and costly region, particularly given the massive infrastructure investments required just to make the mines accessible. Taken together, these risks suggest that the return on investment (ROI) for Ontario is highly speculative. Building the MFCAR without a firm understanding of when or whether the rest of the Ring of Fire infrastructure and mining developments will proceed — or whether the commodities will retain market value — exposes very large sums of public funds to substantial risk. These public funds could be allocated to other Projects that are of much higher importance to AZA, have a much lower risk profile and are likely to have less dramatic environmental impacts.	alternative resource development projects in Ontario that could be funded as an alternative.
9.	General Comment	The EA/IS appears to place significant emphasis on the perspectives and interests of Marten Falls First Nation and Aroland First Nation, particularly in relation to route selection, project design, environmental monitoring and proponent collaboration. This is understandable given their geographic proximity to the project and as directly affected communities with strong, well-established rights and interests in the area. However, AZA also holds a strong relationship to the lands and waters affected by the MFCAR. The rights, interests, and responsibilities of AZA — including under Section 35 of the Constitution — are clearly engaged by the project, yet the EA/IS does not appear to reflect the Nation's	AZA expects to be meaningfully included in environmental oversight, mitigation, and accommodation measures related to MFCAR, in a manner comparable to the involvement of Marten Falls and Aroland. While we recognize that Aroland and Marten Falls may be entitled to a slightly greater depth of consultation, we expect that our Nation will not be left behind in the process.

		perspectives or concerns with the same level of attention or integration as those of Marten Falls and Aroland. While it is appropriate for the EA/IS to highlight the role of Nations geographically closest to the project, a more balanced and inclusive approach that reflects the knowledge, governance, and stewardship responsibilities of all impacted Nations — including AZA — is essential to ensure the assessment process is fair, comprehensive, and credible.	
10.	Section 6.8.1 (Cumulative Effects Methodology)	The approach to assessing cumulative effects outlined in the EA/IS — which involves identifying residual effects of the MFCAR, defining spatial and temporal boundaries based on those effects, and identifying overlapping project interactions — is overly narrow and methodologically insufficient given the complexity of the environmental, cultural, and ecological systems potentially affected by the MFCAR project. Specifically, this interaction-based approach fails to account for: • Non-point, system-wide stressors such as climate change, which interact with and amplify local disturbances but are excluded from the analysis because they are not tied to a specific, overlapping "reasonably foreseeable project"; • Chronic and compounding effects on vulnerable species such as boreal caribou, who are highly sensitive to even small-scale habitat fragmentation. Caribou populations do not experience effects in a linear or additive way — rather, the cumulative degradation of intact habitat and increased human presence leads to disproportionately severe outcomes over time; • Indigenous land-use systems and knowledge, which emphasize the interconnectedness of all aspects of land, water, animals, and people. The current CEA framework, rooted in Western analytical methods, fails to incorporate Indigenous values, long-term observations, and relational understandings of how ecosystems experience and respond to stress. • The broader strategic development context in which this road will enable a series of industrial developments in the Ring of Fire region.	A. The Proponent should defer the finalization of cumulative effects conclusions in the MFCAR EA/IS until at least the interim findings of the Regional Assessment (expected January 20, 2026) are released. This will allow the EA/IS to incorporate emerging regional-scale data, thresholds, and Indigenous-defined values and indicators. B. The Proponent should shift the CEA from a project-by-project residual effect model to a scenario-based, regionally integrated assessment approach, using multiple development futures (e.g., full build-out of MFCAR, Northern Road Link, and Ring of Fire mines) to model cumulative effects on key values such as water, caribou, and Indigenous cultural continuity. C. The Proponent should expand the scope of the cumulative effects assessment to include non-project stressors such as: • Climate change; • Regional hydrological shifts; • Long-range pollution (e.g., mercury transport); • Landscape-level fire suppression and forestry legacies. • Long-term habitat fragmentation trends; • Disturbance buffers beyond the road right-of-way; • Thresholds for population viability under the federal Boreal Caribou Recovery Strategy. D. The Proponent must incorporate all reasonably foreseeable developments associated with the Project into the CEA,

		This assessment is also being carried out in parallel with the RoF RA, a process designed explicitly to examine cumulative effects at the regional scale — including cumulative biodiversity loss, Indigenous land-use fragmentation, and ecological tipping points. While Table 11-9 of the EA/IS asserts that the RA is “outside the scope” of the MFCAR, this interpretation limits the value of that important work and ignores the significant overlap in purpose and geographic relevance between the two processes.	including those linked to the broader regional development trajectory of the Ring of Fire.
11.	General Comment	Over time, development pressures and colonialism have reduced our ability to live from the land as our ancestors did. Much of our territory is no longer able to support a subsistence lifestyle due to loss of access, contamination, and reduced productivity of natural resources. These changes have had a profound effect on our ability to exercise our Treaty rights in a meaningful way. AZA does not share the same definition of "significant impact" as that used in the environmental assessment grounded in Western science. From AZA’s perspective, any damage to the lands, waters, or animals we rely on is significant, particularly in places that still support our cultural practices and way of life. AZA strongly disagrees with the Proponent’s conclusion that impacts to fish, wildlife (aside from caribou and wolverine), and water will not be significant. These resources are vital to our health, identity, and responsibilities to the land.	A. AZA requests that the EA/IS recognize and apply AZA’s perspective on significance. The assessment should acknowledge that AZA defines significance not only by measurable environmental thresholds, but by the potential for harm to traditional use, cultural continuity, and Treaty rights. The EA/IS must address all impacts to wildlife, fish, and water as significant within this broader understanding. B. In addition to working with AZA to revise significance assessments, AZA requests that the Proponent, to start, assume that all impacts will be significant, unless there is an exceptionally strong justification to suggest otherwise.
12.	General Comment	AZA has a long history of being impacted by industrial development within our traditional territory without receiving meaningful benefits in return. Past projects, including forestry, hydroelectric development, and road construction, have resulted in loss of access, environmental degradation, and cultural disruption. Despite these impacts, AZA has not been included in long-term planning, nor have we received economic or governance benefits proportional to the burdens carried by our community. If the MFCAR ultimately becomes a key access route to the Ring of Fire, AZA has serious concerns about once again bearing the impacts of development while being excluded from the benefits. The construction of	AZA requests that planning for the MFCAR includes mechanisms for shared ownership, decision-making, and economic participation that involves AZA alongside Aroland and Marten Falls. If the road becomes a gateway to the Ring of Fire, AZA should have a clear role in its governance, including the ability to co-manage access and collect tolls or revenues from industrial users.

		this road will permanently alter a relatively untouched area of our traditional lands. AZA must not be left on the margins of decisions that shape its use and purpose.	
Aquatic Ecology			
13.	Section 14.2.1.2 Fish and Fish habitat, bullet 3	The current monitoring program for sedimentation control is insufficient because there is only mention of monitors being present prior and during construction of the MFCAR.	AZA urges the Proponent to have a monitoring team evaluate streams for sedimentation and turbidity after the first 2 rainfalls, as loose gravel and sediment from newly graded roads are more prone to runoff during heavy precipitation events. It's imperative to have benchmark measurements for turbidity and percentage of fine sediment before road construction begins. For turbidity, a common water quality probe (i.e. YSI) will suffice, while a fine sediment analysis is recommended for determining baseline substrate composition.
14.	Section 8.1.6.5 Benthic Invertebrates	The report primarily discusses benthic macroinvertebrate collection using kick netting in water crossings with smaller substrates such as cobble, gravel, fine sediments, and organic matter. However, it does not mention any assessment of benthic invertebrates in habitats with larger substrates like boulders, bedrock, and larger cobble.	A. AZA recommends that benthic invertebrate studies be conducted at water crossings where larger substrate was present. B. A common practice used in the *Canadian Aquatic Biomonitoring Network* when investigating invertebrate richness is to use the rock grab method. 100 coarse rocks (selected at random) are lifted and inspected. Documenting macroinvertebrate counts and species diversity for these habitat types are imperative for gathering a holistic understanding of benthic invertebrates across the project's watersheds. AZA recommend that the Proponent employ the rock grab method as part of the benthic invertebrate baseline monitoring program.
15.	Figure 4-1: Route Alternatives; Figure 11-3: Location of Neighboring Indigenous Communities; Appendix B – Route Selection Method	AZA reviewed the desktop information available in the EA/IS and Appendix B (Route Selection Methodology) evaluated the alternative routes. From this information, a route was selected that would reduce the overall length of road in proximity to watercourses, limit the number of watercourse crossings, and reduce the overlap with existing provincial parks or other sensitive areas. Based on the information provided, it appears the preferred route would be:	A. Based on the information provided, AZA is generally supportive of the approach taken for determining the Preferred Route and the route itself. However, there must be an opportunity for further refinement of the preferred route. For example, the route could be adjusted slightly to minimize proximity to watercourses and identify preferred crossing locations. For this reason, AZA requests that the Proponent

		• Alternative 1 for southern section (Segment 1) • Alternative 4 for central section (Segment 2) • Alternative 4 for northern section (Segment 3) For greater clarity, this would involve constructing using the following segment node pathway: B→E→F→G→H→I→J This route aligns with the Preferred Route (Figure ES 4-1 and Figure 4-7) selected by the Proponent.	invite AZA to provide input on the final route. We are open to how this can be achieved, for example, written correspondence, community meetings, and/or workshops. B. Secondly, AZA requests clarification on the flexibility to modify the Preferred Route once the EA/IS is complete. For example, will it be possible to choose a route outside of the 100 m Right of Way?
16.	Appendix G – Section 5 Existing Conditions	The Proponent has only completed detailed fish habitat, fish community sampling, and benthic invertebrate sampling at a subset of 50% (55 locations), 50% (46 locations), and 25% of proposed watercourse crossings, respectively. These were completed in 2019-2022. Fish sampling was conducted primarily with backpack electrofisher and minnow traps. This level of effort is far below what is considered best practice. It is typical to conduct multi-season multi-year baseline studies to adequately characterize natural variability and the habitat use by different species based on their unique life histories.	AZA requests additional baseline sampling to adequately characterize the aquatic habitat within the LSA. While multi-season sampling at each location is standard, it is recognized that the potential impacts of road are well understood and can be managed with appropriate mitigation measures. Therefore a more practical approach would be to complete a minimum of one baseline sampling event to characterize detailed fish habitat characteristics at all crossing sites of the selected route, in advance of construction (i.e. not just the 50% subset). Of these, areas with high potential for high value habitat (of the selected VC species) should be targeted for fish community sampling as well. This sampling can occur as part of pre-construction monitoring and is not required for completion of the Impact Assessment.
17.	Appendix G – Section 5.5 Existing Environment Characterization by Valued Component Fish Species	The Proponent has not presented any detailed mapping information on locations of spawning habitats for the selected fish VCs. In particular, the absence of thorough assessments of spawning habitat for lake sturgeon (*Acipenser fulvescens*) and brook trout (*Salvelinus fontinalis*) presents a significant concern. Both species rely on specialized environmental conditions for successful reproduction, including specific substrate types, water temperature ranges, flow dynamics, and oxygen levels. Without proper evaluation and identification of these habitats, several risks arise, including the possibility of degrading and/or destroying those habitats which may overlap with crossings.	AZA recommends that additional efforts be undertaken to evaluate all crossings with potential spawning habitat for lake sturgeon and brook trout. This information should be presented in the EA/IS. Then based on this information, the identification of crossing locations can be optimized to avoid any impacts to spawning areas.
18.	Table 9-10: Summary of Residual Effects for Fish and Fish Habitat	The Proponent has stated that an Erosion and Sediment Control Plan will be developed for the Project. This is a critical measure that must be	AZA requests the opportunity to review and provide input on the Erosion and Sediment Control Plan once available.

		rigorously developed and implemented to adequately mitigate the potential impacts of the road.	
19.	Section 7.1 Summary of Project Components and the Existing Environment	The Proponent states that there will be at least 45 major waterbody crossings along the Preferred Route. This includes 13 culverts, 22 clear-span bridges, and 10 multi-span bridges along permanent crossings. For temporary access roads, there will be 24 temporary waterbody crossings, including 6 culverts, 12 clear-span bridges, and 6 multi-span bridges. However, there is not sufficient details on crossing types and whether they will require site-specific mitigation measures. Given the potential risk of erosion and sedimentation at these important points, there must be additional information on watercourse crossings. This is especially important for areas with potential spawning habitat of all VCs, potential for lake sturgeon, or other environmental sensitivities.	AZA requests additional information on existing crossings and whether there is a need for site-specific mitigation measures to limit the effects of sedimentation and erosion. For example, it is not clear whether existing crossings provide adequate freeboard or setback distances to avoid effects to watercourse banks and/or prevent ice-damming and associated erosion. Where necessary, the Erosion and Sediment Control Plan should include site-specific plans for sensitive watercourse crossings.
20.	Section 7.1.2.2 Bridges and Culverts; Table 9-10: Summary of Residual Effects for Fish and Fish Habitat	The Proponent has stated crossings will be constructed in a “manner that maintains downstream flows and fish passage”. However, there has been no assessment of minimum/maximum velocities/depths required at crossings to maintain fish passage based on species present. Further, there is not adequate discussion on how sizing of crossings will be planned. Ensuring that watercourse crossings are adequately designed (e.g. to meet depth and flow velocity requirements) is essential for maintaining fish passage and reducing potential effects of erosion and sedimentation. Many fish species rely on specific water conditions to migrate, access spawning habitats, and complete their life cycles. If crossings create barriers—such as shallow water, excessive velocity, or obstructions—fish may struggle to move upstream or downstream, leading to habitat fragmentation. Properly designed crossings mimic natural stream conditions, allowing fish to navigate safely while preserving biodiversity and habitat connectivity.	AZA requests that the Proponent include a commitment that crossings installed will ensure that minimum/maximum flow velocities and depths will be maintained to ensure adequate fish passage for the species present at each crossing. Where possible, this should include: • Ensuring crossings are adequately sized to pass normal range of water (i.e. 1000-year return period for permanent crossings, and 10-year return period for temporary crossings). • Use open-bottom structures or embedded culverts wherever possible to allow natural sediment transport and habitat continuity. • Design crossings to maintain adequate water depth and manageable flow velocities to support fish passage. • Avoid excessive water speeds that could impede movement, particularly for juvenile or species with low burst speeds.
21.	Section 8.1.6.4 Invasive Species	The Proponent has identified that rock bass and smallmouth bass have been documented in the Albany River and some other locations with the RSA. They have stated that they will “Implement best management	A. AZA requires that the Proponent evaluate the potential pathways of introduction and potential impacts of aquatic invasive species as part of the EA/IS.

		practices and regulations outlined by the Ministry of Natural Resources to reduce the spread of invasive species" (Table 9-10). However, they have otherwise not assessed the potential impacts of invasive species on aquatic ecosystems or meaningfully planned any associated mitigation measures. This is a significant oversight. Northern Ontario's aquatic ecosystems remain relatively unimpacted by invasive species, providing native fish populations with stable environmental conditions. However, the construction of new roads in the region may inadvertently introduce aquatic invasive species, posing a serious threat to local biodiversity and ecosystem health. Construction and subsequent road use may lead to the unintentional transport of invasive species via contaminated equipment, vehicles, or recreational activities. Once established, aquatic invasive species are difficult and costly to remove, requiring ongoing mitigation and control effort.	B. The Proponent must prepare an invasive species management plan that includes details on how they plan to prevent and manage the accidental introduction of invasive species through all phases of the Project. C. The Proponent should share this plan with the AZA for review and comment prior to finalization or approval.
22.	Table 9-10: Summary of Residual Effects for Fish and Fish Habitat	The layout for Table 9-10 is confusing and makes understanding the information difficult. There are many items that are duplicated, except for the final column. For example, the first two items appear identical (Table 9-10 pp 407 and Table 9-10 pp 410), with the exception of the predicted residual effect. It appears that the difference here is between the project activities being evaluated (above high water mark and below high water mark) but that is only clear when looking at the residual effect. AZA notes that such lack of clear communication of the critical information in the EA/IS may be construed as making the findings deliberately difficult to interpret and thus avoid proper scrutiny of the Project.	A. AZA requests that Table 9-10 be updated to improve clarity on what project activities are being considered. Potential improvements include; • Adding additional description to clarify the activities and/or effects being considered (e.g. include description about whether the effect is above or below the high water mark) • List mitigation and enhancement measures in a separate table with associated numbers for each. This will help avoid the duplication of text in the table. B. Similar updates should be made to the tables for all valued components of the project.
23.	Table 9-30: Summary of Residual Effects for Physiography, Terrain and Soils	The Proponent has identified that they will "Avoid placing soil stockpiles near waterbodies or drainage features" (Table 9-30, pp 667). However, this language is vague and is not a useful measure for planning (or for contractors in the future). As stockpiles of overburden and soils are an important source of sediment, it is important that there is a sufficient	AZA requests that excavated materials and stockpiles be placed at a minimum distance of 100m from watercourses. Furthermore, efforts should be made to ensure that stockpiles are covered, revegetated, or otherwise stabilized prior to spring freshet. This should be included as a mitigation measure in Table 9-10.

		setback/buffer to prevent potential erosion and sedimentation, especially during periods of high rainfall and/or melting snow.	
24.	Table 9-10: Summary of Residual Effects for Fish and Fish Habitat	Similarly to the comment noted above, the Proponent has stated that they will "Locate temporary access roads, staging areas, camps, and debris and / or timber stockpiles a minimum of 30 meters away from the ordinary high-water mark of a waterbody, where possible" (Table 9-10 pp 408). One of the major potential impacts of the Project during construction is the risk of sediment and erosion from stockpiles, camps, and staging areas. It is important that there is a sufficient setback/buffer to prevent potential erosion and sedimentation, especially during periods of high rainfall and/or melting snow.	AZA requests that a minimum distance of 100m from watercourses be applied to all temporary camps, staging areas, and stockpiles of overburden, aggregates, and soil. Furthermore, efforts should be made to ensure that stockpiles are covered, revegetated, or otherwise stabilized prior to spring freshet. This should be included as a mitigation measure in Table 9-10. It is understood that temporary access roads, debris, and timber stockpiles may need to be within 30 m, therefore the 30m buffer for those activities may be appropriate, depending on the circumstances.
Terrestrial Ecology			
25.	Table 9-17: Summary of Residual Effects for Riparian Ecosystems (Page 451)	The project will result in the direct loss of approximately 116.7 hectares of riparian vegetation—1% of riparian ecosystems within the Regional Study Area. Although this may seem numerically small, riparian areas provide disproportionately important ecosystem services making them uniquely important. These areas are especially sensitive to disturbance, and even those portions that remain physically intact may experience functional degradation as a result of adjacent clearing and fragmentation. As noted in the assessment, the loss of riparian area could reduce the ability of the remaining ecosystems to carry out their natural functions, emphasizing the need for stronger commitments to protection, restoration, and long-term monitoring. The Proponent proposes to "limit clearing of riparian vegetation (within 30 metres of waterbodies) to the extent possible and to the requirement of the access road and alignment clearing width only." This measure is entirely based on avoidance and minimization during the construction design process. Avoidance does not address the residual loss of ecological function, nor does it ensure that disturbed areas will recover.	A. The Proponent must commit to offsetting residual functional losses to riparian ecosystems through the adoption a no-net-loss approach—an established ecological principle that seeks to ensure that the total *area* and *function* of a habitat type are maintained or enhanced over time. In practice, this means that when impacts to a habitat cannot be entirely avoided or fully restored, they must be offset through equivalent or greater ecological gains elsewhere. For this project, applying a no-net-loss approach to riparian ecosystems is essential. It requires both the implementation of offsetting measures to address residual functional losses, and the inclusion of rigorous, long-term monitoring to verify that riparian ecosystem functions are maintained. B. The Proponent must strengthen the monitoring and adaptive management framework within the Vegetation Restoration Plan to ensure riparian ecosystem recovery. A long-term, riparian-specific monitoring program must be included in the Vegetation Restoration Plan. Performance benchmarks must be clearly defined, and thresholds should be set to trigger corrective actions if restoration is not proceeding as expected.

			Without measurable outcomes and adaptive management, even small-scale clearing could result in lasting degradation of riparian function, contrary to the goals of ecological integrity and no-net-loss.
26.	Table 9-17: Summary of Residual Effects for Vegetation (Black Ash)	The project currently falls outside the regulated zone for Black Ash (Fraxinus nigra) established under Ontario Regulation 6/24 (Endangered Species Act, 2007); however, the proposed project creates a clear and significant pathway for the introduction of invasive species, especially the Emerald Ash Borer (*Agrilus planipennis*). Construction activities such as equipment mobilization, timber handling, and increased public access along the permanent access road increase the risk of Emerald Ash Borer being introduced into areas where it is not yet present. The risk is magnified by the permanent nature of the road, which facilitates ongoing vehicle movement and human activity into relatively intact northern ecosystems. Furthermore, the Emerald Ash Borer's known range has been steadily expanding northward, and this trend is expected to continue as shorter, milder winters and increased growing degree days under climate change create conditions suitable for the insect's survival and reproduction in more northern latitudes. As overwintering mortality declines and thermal thresholds are increasingly met, the pest's establishment risk in currently unaffected regions grows significantly over the lifespan of this project. Importantly, [redacted] The current mitigation measures—limited to re-evaluating Black Ash status under future regulatory updates and conducting localized surveys if its listing changes—are reactive and insufficient given the foreseeable threat trajectory.	A. The Proponent must recognize and proactively manage [redacted] regardless of current regulatory status. B. The Proponent must integrate Emerald Ash Borer prevention and long-term surveillance into invasive species mitigation. C. The Proponent must update the Vegetation Management Plan to include [redacted] and the emerging ecological risks.

27.	Table 9-22: Summary of Residual Effects for Wildlife - Furbearers (Wolverine)	The Environmental Assessment acknowledges that the project will result in a permanent loss of approximately 4,700 hectares of wolverine habitat and indirect alteration to an additional 189,145 hectares through habitat fragmentation, sensory disturbance, and edge effects. Despite concluding that the net residual effect on wolverines is significant, the current mitigation strategy does not include any offsetting or compensation to address this large-scale, irreversible loss. Furthermore, the proposed mitigation measures remain focused on localized, site-specific actions—such as timing restrictions near active dens and general reclamation of temporary features—but fail to incorporate a landscape-scale or connectivity-based approach. Wolverines are wide-ranging, low-density carnivores that depend on expansive, connected tracts of intact habitat. The construction and operation of a permanent road corridor introduces long-term fragmentation, potential barriers to movement, and increased vulnerability to cumulative stressors. However, the assessment does not identify or protect key movement corridors, nor does it propose any measures to maintain or restore regional habitat connectivity. Without compensating for the permanent loss of core habitat and planning for long-term landscape permeability, the project risks contributing to the functional isolation of wolverine populations and undermining regional conservation objectives for this sensitive species. The absence of offsetting and connectivity planning represents a significant gap in the mitigation strategy for a species already facing pressure from habitat fragmentation across its southern range.	A. The Proponent must commit to habitat offsetting to compensate for the permanent loss of 4,700 hectares of core habitat. The offsetting strategy should be informed by a regional connectivity assessment to ensure that compensation efforts support landscape-level ecological function and align with known wolverine movement corridors. The connectivity assessment should also include maintaining permeability across the road corridor through measures such as wildlife overpasses, or underpasses informed by local and regional wolverine movement data. B. The Proponent must establish measurable restoration objectives and monitor long-term habitat recovery for wolverine.
28.	Table 9-22: Summary of Residual Effects for Wildlife - Furbearers (Wolverine)	The assessment of increased public access as a pathway for wolverine mortality contains several key flaws and understatements that diminish the importance of this effect. While the residual effect is described as “not significant,” the assessment itself acknowledges that the duration is permanent, the reversibility is irreversible, and the likelihood of impact is possible. Despite these admissions, the frequency is incorrectly characterized as “continuous until the Construction Phase is over,” which	A. The Proponent should revise the assessment to acknowledge that increased public access and its associated impacts on wolverine are permanent in duration and ongoing in frequency, not limited to the construction phase. B. Given the species’ sensitivity to human disturbance and the cumulative effects of habitat loss and fragmentation, the residual effect should be re-evaluated as significant.

		contradicts the permanent nature of the road and its associated access infrastructure. Additionally, the conclusion of "not significant" fails to adequately account for the vulnerability of wolverines to human encroachment and incidental trapping. As a wide-ranging, low-density species already subject to multiple project stressors (e.g., habitat loss, fragmentation, den disturbance), even low levels of increased mortality from trapping could have population-level consequences (Scrafford et al. 2025) (Krebs et al. 2004), particularly in the absence of population monitoring.	C. The following measures to mitigate for the residual effect of increased public access should be incorporated into the project to protect the regional wolverine population: • Establish designated trap-free buffer zones around key wolverine habitats, movement corridors, and denning areas in consultation with local first nation trappers. • Require use of modified trap designs or exclusion devices that reduce risk of incidental capture of wolverines in areas where trapping remains permitted. • Implement a program to monitor wolverine presence, movements, and mortality incidents using remote cameras, genetic sampling, and collaring where feasible. • Develop a centralized system to report and analyze all known or suspected mortalities (e.g., trapping, roadkill) in cooperation with local first nation communities, trappers, and enforcement agencies. • Install wildlife crossing structures (e.g., underpasses, overpasses) at known or modeled crossing points of the road to reduce barrier effects and collision risk. • Establish clear mortality thresholds that, if exceeded, would trigger enhanced mitigation or project operational changes.
29.	Table 9-22: Summary of Residual Effects for Wildlife - Furbearers (Beaver)	The EA/IS does not include a strategy for addressing potential beaver-related conflicts at culverts, bridges, or other water control structures. While incidental take procedures are outlined and active lodges will be flagged during construction, the plan does not anticipate or address the high likelihood of damming activity at culverts, which is a common and predictable outcome in beaver-inhabited landscapes. Without a proactive conflict management strategy, this gap may lead to future flooding, infrastructure damage, and unnecessary lethal control measures, undermining both environmental performance and the project's stated mitigation objectives.	The Proponent should develop and implement a Beaver Conflict Management Plan to proactively address the risk of damming and flooding at culverts, bridges, and other water crossings. This plan should identify high-risk water crossings during detailed design and incorporate non-lethal mitigation measures, such as flow devices and exclusion fencing. The plan should also establish a routine monitoring and maintenance protocol for water crossings during both construction and operation phases.

30.	Section 10.3.3 Wildlife (Wolverine)	The conclusion in the Cumulative Effects Assessment (CEA) that cumulative impacts on wolverines are “not significant” is not scientifically defensible due to a critical omission of the Ring of Fire development and associated industrial expansion. The MFCAR is not an isolated project; it is explicitly intended to enable access to Ontario’s most significant undeveloped mineral deposit, the Ring of Fire, and to catalyze broader industrial activity in the region. The Eagle’s Nest Mine is included in the CEA; however, it is the only mine site associated with the Ring of Fire that has been considered. The development of this road is anticipated to facilitate mineral extraction at a much broader scale than the Eagle’s Nest mine alone. By omitting this context, the CEA adopts an artificially narrow spatial and temporal scope, which results in a significant underestimation of cumulative habitat loss and fragmentation. The assessment does not consider the full footprint of anticipated mining operations, secondary access roads, transmission corridors, and permanent industrial infrastructure, all of which are reasonably foreseeable outcomes of the MFCAR. This omission critically undermines the validity of the CEA’s conclusions regarding the long-term impacts on wolverine habitat and population viability. This omission is especially concerning as wolverines are highly sensitive to habitat fragmentation and have low reproductive rates. While the EA/IS identifies that the project and associated developments will result in the loss of 73,145 hectares of undisturbed habitat, this figure massively underrepresents the true impact because it excludes the full footprint of future Ring of Fire mining developments and the additional infrastructure that the MFCAR is explicitly intended to enable. These include future access roads, transmission lines, expanded industrial corridors, and increased public access, all of which will further degrade or eliminate functional wolverine habitat. By isolating the MFCAR from the broader industrial development it unlocks, the assessment artificially constrains the spatial and ecological scope of cumulative effects, leading to an unjustified conclusion of insignificance. Moreover, the cumulative effects discussion ignores the access-induced effects beyond the Ring of Fire, such as future forestry, increased trapping	A. The CEA must assess the full extent of reasonably foreseeable development in the Ring of Fire by using the entire mineral tenure footprint and known claims as a conservative baseline for potential future mineral extraction. B. The Proponent must redefine the RSA and timeframe to capture the long-term, regional-scale impacts of industrial expansion facilitated by the MFCAR (including the Ring of Fire). C. The Proponent must conduct spatial modeling of cumulative habitat loss, fragmentation, and connectivity disruption using up-to-date land cover, proposed development footprints, and species distribution data. This analysis should inform a revised determination of habitat availability and functional connectivity for wolverines. D. The Proponent must include in the CEA the foreseeable consequences of increased public and industrial access, such as expanded trapping and hunting pressure, forestry operations, and exploration activity, which are all known to impact wolverine persistence. E. The Proponent must reassess the significance of cumulative effects based on the expanded impact scenario. The assertion that wolverine populations will remain "self-sustaining and ecologically effective" must be supported by rigorous analysis and appropriately reflect the stated low confidence in the prediction. F. Given the acknowledged uncertainty and the high conservation sensitivity of wolverines, the Proponent must adopt a precautionary stance in the significance conclusion.

		and hunting pressure, and additional industrial exploration—none of which are factored into the modeling or significance determination. Despite these considerable gaps, the CEA concludes that wolverine populations will remain “self-sustaining and ecologically effective,” and that impacts remain within the species’ resilience thresholds—while simultaneously acknowledging a low confidence level in this prediction. Given the project's function as a gateway to industrial-scale development, and the high conservation sensitivity of the wolverine population in this region, the failure to fully include the Ring of Fire and other foreseeable developments in the cumulative effects analysis represents a substantial flaw. A scientifically credible assessment must incorporate a robust and spatially explicit analysis of the full range of developments the MFCAR enables, particularly in regard to habitat loss, fragmentation, connectivity disruption, and indirect mortality pressures. Until the full scope of all reasonably foreseeable regional development is incorporated into the CEA, the claim that cumulative effects on wolverines are “not significant” lacks scientific credibility and cannot be supported.	
31.	Section 10.3.3 Wildlife (Wolverine)	The EA/IS concludes that the cumulative effects of the Project and other reasonably foreseeable developments on wolverine are "not significant,". However, this assessment does not adequately account for climate change as a compounding stressor on wolverine populations, despite acknowledging its influence as "mostly assumed to have an adverse effect" with "low" prediction confidence Wolverine survival and reproduction are closely tied to cold, structured microhabitats that allow for food caching and denning, both of which are threatened by rising temperatures and diminishing spring snow cover. Wolverines rely on these microhabitats to cache food that supports lactation during February–April, a period of high energetic demand and low prey availability. The degradation of snow-dependent “refrigeration zones” reduces cache viability by increasing decomposition and competition from scavengers and microbes, leading to increased risk of early litter loss (Inman, Magoun, Persson, & Mattisson, 2012)	Any assessment of effects on wolverine must account for the ongoing loss of persistent spring snow cover and cold microhabitats that are essential for successful denning and food caching. These features are fundamental to wolverine reproductive success, and their decline due to climate warming, when combined with project-related disturbances, may heighten reproductive failure risks. The CEA should be revisited with a focus on evaluating the long-term implications of climate change for wolverine persistence in the region. A. The Proponent should integrate region-specific climate models into the CEA to assess projected changes in snowpack duration, depth, and spring persistence, particularly during the wolverine denning period (February–April). B. The Proponent should incorporate observed regional warming trends (e.g., Smol et al. 2013) into the assessment framework

		This concern is especially pronounced in northern Ontario, where the project is situated within the Hudson Bay Lowlands (HBL)—a subarctic zone that, until recently, was among the last Arctic refugia from global warming, buffered by the cooling influence of Hudson Bay Sea ice (Smol et al. 2013). However, detailed climate and lake sediment records now show that the region crossed a climatic tipping point in the 1990s, transitioning abruptly into a phase of rapid warming, particularly during winter and autumn (Smol et al. 2013). This warming is directly linked to shorter snow seasons and earlier ice melt, conditions that undermine the persistent spring snow cover critical to wolverine denning and food caching. The EA/IS fails to meaningfully assess these climate-sensitive behaviors, particularly the species' reliance on persistent spring snow for denning and the strategic use of winter food caches to bridge periods of scarcity. These adaptations are central to the species' reproductive success in a low-productivity, cold-niche environment, and are known to be highly vulnerable to climate warming (Inman, Magoun, Persson, & Mattisson, 2012).As such, the interaction between habitat alteration from the Project and climate-induced stressors could produce non-linear cumulative effects that are not captured by habitat area metrics alone.	to better evaluate the interaction between anthropogenic habitat alteration and climate-driven loss of suitable denning and caching habitat. C. The Proponent should reassess the conclusion of "not significant" cumulative effects on wolverines in light of climate stressors that reduce population resilience and may push species beyond physiological and ecological thresholds. D. The Proponent should apply a precautionary approach to significance determinations, recognizing the high uncertainty and known vulnerability of wolverines to climate change. E. The Proponent should commit to long-term monitoring of climate-sensitive indicators, such as spring snow duration, den occupancy, and reproductive success, to inform adaptive mitigation and management responses.
32.	Table 9-27: Summary of Residual Effects for Ungulates	Emerging research demonstrates that EA processes in Canada have consistently failed to protect caribou. While the EA/IS is designed to identify and mitigate significant environmental effects, studies suggest that EAs often facilitates development in critical caribou habitat rather than constraining it. A national review of assessments found that caribou were frequently identified as at risk, yet nearly every project was approved regardless of the potential for long-term harm (Collard, Dempsey, & Mollie, 2020).In practice, standard mitigation commitments—such as habitat offsets or construction timing windows—are used to justify approvals, even when their effectiveness remains uncertain or unproven over the long term. A fundamental flaw in most EAs, including this EA/IS, is the manipulation of spatial and temporal scale. Assessments often narrowly define project	Assessment process is insufficient to protect woodland caribou and the culturally significant subsistence areas our Nation relies upon. Therefore, the Crown, including both federal and provincial governments, must engage in formal discussions with AZA regarding the establishment of an Indigenous Protected and Conserved Area (IPCA) as a meaningful mitigation measure. This IPCA would serve to offset the loss of critical caribou habitat and culturally important landscapes that will be impacted by the Project.

		boundaries, obscuring broader patterns of disturbance. This approach is particularly concerning in the context of this project, where the construction of the MFCAR is expected to catalyze a wave of new mineral exploration and development relating to the Ring of Fire. In Northern Ontario, where woodland caribou ranges are already under pressure, the cumulative effects of mining and infrastructure projects pose a serious threat to habitat integrity. Instead of evaluating the broader, landscape-level impacts of multiple projects, each environmental assessment is conducted in isolation. As a result, they fail to consider how these developments will collectively accelerate fragmentation within caribou ranges once operational. This piecemeal approach fails to reflect the ecological reality facing caribou, which require large, intact landscapes to persist. The treatment of Indigenous knowledge within the EA/IS further compounds the problem. Indigenous perspectives—particularly warnings about caribou declines and concerns about cumulative impacts are often acknowledged but not reflected in final decisions (Cameron & Kennedy, 2023)Instead of serving as a meaningful check on development, Indigenous knowledge is too often used to support predetermined outcomes, weakening both ecological and cultural stewardship. Taken together, these issues reveal a troubling pattern: EA/IS processes in Canada and Ontario are not equipped to safeguard caribou. Despite growing awareness of the species' decline and the thresholds beyond which recovery becomes unlikely, assessments continue to greenlight projects that push caribou habitat closer to collapse. If the intent is to prevent further extirpation, the EA/IS must shift from a project-by-project focus to a regional, landscape-based framework that respects known disturbance limits, incorporates Indigenous leadership, and ensures outcomes are tracked and enforced. Without such reforms, the development of MFCAR and Ring of Fire will drastically accelerate the loss of woodland caribou across northern Ontario.	
33.	Section 9.4.5.1.1 Woodland Caribou	The Proponent estimates that 21% (98,417 ha) of the ungulate effects assessment LSA is disturbed, based on a 500-meter buffer around	A. The Proponent must recalculate functionally lost caribou habitat using a range of buffer distances—from 500 meters to

		anthropogenic features, in accordance with Environment and Climate Change Canada (2023) guidance (ECCC, 2023). However, this buffer distance represents the low end of the scientific consensus and does not align with current understanding of caribou behavior or jurisdictional best practices. Woodland caribou are known to avoid both physical and sensory disturbances at significantly greater distances than 500m (Vors et al., 2007). Ontario's guidance reflects this by recommending that project proponents minimize sensory disturbance within 10 kilometers of known or potential high use areas. These avoidance behaviors are well-documented and underscore growing concerns about the persistent underestimation of disturbance effects in environmental assessments (Collard, Dempsey, & Mollie, 2020) (Cameron & Kennedy, 2023).A 500-meter buffer does not capture the ecological sensitivity of these areas, nor the full spatial extent of functional habitat loss experienced by caribou. Assuming a 1-kilometer buffer—which remains at the lower end of scientifically supported avoidance distances—the total disturbed area in the LSA would increase to approximately 196,834 hectares, or 42% of the study area. This would reduce the proportion of undisturbed habitat from the reported 73.5% to approximately 58%, falling well below the 65% threshold identified by Environment and Climate Change Canada (2023) as necessary to support self-sustaining local caribou populations. This shift is particularly concerning in the context of broader cumulative effects, especially given this project's potential to enable large-scale resource development across the Ring of Fire region.	15 kilometers—based on proximity to known or potential high-use areas and ecologically sensitive locations such as calving grounds, wintering habitat, and key travel corridors. This approach reflects well-documented variability in caribou responses to disturbance and aligns with both jurisdictional guidance and peer-reviewed literature demonstrating that avoidance can occur at distances far greater than 500 meters. Incorporating this range is essential to more accurately capture the spatial extent of functional habitat loss and to reduce uncertainty in predicting impacts. B. The Proponent must commit to achieving no net loss of functional caribou habitat, with compensation measures based on the updated disturbance estimates and delivered through habitat restoration, enhancement, or long-term protection in areas that support caribou recovery. C. The Proponent should use the updated analysis of functional habitat loss to inform the assessment of project impacts, and to guide the development of effective mitigation and offsetting strategies.
34.	Section 10.3.5.1.1 Woodland Caribou	The CEA for caribou fails to incorporate all the foreseeable industrial expansion associated with the Ring of Fire. The MFCAR is not an isolated project; it serves as the enabling infrastructure for one of Canada's largest undeveloped mineral deposits. The Eagle's Nest Mine is included in the CEA; however, it is the only mine site associated with the Ring of Fire that has been considered. The development of this road is anticipated to facilitate mineral extraction at a much broader scale than the Eagle's Nest mine alone. By omitting this context, the CEA adopts an artificially narrow spatial and temporal scope, which results in a significant underestimation of cumulative habitat loss and fragmentation. The assessment does not	A. The Proponent should revise the CEA to include the full range of reasonably foreseeable developments that the MFCAR is expected to enable. The construction of the MFCAR represents a transformative step that will provide access to significant mineral deposits and catalyze widespread industrial development in the region. B. The CEA must assess the full extent of reasonably foreseeable development in the Ring of Fire by using the entire mineral

		consider the full footprint of anticipated mining operations, secondary access roads, transmission corridors, and permanent industrial infrastructure, all of which are reasonably foreseeable outcomes of the MFCAR. This omission critically undermines the validity of the CEA's conclusions regarding the long-term impacts on caribou habitat and population viability.	tenure footprint and known claims as a conservative baseline for potential future mineral extraction.
35.	Section 10.3.5.1.1 Woodland Caribou	The CEA does not account for wildfire as a major and increasing source of disturbance in the boreal forest. Scientific evidence indicates that wildfires are expected to increase in both frequency and intensity due to a combination of rising temperatures, increased lightning activity, and prolonged periods of drought associated with climate change. These factors are altering fire regimes across Northern Ontario, making larger and more severe fires increasingly common. This is highly relevant for caribou, as wildfire removes mature conifer forests that provide essential winter forage in the form of terrestrial lichens. Following fire, the landscape regenerates into early successional forest types dominated by shrubs and young deciduous growth. These habitats are more supportive of moose, which thrive in areas with dense browse and regenerating vegetation. As moose populations increase, wolf densities also rise, since wolves rely on moose as a primary prey species. This leads to elevated predation pressure on caribou, which are more vulnerable in areas where they overlap with high densities of both moose and wolves. The exclusion of wildfire from the CEA represents a significant gap, particularly given its compounding interaction with anthropogenic disturbances. Wildfire contributes not only to the direct loss of caribou habitat, but also to long-term changes in predator-prey dynamics and range connectivity. For a comprehensive assessment of impacts to caribou, wildfire must be included as an interacting disturbance factor alongside development and infrastructure.	The CEA should be revisited to incorporate wildfire as a major and increasing source of disturbance in the boreal forest. The assessment must account for the expected rise in wildfire frequency and severity due to climate change and evaluate how wildfire interacts with anthropogenic disturbances to impact caribou habitat, predator-prey dynamics, and range connectivity.
36.	Section 9.4.7.4.2 Moose	The CEA for moose fails to fully incorporate foreseeable industrial expansion associated with the Ring of Fire. The Eagle's Nest Mine is	A. The Proponent should revise the CEA to include the full range of reasonably foreseeable developments that the MFCAR is

		included in the CEA; however, it is the only mine site associated with the Ring of Fire that has been considered. The development of this road is anticipated to facilitate mineral extraction at a much broader scale than the Eagle's Nest mine alone. By omitting this reasonably foreseeable development, the Proponent cannot credibly conclude that the project will not have significant impacts on moose. Without accounting for cumulative habitat loss, fragmentation, and increased access pressures tied to broader regional development, the assessment underestimates the risk to moose populations and their long-term viability in the region.	expected to enable. The construction of the MFCAR represents a transformative step that will provide access to significant mineral deposits and catalyze widespread industrial development in the region. B. The Proponent should revise the CEA to assess the full extent of reasonably foreseeable development in the Ring of Fire by using the entire mineral tenure footprint and known claims as a conservative baseline for potential future mineral extraction. C. The Proponent should reassess the significance of project-related impacts on moose and moose habitat, recognizing that from AZA's perspective, these impacts will be significant. The Crown's significance determinations often rely on narrow biophysical criteria, while AZA considers the broader cultural, ecological, and relational importance of moose—meaning even small or incremental changes to moose habitat and behavior can represent a serious and unacceptable impact.
37.	Table 9-27: Summary of Residual Effects for Ungulates	The EA/IS underestimates the long-term effects of increased public access on moose populations associated with the MFCAR. While the assessment acknowledges that new roads and trails can lead to greater access by hunters and therefore increase harvest pressure, it ultimately concludes that the resulting effects on moose survival and reproduction will be moderate in magnitude and not significant. This conclusion is not well-supported. The permanent introduction of a year-round access corridor into a largely roadless landscape represents a substantial change to the existing conditions. Moose in the Wildlife Management Units intersected by the project already occur at low densities, and any additional harvest pressure, whether legal or illegal, has the potential to reduce population viability further. The mitigation measures proposed are limited in scope and unlikely to meaningfully prevent or control public access over time. Gating of access roads, decommissioning of temporary routes, signage, and staff education are all standard practices, but in this context, they are not sufficient. The	A. The Proponent should reclassify the effect of increased public access on moose as significant. B. The Proponent should commit to developing a comprehensive Moose Access Management and Monitoring Plan in collaboration with AZA. This plan should include enforceable access control measures, such as physical barriers and road-use restrictions, along with a strategy to monitor both authorized and unauthorized use of the corridor. Long-term monitoring of moose presence and hunting pressure should be conducted through community-based observations, camera traps, or aerial surveys, with thresholds established to trigger adaptive management responses if population decline is observed.

		EA/IS does not provide details on how unauthorized use of access roads or off-highway vehicles will be monitored or enforced. It also assumes, without strong evidence, that the isolation of the project area will naturally limit use. In reality, new road construction often facilitates incremental use by hunters, recreational users, and others over time, especially once a corridor is established. Given the permanent nature of the access road, the known relationship between road access and moose harvest pressure, and the low baseline moose densities in the region, the EA/IS's conclusion that the residual effect is "not significant" is flawed. Without stronger access controls and long-term management commitments, the project will likely result in a lasting and substantial effect on moose survival and reproduction in the study area.	
38.	Table 9-27: Summary of Residual Effects for Ungulates	The assessment of vehicle collision risks to moose during the construction and operation of the MFCAR underestimates the likely significance of these effects. The conclusion that the residual impact on moose survival and reproduction due to collisions is "not significant" fails to account for broader regional development scenarios, particularly the anticipated industrial traffic associated with future mineral extraction in the Ring of Fire. While the current traffic volumes during construction and maintenance may be limited and subject to mitigation, the MFCAR is positioned as a critical transportation corridor that will likely facilitate significant commercial traffic over the long term. The assessment assumes low traffic volumes and reduced speed limits as a basis for dismissing the collision risk. However, these assumptions are not supported by analysis of potential traffic scenarios tied to Ring of Fire development. Increased heavy truck traffic from mining operations, exploration activity, and supply transport would dramatically elevate the risk of moose-vehicle collisions. Moose are known to be highly susceptible to road mortality, especially in areas with increased vehicle movement, early seral vegetation, and poor visibility. Without considering cumulative development and the transformation of this corridor into a permanent	A. The Proponent should revise the CEA to consider the cumulative impacts of future mineral extraction and associated industrial traffic, especially in the context of the Ring of Fire. B. The Proponent should develop a regional traffic forecast should be developed to assess how vehicle volumes will change if the MFCAR becomes a primary route for mineral transport. Based on this forecast, the project should incorporate a Moose Collision Mitigation and Monitoring Strategy that includes: • Identification of high-risk collision zones using moose movement and Indigenous Knowledge; • Installation of wildlife crossing signage, speed restrictions, and, where feasible, road fencing or escape berms; • Implementation of moose-specific monitoring (e.g., roadkill tracking, motion-triggered cameras); • Adaptive mitigation measures that can be triggered based on thresholds of observed moose mortality. C. The Proponent should reconsider the significance determination for vehicle collision risk in light of this likely

		industrial access route, the assessment provides an incomplete and overly optimistic view of collision risks to moose.	increase in long-term road use, with the conclusion updated to reflect that the project will have a significant adverse effect on moose due to vehicle collisions unless stronger mitigation and regional planning measures are adopted.
39.	Section 14.4 (Future Commitments)	AZA acknowledges MFFN's commitment to developing a Terrestrial Biodiversity Offset Plan to provide a net positive increase in the following habitat types: wetland habitat, migratory bird habitat, myotis habitat, wolverine habitat, caribou habitat, and amphibian breeding habitat. However, it is crucial that this plan includes AZA traditional knowledge to ensure the plan reflects the unique ecological and cultural context of the area. Without reviewing this plan, AZA cannot fully and meaningfully comment on the outcome of these important habitat types.	AZA requests to be actively involved in the development and implementation of the Terrestrial Biodiversity Offset Plan, with the opportunity to provide meaningful input throughout the process. To facilitate this participation, MFFN should provide appropriate financial resources to support AZA involvement in this process.
40.	Section 14 (Monitoring Programs and Future Commitments)	AZA acknowledges MFFN's commitment to developing an Environmental Protection Plan to mitigate impacts on wildlife, and vegetation. However, it is crucial that this plan includes AZA traditional knowledge to ensure the plan reflects the unique ecological and cultural context of the area.	AZA requests to be actively involved in the development and implementation of the Environmental Protection Plan, with the opportunity to provide meaningful input throughout the process. To facilitate this participation, MFFN should provide appropriate financial resources to support AZA involvement in this process.
41.	Section 14 (Monitoring Programs and Future Commitments)	AZA has a deep and enduring connection to the land and the animals that sustain our way of life, and we are gravely concerned about the potential loss of habitat and the decline of important species. The losses of wetland and upland habitats that support furbearers, moose, and other culturally significant species highlight the broader impacts of the project on the ecosystem that AZA relies on. This loss, compounded by decades of legacy impacts, raises serious concerns about the long-term viability of these species and the health of our traditional lands. Monitoring is essential to accurately quantify these impacts and implement effective measures to address them, ensuring the sustainability of our lands and resources for future generations.	A. AZA requests to be actively involved in the follow-up and monitoring programs related to wildlife, birds, vegetation, and ungulates. This includes participation in targeted species surveys to track relative abundance and spatial distribution, as well as contributing traditional knowledge to ensure that monitoring efforts align with AZA priorities and cultural values. B. AZA further requests to be engaged in the development and implementation of adaptive management measures informed by these monitoring results, ensuring that mitigation strategies remain effective over time.
42.	Section 10.3.3 (Reptiles and Amphibians)	The conclusion in the CEA that cumulative impacts on reptiles and amphibians are "not significant" is not scientifically defensible due to a critical omission of the Ring of Fire development and associated industrial	A. The Proponent should update traffic forecasts and collision risk modeling to reflect higher vehicle volumes from industrial traffic related to the full build-out of the Ring of Fire, rather

		expansion. The MFCAR is not an isolated project; it is explicitly intended to enable access to Ontario's most significant undeveloped mineral deposit, the Ring of Fire, and to catalyze broader industrial activity in the region. This includes not only large-scale mining (e.g., chromite, nickel, copper) but also associated infrastructure such as roads, power transmission lines, and permanent camps—developments that together represent a transformational land-use change across the RSA. These outcomes are reasonably foreseeable, yet the CEA fails to incorporate or model their effects. This omission is especially concerning for reptiles and amphibians because the amount of heavy equipment traffic on the road will be significantly higher than forecasted in the CEA when considering the Ring of Fire and associated infrastructure development. Reptiles and amphibians are highly vulnerable to road mortality because they move slowly, rely on crossing roads due to habitat fragmentation, bask on warm road surfaces, migrate seasonally to breed, and are often difficult for drivers to see (Andrews et al. 2006) (Garriga et al., 2012). The EA/IS states that the Magnitude of the Cumulative Effect of Collisions with Vehicles and Equipment for Reptile and Amphibians is Low. Additionally, the significance of this Cumulative Effect was not determined for Reptiles and Amphibians. This magnitude likely underrepresents the true impact of road mortality because it excludes the full footprint of the Ring of Fire mining developments and the additional infrastructure that the MFCAR is explicitly intended to enable. These include future access roads, which will cause further road mortality.	than relying solely on community access assumptions. B. The Proponent should design and commit to constructing wildlife crossing structures (e.g., amphibian tunnels, culverts, or overpasses), and install directional fencing to guide reptiles and amphibians toward these safe crossings. C. The Proponent should post wildlife crossing signage and reduce speed limits during key migration and breeding seasons in areas identified as high-risk for road mortality. D. The Proponent should commit to adaptive management measures (e.g., installation of additional crossing structures, reduced speed zones, new signage) if road mortality exceeds thresholds set in consultation with Indigenous Knowledge holders and species experts.
43.	Appendix J – Vegetation Report; Table 7-15	The impact of invasive species on vegetation in the local study area is of great concern to AZA because the existing LSA has limited human disturbance and no invasive species were documented during field surveys. This pristine habitat will very likely have invasive species introduced because roads are major conduits for the spread of invasive plants into new areas as they create disturbed environments that favor invasives and provide a corridor for transmission of seeds on vehicles. One of the measures to mitigate the impact of invasive species propagation within the	For all re-vegetation efforts, the Proponent must consult with AZA, to select an appropriate seed mix that closely mimics the pre-construction plant community and includes plants of medicinal and traditional importance. This could be done by either sourcing seed mix from a local seed distributor, or using wild seeds propagated from plants collected from the project area.

		EA/IS is to use seed mixes with appropriate native species for all seeding and restoration works.	
Water Resources and Geochemistry			
44.	Appendix F – Draft Surface Water Technical Support Document – Section 5.1.2.2 (Hydropower Generation)	Section 5.1.2.2 of the Surface Water Technical Support Document (Appendix F) notes that the Waboose Diversion Dam on the Ogoki River, though located outside the defined RSA, directly influences flows within it, including at the proposed Ogoki River crossing. The dam is managed under the Nipigon River System Water Management Plan and is primarily regulated based on water levels in Lake Nipigon — not conditions within the Ogoki River system itself. This introduces significant uncertainty regarding seasonal and interannual flow variability in the Ogoki River, particularly during high-water events on Lake Nipigon when the dam may be opened to divert additional water north through the Ogoki basin and into the Albany River system. This is compounded by the fact that high flow periods in the Lake Nipigon System are very likely to coincide with high flow periods in the Ogoki River. This water management approach, focused on downstream hydropower optimization in the Lake Nipigon watershed, may lead to unpredictable, extreme changes in flow volume, velocity, and duration within the Ogoki River. These hydrological uncertainties raise serious concerns for the stability and long-term integrity of the proposed Ogoki River crossing, as well as other infrastructure located near the riverbanks (e.g., access routes, culverts, bridges, work pads). Fluctuations in flow may increase the risk of erosion, sedimentation, and scouring, particularly during extreme flow events or unanticipated dam releases. These risks are further compounded during the construction phase, where sequencing and work windows may be tightly constrained by hydrological conditions that are not easily forecasted under the current dam operating regime.	A. The Proponent should prepare a quantitative assessment of flow variability in the Ogoki River, including under multiple Lake Nipigon water level scenarios and potential releases at the Waboose Diversion Dam. B. The Proponent should commit to preparing a detailed hydraulic risk analysis for the Ogoki River crossing, including: • Erosion and sedimentation modeling under high-flow conditions; • Infrastructure design tolerances for variable and sudden flow increases; • Emergency protocols in the event of unanticipated dam releases. C. The Proponent should identify and assess construction sequencing risks related to hydrological variability, including potential delays or unsafe working conditions during high-flow periods influenced by dam operations. D. The Proponent should discuss how they will coordinate with Ontario Power Generation (OPG) and other regulatory authorities managing the Nipigon River System Water Management Plan to ensure advance notification of operational changes at the Waboose Diversion Dam that could affect flow levels in the Ogoki River during both construction and operation phases. E. The Proponent should incorporate design measures into water crossing infrastructure to accommodate long-term uncertainties in hydrology resulting from dam management priorities outside the project's direct control. For example, the crossing could be designed for a 1 in 10,000 year flood event.

45.	Appendix F – Draft Surface Water Technical Support Document – Section 5.1.2.2 (Hydropower Generation)	Section 5.1.2.2 of the Surface Water Technical Support Document (Appendix F) does not discuss the Cedar Channels Control Dam (CCCD) on the Albany River despite being mentioned by MFFN members during community engagement for the Project. The CCCD directly influences flows within the Albany River, including at the proposed Albany River crossing. The dam is managed under the Lake of the Wood Control Board and is primarily regulated based on water levels in The English River System - not conditions within the Albany River system itself. This introduces significant uncertainty regarding seasonal and interannual flow variability in the Albany River, particularly during high-water events on Lake St. Joseph when the dam may be opened to divert additional water north through the Albany basin and into the Albany River system. This is compounded by the fact that high flow periods in Lake St Joseph are very likely to coincide with high flow periods in the Albany River. This water management approach, focused on downstream hydropower optimization in the English River watershed, may lead to unpredictable, extreme changes in flow volume, velocity, and duration within the Albany River. These hydrological uncertainties raise serious concerns for the stability and long-term integrity of the proposed Albany River crossing, as well as other infrastructure located near the riverbanks (e.g., access routes, culverts, bridges, work pads). Fluctuations in flow may increase the risk of erosion, sedimentation, and scouring, particularly during extreme flow events or unanticipated dam releases. These risks are further compounded during the construction phase, where sequencing and work windows may be tightly constrained by hydrological conditions that are not easily forecasted under the current dam operating regime.	A. The Proponent should prepare a quantitative assessment of flow variability in the Albany River, including under multiple Lake St. Joseph water level scenarios and potential releases at the CCCD. B. The Proponent should commit to preparing a detailed hydraulic risk analysis for the Albany River crossing, including: • Erosion and sedimentation modeling under high-flow conditions; • Infrastructure design tolerances for variable and sudden flow increases; • Emergency protocols in the event of unanticipated dam releases. C. The Proponent should identify and assess construction sequencing risks related to hydrological variability, including potential delays or unsafe working conditions during high-flow periods influenced by dam operations. D. The Proponent should discuss how they will coordinate with the Lake of the Woods Control Board and other regulatory authorities managing the English River system to ensure advance notification of operational changes at the CCCD that could affect flow levels in the Albany River during both construction and operation phases. E. The Proponent should incorporate design measures into water crossing infrastructure to accommodate long-term uncertainties in hydrology resulting from dam management priorities outside the project's direct control. For example, the crossing could be designed for a 1 in 10,000 year flood event. F. The CCCD should be included in the cumulative effects assessment for the Project.

46.	Section 7.1.2.3 (Embankment Material Borrow Areas, and Aggregate Site Areas)	Section 7.1.2.3 of the EA/IS states that only material that has been cleared through a geochemical verification process will be used to avoid acid rock drainage (ARD) or metal leaching, and that runoff will be monitored from an erosion and sediment control perspective. While this precautionary approach is appropriate, the details of the geochemical verification plan — including site selection, sampling protocols, and thresholds for exclusion — have not been made available for review. Given the proximity of many borrow and quarry areas to lakes, rivers, wetlands, and culturally significant areas, and the potential for ARD and metal leaching to result in long-term degradation of water quality and aquatic habitat, it is critical that potentially impacted Indigenous Nations have the opportunity to review, comment on, and influence the development and implementation of the geochemical verification plan.	The Proponent must provide advanced review of the draft geochemical verification plan to AZA.
47.	Section 7.2.2.1(Construction Phasing)	Section 7.2.2.1 of the EA/IS describes a construction phasing approach in which road building could begin simultaneously at multiple locations — for example, both from the north near Marten Falls and the south near Painter Lake Road. While this may reduce the overall duration of construction, it introduces significant uncertainty regarding the environmental impacts of the construction phase, particularly with respect to: • The creation of temporary access routes to reach remote segments; • Increased traffic and staging areas in multiple sensitive landscapes at once; • The potential duplication of environmental disturbances, such as clearing, blasting, sedimentation, and noise, in several places at the same time; • The ability to effectively monitor and enforce sensitive timing windows (e.g., for migratory birds, fish spawning, or cultural practices) when work is occurring concurrently at multiple locations. The lack of detail about how multi-point construction will be implemented leaves important questions unanswered about how residual and cumulative environmental effects will be avoided or minimized during construction.	The Proponent should distinguish the differences in impacts from single-point and multi-point construction and factor this into their residual effects assessment and cumulative effects assessment.

48.	Section 7.2.2 (Detailed Design)	The EA/IS indicates that embankment material borrow areas and aggregate site areas (e.g., sand, gravel, and rock) will be required for the construction of the MFCAR. However, the document lacks detailed information on the confirmed availability of borrow material sources along the proposed corridor. Without this information, it is difficult to evaluate the true scope of environmental and cultural impacts, particularly those related to land and water disturbance, wildlife habitat fragmentation, and sedimentation risk near water crossings.	A. The Proponent should provide a comprehensive inventory of proposed borrow sources, including location maps, estimated volumes, material types, and confirmation of suitability through preliminary geotechnical investigations; B. The Proponent should prepare a contingency plan if local materials are found to be insufficient or geochemically unsuitable, including how alternate sites would be selected and assessed.
49.	Section 8.1.7.2 (Groundwater Quality)	Section 8.1.7.2 of the EA/IS presents groundwater sampling results that show numerous exceedances of Canadian and Ontario drinking water guidelines, as well as provincial water quality objectives and soil/groundwater/sediment standards, for a wide range of metals, volatile organic compounds (VOCs), and other contaminants. These include significant exceedances for arsenic, uranium, lead, chromium, cadmium, and toluene, among others. However, the Proponent does not offer any explanation for the source, significance, or implications of these exceedances, nor how these findings might impact construction planning, potential contamination pathways, or risks to human and ecological health. It is also unclear whether the results reflect natural background conditions, legacy contamination, or project-related disturbance. Given the potential for the project to interact with groundwater — particularly through excavation, dewatering, aggregate extraction, and water crossings — the absence of this analysis represents a significant information gap to properly assess potential impacts of the Project.	A. The Proponent should provide a clear explanation for the observed exceedances, including whether these are believed to be naturally occurring or anthropogenic; B. The Proponent should assess the potential environmental and human health risks associated with the exceedances, especially in areas of planned construction or borrow material extraction; C. The Proponent should clarify whether any of the contaminated groundwater zones intersect with groundwater-surface water interaction zones, traditional land use areas, or potential drinking water sources that will be utilized by construction camps for the Project.
50.	Table 9-6 (Summary of Residual Effects for Surface Water)	The residual effects assessment of water presented in the EA/IS suffers from several critical limitations that significantly undermine its credibility from the perspective of AZA: • The assessment is based solely on western scientific approaches, with minimal integration of Indigenous Knowledge or Indigenous-led indicators for measuring change and significance.	A. IAAC and the Proponent must acknowledge in the Final EA/IS and Impact Assessment Report that the current residual and cumulative effects assessments do not adequately reflect the impacts to rights as understood and experienced by Indigenous Nations. This recognition should be documented in the record

		• It assumes that all mitigation measures and project components will operate as designed, without acknowledging the high likelihood of system failures, extreme weather events, or implementation challenges — particularly in remote and sensitive environments. • The criteria used to determine significance are based entirely on compliance with federal and provincial regulatory thresholds and do not reflect Indigenous laws, protocols, or standards for environmental and cultural protection. • The magnitude of local impacts is frequently minimized by evaluating them at a regional scale, which obscures site-specific or culturally important effects that may be significant to AZA. As a result of these methodological choices, nearly all residual effects are classified as "negligible" or "low" in significance — a conclusion that does not reflect how impacted Nations experience environmental, cultural, and health-related change on their lands. Crucially, these flawed residual effects assessments are then used as the foundation for the cumulative effects assessment, meaning that cumulative impacts are also underestimated. By underestimating the significance and extent of individual effects, the cumulative effects assessment fails to identify the broader systemic risks posed to Indigenous lands, species (such as woodland caribou), water systems, and traditional practices.	of consultation and in any decision-making materials. B. IAAC must clarify how Indigenous definitions of significance and culturally specific impacts will be meaningfully considered in the environmental assessment process going forward — including in any conditions imposed or decisions made under the Impact Assessment Act.
51.	Table 10-4 (Summary of Predicted Cumulative Effects for Water Disciplines)	Table 10-4 of the EA/IS concludes that the MFCAR will not result in any significant cumulative effects on surface water or groundwater. Given the scale and duration of the project, the number of water crossings, the presence of borrow and aggregate sites, and the potential interactions with other developments (such as the Northern Road Link and eventual Ring of Fire mining projects), this conclusion appears to reflect a limitation in methodology rather than a legitimate finding. This finding is especially concerning given that Indigenous Nations have consistently raised concerns about changes to water quantity, quality, and flow patterns — not only from the Project but from the combined effects of historical and foreseeable developments. The exclusion of Indigenous	A. The Proponent should work collaboratively with AZA to revisit and revise the cumulative effects assessment on water. This should include the integration of Indigenous Knowledge systems, culturally appropriate indicators, and definitions of significance that reflect the lived experience and worldviews of AZA. This process should be documented transparently and inform the final conclusions of the EA/IS. B. IAAC should require that any such revisions are carried forward into conditions for approval, monitoring, and adaptive management, to ensure the rights and interests of AZA are meaningfully addressed.

		Knowledge and culturally informed significance thresholds from the assessment of cumulative effects undermines the legitimacy and completeness of the results.	
52.	Table 9-6 (Summary of Residual Effects for Surface Water)	The EA/IS does not adequately account for the significant challenges associated with managing fuel spills at water crossings in the remote environment where the MFCAR is proposed. According to the U.S. National Oceanic and Atmospheric Administration (NOAA), fuel and oil spills in river systems are especially difficult to contain and clean up due to fast-moving currents, limited access to shorelines, and the tendency for oil to strand in isolated floodplains or oxbows, oils tendency to coat riparian vegetation along its path and the potentially complex interactions of oil with riverine sediments (NOAA, 2015). These risks are further amplified in the case of the MFCAR due to its extreme remoteness, limited seasonal access, and the lack of existing infrastructure that would facilitate rapid response efforts. The combination of these factors poses a serious risk to water quality, aquatic ecosystems, and the rights of Indigenous Nations that rely on these waters for sustenance and cultural practices. Given the particular challenges with managing spills on this remote road, the Proponent must have project-specific preparations to avoid and mitigate risks from major spills into rivers along the route. It is also important to add that the residual effects assessment does not incorporate the very high likelihood that a major spill will occur into one of the water crossings over the (indefinite) life of the Project.	A. AZA requests that the Proponent provide details on the special arrangements they will make to prevent spills and manage major spills into water bodies along the extremely remote and inaccessible route of the Project B. AZA requests that the residual effects assessment incorporate the fact that a spill into a river along the route is likely (if not certain) to happen at some point over the life of the Project. This inevitably means that aspects of the residual effects assessment will deem certain effects to surface waters as significant.
53.	Appendix F Table 10-1 (Potential Effects Summary and Recommendations)	In the “Mitigation, Protection, Monitoring, and Study Commitments to be Carried Forward to Construction / Operation and Maintenance” Section of the Potential Effects Summary Table for surface water, no specific commitment is made to monitor during high-risk hydrological events like spring melt or major rainfall when erosion, sediment transport, and contaminant movement are most likely.	AZA request a commitment from the Proponent to conduct targeted water quality sampling during spring melt and storm events at key waterbody crossings and sediment-sensitive areas, with details to be determined in the monitoring programs for all stages of the Project.
54.	Appendix F Table 10-1 (Potential Effects Summary and Recommendations)	In the “Mitigation, Protection, Monitoring, and Study Commitments to be Carried Forward to Construction / Operation and Maintenance” Section of the Potential Effects Summary Table for surface water, erosion and	A. AZA request that the Proponent commit to real-time turbidity monitoring at all waterbody crossings during in-stream work, with pre-defined action thresholds that trigger stop-work orders

		sediment control is mentioned, however there's no clear requirement for real-time turbidity monitoring at active waterbody crossings during construction or dewatering activities, nor are there requirements for monitoring for spills other than visual observation of oil sheen on water.	or adaptive measures. B. AZA requests that the Proponent commit to best practices for monitoring fuel spills beyond mere visual observation (e.g. real time fuel level monitoring with alert systems that can indicate potential leaks).
55.	Appendix F Table 10-1 (Potential Effects Summary and Recommendations)	In the "Mitigation, Protection, Monitoring, and Study Commitments to be Carried Forward to Construction / Operation and Maintenance" Section of the Potential Effects Summary Table for surface water, the Proponent does not indicate whether or not they intend to use road salt for deicing on the road during winter conditions. Road salt can have significant impacts on the ecology adjacent to the road and can attract wildlife (i.e. moose and caribou) to the road increasing the risk of collisions. Most dirt roads do not use salt for deicing and it is unnecessary to do so to maintain the road under winter conditions. Increased salt concentrations will also increase chloride ions concentrations in watercourses, which is known to be toxic to fish health.	AZA request a commitment from the Proponent to not use salt for de-icing along the road.
56.	Section 7.1.2.1 (Roads)	The Proponent has noted that the Project is located in an area of isolated permafrost. The construction and operation of the road in areas of permafrost would affect the stability of both the permafrost and the road. The Proponent has stated that "the design will primarily use fill along access roads to minimize permafrost degradation and will follow the recommendations outlined in a permafrost management plan." The construction and operations monitoring plans make no mention of the development of permafrost monitoring at all. The monitoring of permafrost is challenging (especially in areas of discontinuous permafrost) and road design in areas of isolated permafrost is challenging from an engineering perspective due to the spatially variable effects of permafrost on the road.	A. AZA request that the Proponent develop a conceptual permafrost mitigation and monitoring plan for the Project at the EA/IS stage to understand potential impacts to permafrost from the Project. B. AZA request that the Proponent provide details on how they will design the road to accommodate the somewhat unpredictable impacts of isolated permafrost on the road.
57.	Appendix N Attachment B (Existing Conditions Detailed Mapping Figures)	The detailed figures in Appendix N show that quite substantial areas around the road are going to be subject to construction disturbance. These large, disturbed areas can have significant impacts on nearby waterbodies. The figures in Appendix N do not show a buffer between construction	AZA requests a commitment from the Proponent to avoid construction disturbance within 100m of any waterbody.

		disturbance and waterbodies, which creates a risk for waterbodies in the Project area from erosion, sedimentation, blast residues and fuel spills.	
58.	Appendix I (Draft Peatlands Technical Support Document) General Comment	The EA/IS recognizes that 62.6% of the LSA is comprised of peatland, which are critical to the local hydrological and ecological function. The report further acknowledges that the loss of peatlands would be permanent and have negative effects, particularly where disturbances such as changes in drainage regimes and physical disturbance occur. However, despite the high magnitude of impact in localized areas, all residual effects on peatland ecosystems are classified as "not significant." This assessment appears to rely heavily on the minimal peatland loss observed within the broader RSA, which downplays the concentrated and more ecologically significant impacts occurring within the LSA, where the majority of disturbances will be focused. Moreover, the report lacks clarity regarding the specific criteria or thresholds applied to determine significance in the context of peatland integrity, habitat loss, or ecological functionality.	A. The Proponent should reassess the significance determination, placing greater emphasis on the localized, permanent loss of peatland habitat within the LSA and avoid overreliance on RSA-level data, which may obscure the more concentrated impacts within the LSA. B. The Proponent should revise the significance determination process for peatlands to be based primarily on ecological, hydrological, and cultural valuation of peatland systems, and reassess the significance determination based on this updated process.
59.	Appendix I – Section 7.3.2.4 (Residual Effects on Peatland Ecosystems as a Result of Changes to Groundwater)	The EA/IS identifies significant uncertainty surrounding two critical residual effects on peatland ecosystems: (1) changes to groundwater regimes that could alter drainage patterns, and (2) changes in surface hydrology that could increase or decrease water flows and levels. This uncertainty is attributed to a limited understanding of local peatland hydrology and hydrogeology, compounded by the preliminary nature of the proposed mitigation measures, such as the floating road design. Despite acknowledging these uncertainties, the report concludes that residual effects will be "not significant," basing this determination on the assumption that future studies will resolve current gaps in understanding and improve the mitigation measures. This approach is problematic, as it does not align with standard impact assessment protocols, which require significance determinations to be based on the best available data at the time of the assessment. It also fails to account for the precautionary principle, which should be applied when high uncertainty exists.	A. The Proponent should take a precautionary approach to their assessment of the effectiveness of mitigation measures, such as floating road designs in the absence of empirical data. This means that in circumstances that there is uncertainty around mitigation measures, they should assume that the mitigations will not be as effective as modeled and that the effects will thus be significant. B. The Proponent should provide updated data or performance studies on the effectiveness of floating road designs from comparable peatland settings. C. The Proponent should develop a comprehensive monitoring and adaptive management plan that includes contingency measures to address any unforeseen hydrological impacts.

60.	Appendix I (Draft Peatlands Technical Support Document) General Comment	The EA/IS acknowledges that there is insufficient detailed hydrological and hydrogeological information for both the LSA and RSA, despite identifying potential residual effects on peatland ecosystems due to changes in groundwater and surface water regimes. This lack of baseline data is a critical gap in the assessment, as peatlands are highly sensitive to hydrological changes, and even minor alterations in water flow, drainage, or water table levels could have long-lasting or irreversible effects on these ecosystems. The absence of robust data prevents the accurate modeling of potential impacts, the evaluation of mitigation effectiveness, and the assessment of cumulative effects across the broader wetland complex. As a result, the significance conclusions presented in the report are not sufficiently supported by evidence.	A. The Proponent should complete comprehensive site-specific hydrological and hydrogeological baseline studies, accounting for seasonal variations, groundwater-surface water interactions, and water table mapping. The collected data should be used to develop predictive models for water flow, drainage patterns, and water table changes resulting from road construction and long-term operations and assess the potential indirect hydrological effects extending beyond the project footprint, particularly on interconnected wetland systems. B. The Proponent should reassess the effectiveness of proposed mitigation measures, including floating road designs, based on updated data. C. Until the Proponent completes these studies and integrates them into the EA/IS, the EA/IS should clearly state that the findings related to peatland impacts are preliminary and subject to change.
61.	Appendix I – Section 5.3.5 (Carbon Storage and Flux)	The proposed MFCAR poses a significant risk to the region's extensive peatland carbon stores. The road corridor intersects peatlands that collectively hold up to 96 million tonnes of soil organic carbon, with over 1.38 million tonnes located within the immediate construction disturbance area. These ecosystems currently function as carbon sinks, with negative CO_2 fluxes observed across undisturbed areas. However, within the construction zone, carbon fluxes shift toward emissions—indicating that disturbed peatlands may become net sources of greenhouse gases. While the road footprint may appear narrow, the ecological consequences are not minor. Disturbance of peatlands through excavation, compaction, or altered hydrology can release long-stored carbon, disrupt sequestration processes, and contribute disproportionately to climate change—especially when considered over the full length of the road and its operational lifespan.	The Proponent should prioritize design alternatives that minimize peatland disturbance. Where impacts are unavoidable, robust mitigation measures, including peatland restoration plans, hydrological protection strategies, and carbon offset commitments should be developed and transparently evaluated. Given the global significance of boreal peatlands for climate regulation, it is essential that peatland preservation is prioritized.

62.	Appendix I – Draft Peatlands Technical Support Document Section 7.3.2.6 and Table 7.5	Edge and fragmentation effects on peatland ecosystems were determined to be negligible in magnitude. The two studies referenced (Harper et. al., 2015; Franklin et al., 2021) within the Draft EA/IS investigate edge effects on boreal forest ecosystems, which are very different from peatland ecosystems. Furthermore, the Draft Peatlands Technical Support Document states that "boreal forests are generally adapted to large-scale natural disturbances." However, road development is not considered a natural disturbance. Therefore, we disagree with the assessment that the magnitude of edge effects on peatlands is negligible.	Given that the studies used to support a negligible magnitude effect for edge effects on peatlands were focused on forest habitats (upland habitat), not peatlands (wetland habitat), the Proponent should provide scientifically defensible reasoning to justify why edge effects to peatlands were determined to be negligible in magnitude.
63.	Appendix I – Table 3.1: (Indigenous Knowledge)	Peatlands are of utmost importance to AZA as 46 of the 56 plants identified as traditional use plants grow in peatland ecosystems as stated in Table 3.1 of Appendix I. In addition, peatlands provide habitat for many animals that are hunted by our community members including moose. AZA does not accept the conclusion that all predicted residual effects on peatlands are not significant considering 2,150.6 ha of peatland will be directly removed. AZA is especially concerned because the peatland loss will be mostly irreversible considering how challenging peatlands are to restore to their natural composition and function.	A. AZA requests to be actively involved in the development and implementation of all plans and monitoring related to peatland restoration including the Vegetation Restoration Plan, with the opportunity to provide meaningful input throughout the process. To facilitate this participation, the Proponent should provide appropriate financial resources to support AZA involvement in this process. B. For all impacted peatland that cannot be restored to its natural function and composition, MFFN should provide accommodation measures to AZA for the loss of Traditional Use Plant habitat within their Traditional Territory.
Cultural Resources / Socio-Economics			
64.	General Comment	The EA/IS does not include a consideration of AZA's Indigenous Knowledge. The Study Area includes areas that have historical and present importance to the Nation, and the Project will have sweeping effects that may impact the Nation's rights and interests. A fulsome consideration of AZA's Indigenous Knowledge is required.	A. The Proponent must engage with AZA to ensure that AZA IK is meaningfully incorporated into the final EA/IS when AZA makes the information available. B. An additional mitigation and enhancement measure should include avoidance of construction activities during critical harvesting times. C. The Proponent should further discuss with impacted Indigenous communities, including AZA, the appropriateness of buffers around particularly sensitive sites identified in

			Indigenous Knowledge studies.
65.	Appendix O (Aboriginal and / or Treaty Rights and Interests Report)	There is no discussion regarding Free, Prior, and Informed Consent (FPIC) in the Draft Environmental Assessment or Appendix O. In 2016, Canada committed to the full and effective implementation of UNDRIP, which includes the concept of FPIC. FPIC is critical for ensuring Indigenous rights and interests are respected in major projects that affect their lands, territories and resources; the current Project falls into that category.	The Proponent must provide a discussion in the EA/IS on how FPIC is being considered as part of the Project and the assessment of Aboriginal and Treaty rights?
66.	Section 6.1 (Indigenous Knowledge)	There is no discussion regarding how the results of forthcoming Indigenous Knowledge Studies will be incorporated into the Environmental Assessment and otherwise inform the lifecycle of the Project.	A. The Proponent must indicate how the results of Indigenous Knowledge Studies that have not yet been conducted/are in the process of being conducted will inform the EA/IS and lifecycle of the Project. B. The Proponent must indicate what mechanisms will exist for accepting Indigenous Knowledge in an ongoing manner for the Project. C. The Proponent must clarify which Nations Indigenous Knowledge have informed the Project design (other than Marten Falls First Nation and Aroland First Nation)
67.	Section 6.1 (Indigenous Knowledge)	This section indicates that monitors from Aroland First Nation and Marten Falls First Nation participated in the majority of field studies; however, there is no mention of other Nations.	A. The Proponent must confirm whether other Indigenous Nations were invited to participate as monitors. B. The Proponent must engage in bilateral conversations with AZA to discuss monitoring opportunities moving forward.
68.	Section 6.1 (Indigenous Knowledge)	This section indicates that “all Indigenous communities and groups identified by the Ministry of the Environment, Conservation and Parks and the Agency through the Indigenous Engagement and Partnership Plan had the opportunity to participate in the Indigenous Knowledge Program”; however, there is no indication of how many Indigenous nations participated/provided Indigenous Knowledge. It would be helpful to understand the extent of Indigenous participation and to what degree the Project is informed by Indigenous Knowledge.	The Proponent should indicate how many Indigenous Nations provided Indigenous Knowledge for the Project and how many Nations have agreements to complete Project-specific studies.

69.	Section 8.3.2 (Valued Components of People); Table 8-53 (Valued Components of People)	No valued components, indicators, rational for selection or measure of change are indicated for Aboriginal and/or Treaty rights and interests. Impacts to First Nations will be ongoing from the Project.	A. The Proponent must fill out the sections of Table 8-53 focused on Aboriginal and Treaty Rights and Interests of AZA with input from our Nation. B. The Proponent must provide AZA the opportunity to develop and subsequently review the Preliminary Aboriginal and/or Treaty Rights and Interests Existing Conditions and Impact Assessment Report.
70.	Section 8.3.6 (Cultural Heritage and Archaeology); Appendix Q (Cultural Heritage Report); Appendix R (Archaeological Assessments Report	There is no consideration of AZA's Indigenous Knowledge. The Study Area is historically important to the Nation; not considering the Nation's Indigenous Knowledge may have resulted in sites that are of importance to the Nation being overlooked in the archaeological/cultural heritage assessments.	A. Revise the results of the archaeological and cultural heritage assessments as well as the Environmental Assessment following the completion of AZA's Indigenous Knowledge Study. B. Depending on the results of AZA's Study, note that additional areas may require further archaeological/cultural heritage assessment, in consultation with the Nation. C. Should it be determined that avoidance is not possible for particular sites identified by AZA/of importance to AZA, the Proponent must engage with AZA to determine the appropriate handling of cultural materials.
71.	Section 8.3.6 (Cultural Heritage and Archaeology)	The documentation indicates that archaeological assessments have been completed at only 2 of the 9 major river crossings proposed along the MFCAR route. This represents a significant gap in understanding potential cultural heritage impacts in areas known to be ecologically and culturally sensitive. River crossings are often sites of long-term or seasonal Indigenous use, and the potential for uncovering archaeological or cultural heritage values at these locations is high. Proceeding without assessments at the remaining crossings risks disturbing or destroying as-yet undocumented cultural sites.	A. The Proponent must commit to completing archaeological assessments at the remaining river crossings and inform AZA when the studies will be completed. B. The Proponent should engage in bilateral discussions with AZA regarding opportunities for monitors from AZA to participate in future archaeological work. C. The Proponent should provide AZA the opportunity to review draft archaeological reports.

72.	Appendix Q (Cultural Heritage Report); Appendix R (Archaeological Assessments Report	There is no discussion regarding how impacted First Nations will be involved in determining appropriate protocols and measures to avoid impacts to identified cultural resources and landscapes.	A. The Proponent should indicate how AZA and other impacted First Nations will be involved in determining appropriate protocols and measures to avoid impacts to identified cultural resources and landscapes B. I The Proponent should indicate how AZA and other impacted First Nations will be involved in determining appropriate protocols and measures to avoid impacts to identified archaeological sites.
73.	Table 9-44 (Summary of Project Effects for Archaeology); Appendix R (Archaeological Assessments Report	Archaeological assessments are unable to account for every potential archaeological feature or resource; consequently, chance-find protocols are critical for ensuring appropriate and culturally sensitive processes are in place should unanticipated archaeological resources be identified. However, there is no discussion of a comprehensive and Indigenous-informed chance find protocol in the Draft Environmental Assessment or Appendix R.	A. The Proponent should include the development of a Chance Find Protocol for unanticipated archaeological resources. B. The Chance Find Protocol should be informed by and reviewed by AZA to ensure it is culturally sensitive. C. Archaeological material is often difficult to identify to the untrained eye. The Proponent should ensure there is a training component for workers on potential cultural material they may encounter, the Chance Find Protocol and cultural sensitivities.
74.	Table 9-45 (Summary of Project Effects for Cultural Heritage)	Table 9-45 of the Draft Environmental Assessment does not provide any characterization of potential effects on cultural heritage during the Operation and Maintenance phase of the MFCAR. This represents a significant oversight, particularly given the long-term and potentially transformative nature of road infrastructure in the remote James Bay Lowlands. Cultural heritage is not static—it can be impacted by ongoing access, land use changes, resource pressures, and increased third-party activity over time. The absence of any assessment or monitoring commitments during this phase fails to reflect the lived experiences and concerns of AZA, as our rights and connections to the land extend well beyond the initial construction period.	The Proponent should define and develop the characterization of potential effects on cultural heritage during the Operation and Maintenance phase of the MFCAR with AZA, after consideration of our IK.
75.	Appendix R (Archaeological Assessments Report – Stage 2 Archaeological Assessment)	The assessment states that all areas within 50 m of the shoreline were surveyed at least at 5 m intervals, however, it is unclear whether the survey method consisted merely of visual inspection/test pitting.	A. The Proponent should clarify the methodology used to survey the areas within 50 m of the shoreline.

			B. The Proponent should indicate how many test pits were completed, where, and whether all soil was subject to screening.
76.	Appendix R (Archaeological Assessments Report - Stage 1 2020a and 2025)	It is unclear whether historic shorelines were considered within the archaeological assessment.	A. The Proponent must clarify whether historic shorelines were considered. B. The Proponent must confirm whether LiDAR data can be provided to confirm the presence/absence of historic shorelines
Air, Noise, Vibration			
77.	Appendix S Section 4.4.3 (Methods for Predicting Future Conditions)	The Proponent's air dispersion model does not include any special receptor locations related to AZA traditional land and resources use (TLRU) and Indigenous Knowledge (IK) sites. AZA members use the lands and waters in the Project area for TLRU and ceremonial/spiritual purposes and will be exposed to project related air emissions.	AZA TLRU and IK sites should be considered in The Proponent's air quality assessment. The geographic locations for TLRU and IK should be inputted into the air dispersion model as special receptors. This will provide site specific data for AZA land users who use the Project area so they can effectively assess the Project's impact on land use and rights.
78.	Appendix S – Section 7.4 (Summary of the Assessment of Effects)	AZA disagrees with the Proponent's assessment of the significance determination for Volatile Organic Compounds (VOCs) and Polycyclic Aromatic Hydrocarbons (PAHs) as being considered insignificant. PAHs and VOCs are toxic at very low concentrations and in some cases (e.g. benzene, benzopyrene) they are known carcinogens. Exposure to VOCs and PAHs, even for a short duration, can have negative health impacts on humans. AZA is especially concerned about VOC and PAH exposure for AZA members who may be working on the Project and/or using the land in close proximity to the Project. For construction workers they could be exposed to VOCs and PAHs for as long as 10 years. Further, there is no air quality sampling planned for any VOCs or PAHs during any phase of the Project. It will be impossible to know the concentrations without monitoring, which is a health risk for AZA members who may be working on the Project or using the land nearby.	A. AZA strongly recommends that the assessment of the significance of VOCs and PAHs be revisited and updated to reflect the serious health risks associated with exposure to these substances, even at low concentrations. Given the potential for long-term exposure—especially for construction workers who could be on-site for up to 10 years—it is critical to reconsider their significance in the environmental assessment and conduct additional monitoring. B. The Proponent must implement air quality sampling and continuous monitoring for VOCs and PAHs during all phases of the Project. This is crucial to accurately assess the levels of these contaminants and understand their impact on air quality. C. The Proponent must conduct a detailed human health risk assessment specifically focused on VOCs and PAHs, particularly for those working on the construction phase and those living or using the land near the Project area. This should

			include long-term exposure scenarios. D. The Proponent must develop and implement targeted mitigation strategies to minimize VOC and PAH emissions. This should include both operational and construction phase controls, such as the use of safer construction materials, air filtration systems, and regular decontamination procedures for workers.
79.	Appendix S Section 4.2.2 (Valued Components and Indicators)	The Proponent did not include any metals in the list of air contaminants carried forward as indicators in the air quality assessment/air dispersion model. Particulate emissions would include numerous trace metals which would become airborne and deposit in the natural environment (e.g. on traditionally important vegetation or waterways) or be inhaled by humans or wildlife. This could have potential health impacts on AZA members harvesting or using the land near the Project, or AZA members employed by the Project.	The Proponent must assess trace metals as an indicator or potential contaminant of concern in the air quality assessment and the air dispersion model. This is required to ensure the Project is within regulatory compliance and does not pose any potential health threats to AZA members.
80.	Section 9.5.9.4 (Assessment of Significance - Atmospheric Environment)	The Proponent predicts exceedances of provincial air quality criteria and significant residual effects related to particulates including PM 2.5 - Particulate Matter with a diameter of 2.5 micrometers or smaller, PM 10 - Particulate Matter with a diameter of 10 micrometers or smaller, and TSP - Total Suspended Particulates. These particulates also contain trace metals, which is not discussed in the EIS or appendices. Particulates (TSP, PM 10, PM 2.5) and trace metals will deposit on important vegetation communities, waterbodies, and wildlife habitat. Particulates will also be ingested by humans and wildlife. All of these pathways have the potential to cause adverse health impacts, especially on AZA members who may be working in the Project. The Proponent's mitigation measures (e.g. dust suppression, anti-idling, etc.) are unlikely to be effective given the extensive area of activities in the construction and operations phase. Applying dust suppressants to over 200 km of road is impractical, costly, and only effective for a short duration.	A. AZA strongly recommends that a more comprehensive and effective approach be adopted to address the potential exceedances of air quality criteria for particulates (PM 2.5, PM 10, TSP) and trace metals, as well as their associated health and environmental impacts. Given the predicted exceedances and the significant residual effects on air quality, it is crucial to implement enhanced monitoring and mitigation strategies to minimize the adverse impacts on both the environment and human health, particularly for AZA members who may be exposed during the construction and operation phases of the Project. B. The Proponent must implement a robust air quality monitoring program that tracks particulate levels (TSP, PM 10, PM 2.5) and the concentration of trace metals in real-time, throughout all phases of the Project. Monitoring should include both ambient air quality and potential deposition rates on vegetation, waterbodies, and wildlife habitat. The monitoring

			program should be designed to detect exceedances early and enable prompt corrective actions. C. The Proponent must conduct a more detailed health risk assessment that includes the potential long-term exposure of AZA members, workers, and wildlife to particulates and trace metals. This assessment should account for various exposure pathways, including inhalation, ingestion, and contact with contaminated soil or vegetation. Special attention should be given to the vulnerable populations within the AZA community. D. Given the extensive nature of the construction and operational activities, the current mitigation measures (such as dust suppression and anti-idling) will likely be insufficient. The Proponent must investigate the feasibility of enhanced measures such as: • Use of advanced dust suppression technologies (e.g., chemical dust suppressants with longer-lasting effects). • Establishment of physical barriers or windbreaks along critical areas to reduce particulate dispersion. • Implementation of a staged approach to dust control based on real-time air quality data, ensuring that mitigation efforts are targeted to areas with the highest risk. E. After construction activities, the Proponent must ensure that a comprehensive land restoration and revegetation plan is in place to quickly stabilize soils and vegetation, reducing the potential for dust emissions over the long term. This plan should include the planting of dust-absorbing vegetation species along the construction route and key areas where sensitive ecosystems may be impacted. F. The Proponent must regularly engage with AZA throughout the Project's lifecycle to ensure concerns related to air quality and health risks are addressed promptly. This includes providing

			AZA members with access to air quality data and health information and supporting community-based monitoring efforts where feasible.
81.	Appendix S – Section 7.1.1 (Potential Effects)	In Appendix S1, Section 7.1.1 MFFN only looks at "Community Impacts" on the Proponent , not of surrounding First Nations. The Project is likely to have impacts on communities other than MFFN, those impacts should also be discussed.	The Proponent must broaden the discussion of Community Impacts to include surrounding AZA and areas of shared Territory that may be used for harvesting or cultural purposes.
82.	Section 6.5.1 (Temporal Boundaries)	AZA is concerned about the wide variance in the construction timeline for the Project (3 to 10 years), as this will significantly impact air quality and contaminant emissions. A longer construction period, especially up to 10 years, will lead to higher emissions, worsening air quality. From a human health perspective, prolonged exposure to elevated air contaminants, especially particulates, VOCs, and metals over up to 10 years— pose a risk to AZA members working on the Project. The difference between 3 years and 10 years of exposure is considerable, with long-term health effects, particularly for those with respiratory or cardiovascular vulnerabilities.	AZA recommends that the Proponent better refine construction timelines and model air contaminant emissions accordingly. MFFN should include a thorough health impact assessment and implement robust mitigation measures to address air quality concerns, particularly if the construction timeline extends beyond 3 years. The health of AZA community members and other construction workers should be prioritized in any decision regarding the construction duration.
83.	Appendix S – Table 4-12: (Motor Vehicle Emission Simulator Model Parameters)	Diesel emissions associated with construction equipment, pickup trucks, crushing equipment, and other equipment are a major source of Project-related air contaminant emissions (particulates, VOCs, PAHs, GHGs). MFFN must look to decrease the Project's reliance on diesel fuel and utilize Best Available Technology Economically Achievable (BATEA) for construction. Diesel combustion has a significant contribution to the Project's overall carbon footprint and local air quality that could be avoided using other technology (e.g., electric or LNG powered equipment). The GHG emissions and air pollutant emissions would be drastically decreased if alternative technology was implemented.	The Proponent must conduct a BATEA study to examine methods for reducing construction-related air contaminants and GHG emissions through the use of other technologies and equipment.
84.	Appendix S – Section 9.0 (Monitoring Programs and Future Commitments).	The Proponent does not provide any commitments or details related to monitoring ambient air quality or specific emissions during the construction or operations phases of the Project. MFFN only commits to construction monitoring to ensure mitigation measures are in place. As	A. The Proponent must conduct ambient air quality monitoring for all contaminants of concern (including particulates and metals) for the construction and a reasonable portion of the operations phase. This is necessary to ensure regulatory

		discussed in the EA/IS there would be no mechanism to quantitatively monitor or track air contaminant emissions. The Proponent does not specify how AZA will be involved in ambient air quality monitoring during construction and operations phases of the Project.	compliance and verify the accuracy of air dispersion models and EA/IS predictions. Without quantitative data through ambient monitoring, it will be impossible to measure the Project's impact on air quality. B. AZA requests the implementation of robust and long-term environmental monitoring to verify protection of the environment, including community-led ambient air quality monitoring during Construction and Operations of the Project. MFFN must work with AZA to identify appropriate contaminants for monitoring, sampling sites, methodology, etc.
85.	Table 9-39: (Summary of Residual Effects for Atmospheric Environment)	A significant portion of the Project-related air contaminant emissions are related to burning of organic materials during the construction phase. Burning emits material concentrations of: particulates (TSP, PM 10, PM 2.5), Nitrogen Dioxide, Acrolein, Acetaldehyde, Formaldehyde, Benzene, Toluene, Ethylbenzene, Xylene, Butadiene, Benzo[a]pyrene and other PAHs). Many of these substances are toxic at low concentrations and in some cases they are known carcinogens. Emissions from burning pose potential risks to AZA members working on the Project or using the land in the area. MFFN could reduce air emissions greatly by reducing the amount of burning used in the construction phase.	To significantly reduce air contaminant emissions and protect the health of Project workers and local land users, it is recommended that MFFN minimize or eliminate the open burning of organic materials during the construction phase. Alternative disposal methods such as mulching, chipping, composting, or off-site removal should be prioritized. In cases where burning is deemed necessary, it should be strictly controlled and subject to best practices for emission reduction, including use of clean-burning equipment, scheduling burns under optimal meteorological conditions, and implementing air quality monitoring. This approach will help mitigate the release of toxic and carcinogenic substances such as particulate matter, NO_2, PAHs, and volatile organic compounds (VOCs), thereby reducing health risks and supporting environmental protection.
86.	Air Quality – General Comment	The Proponent does not discuss the potential impacts on air quality for the industrial users of the road – specifically mining. Since this MFCAR is closely linked to the development of the Ring of Fire, there is a high likelihood that the road will be used to transport ore or mineral concentrates to the south. Mining related hauling has the potential to exacerbate particulate and air contaminant emissions as larger mining vehicles would be used, which would create higher particulates and criteria air contaminant emissions (associated with burning more diesel). The ore or concentrate being hauled also has the potential to become airborne	A. The Proponent must include a comprehensive assessment of potential air quality impacts associated with anticipated industrial use of the proposed road, particularly from mining-related activities in the Ring of Fire region. This should involve evaluating emissions from heavy-duty diesel vehicles used for transporting ore and mineral concentrates, which are expected to generate elevated levels of particulate matter (PM) and criteria air contaminants (CACs). Additionally, the

		during transport. Mining related use of the MFCAR would greatly increase impacts to local air quality.	potential for ore or concentrate to become airborne during transport should be assessed. B. These mining-related emissions should be incorporated into the air dispersion modeling to more accurately predict the spatial and temporal distribution of pollutants along the road corridor. The EA/IS should be updated to reflect these revised modeling results and to ensure that air quality predictions consider the full range of anticipated road uses. Mitigation measures—such as advanced dust suppression technologies, enclosed or covered transport methods, and the use of cleaner fuel or vehicle technologies—should be identified and integrated into project planning to reduce adverse air quality impacts.
Climate Change			
87.	Chapter 12 (Our Changing Climate)	Climate change may shift the timing of sensitive periods for wildlife, such as breeding or migration. Construction planning and mitigation measures should be responsive to these changes and updated based on ongoing monitoring.	The Proponent should incorporate a dynamic construction and mitigation plan that accounts for potential shifts in the timing of sensitive wildlife periods due to climate change.
88.	Chapter 12 (Our Changing Climate)	Climate change is expected to create conditions that support the spread of invasive species. Equipment, construction materials, and workers can unintentionally introduce invasive species, requiring strict hygiene protocols and monitoring.	The Proponent should outline the pathways through which equipment, construction materials, and workers may inadvertently facilitate the spread of invasive species and clearly describe the proposed hygiene protocols and monitoring measures that will be implemented to prevent and manage the introduction and spread of invasive species.
89.	Chapter 12 (Our Changing Climate)	The EA/IS would benefit from a clearer discussion of cumulative climate risks—specifically, how multiple climate events may interact or compound one another. For example, the combination of extended heatwaves followed by intense storms, or the occurrence of wildfires during road construction and maintenance activities, could amplify both environmental and operational impacts.	The Proponent should enhance the EA/IS by providing a more detailed analysis of cumulative climate risks, specifically addressing how multiple climate events may interact with each other. This analysis should explore scenarios where extended heatwaves, intense storms, or wildfires may overlap, particularly during critical periods such as road construction, operation, and maintenance activities. The assessment should incorporate strategies for managing these compounded risks, ensuring that

		Addressing these scenarios is important for risk planning and ensuring that mitigation strategies are robust under increasingly complex climate conditions.	mitigation measures are adaptable to increasingly complex climate conditions.
90.	Chapter 12 (Our Changing Climate)	Chapter 12 discusses high level technical assessments and risk analyses around climate change indicators and impacts but does not describe how impacted First Nations will be involved in ongoing climate monitoring and response. Climate change will have widespread and interconnected impacts across the region. As such, the EA/IS should outline a more inclusive and coordinated approach that actively involves regional First Nations in the monitoring, management, and adaptation process. Given that the MFCAR may become a critical link for more northern communities during climate-related emergencies, regional Indigenous engagement in climate planning is essential.	The Proponent should revise the EA/IS to outline a more coordinated approach that actively involves regional First Nations in climate monitoring, management, and adaptation processes. This should include specific mechanisms for engagement, such as establishing consultation frameworks, identifying key roles for AZA in data collection and analysis, and ensuring AZA participation in climate risk response and planning.
91.	Section 12 (Our Changing Climate)	Hotter, drier summers combined with more frequent lightning storms are expected to increase wildfire frequency and severity. This could result in more frequent road closures and a need for coordinated evacuation planning, particularly where the MFCAR will serve as the primary or sole route in and out.	AZA request that the Proponent develop and include a detailed evacuation and community resilience plan in the EA/IS, addressing the potential for more frequent and severe wildfires. This plan should focus on ensuring safe, coordinated evacuations in the event of road closures, especially considering that the MFCAR may be the primary or only route for access to and from the community. The plan should involve collaboration with local authorities, First Nations, and emergency response teams to establish clear protocols, identify evacuation routes, and ensure that adequate resources are available for timely evacuations.
92.	Section 12.3.2 (Adaptation Measures); Table 12-2 (Climate Event Risk Rating, Justification and Impact)	There are several significant climate-related risks that are increasingly affecting infrastructure and community health but are missing from the current risk evaluation framework. These should be explicitly included as individual rows in Table 12-2 and subsequently assessed in Tables 12-3 and 12-4 to ensure a more comprehensive understanding of potential impacts during both construction and operation of the MFCAR. Specifically: • Freeze-Thaw Cycles: Increased temperature variability, particularly during shoulder seasons, is expected to result in unpredictable freeze	AZA request that the Proponent revise the risk evaluation framework in Chapter 12 to explicitly include the following climate-related risks: freeze-thaw cycles and the expansion of pests and disease. These risks should be added as individual rows in Table 12-2, with a clear analysis of their potential impacts on road infrastructure, safety, and public health. The assessment in Tables 12-3 and 12-4 should also be updated to evaluate the implications of these risks during both construction and operation phases.

		thaw cycles. This may result in accelerated road and infrastructure degradation, heightened safety risks for vehicles, and significantly higher maintenance costs. • Expansion of Pests and Disease: Warmer temperatures associated with climate change support the northward and expansion of pests such as ticks and mosquitoes, resulting in elevated risk of illnesses, reduced safety for land users and workers, and potential disruption of traditional land use and outdoor activities. Inclusion of these risks would strengthen the assessment's relevance to real-world conditions and enhance climate resilience planning for the MFCAR.	
93.	Section 12.4 (Conclusion)	While Section 12.4 acknowledges that not all climate-related risks can be eliminated, there is limited discussion of adaptive management as a tool for addressing these evolving risks over time. Given the uncertainties surrounding long-term climate projections and their localized impacts, it is essential that adaptive management plans be developed, clearly articulated, and regularly re-evaluated throughout the construction and operational phases of the MFCAR. As new climate data and regional predictions become available, strategies and mitigation measures should be updated to reflect emerging risks and ensure the long-term resilience of the road, associated infrastructure, and surrounding ecosystems and communities.	AZA requests that the Proponent develop a detailed adaptive management plan that explicitly addresses the evolving climate-related risks associated with the MFCAR. This plan should outline clear procedures for regularly monitoring and re-evaluating climate data and regional predictions throughout both the construction and operational phases, including specific mechanisms for adjusting strategies and mitigation measures as new information emerges.
94.	Section 12 (Our Changing Climate) and Section 13.3 (Contributions to Sustainability)	While the EA/IS identifies various species at risk and references applicable federal obligations under the Species at Risk Act and other legislation, it does not fully demonstrate how the MFCAR project aligns with Canada's broader climate change commitments, including Net-Zero Emissions by 2050 or the Sustainable Development Goals (SDGs). Although the EA/IS highlights some general sustainability practices, such as using recycled materials and rainwater harvesting, it lacks explicit mention of how the project will contribute to these national sustainability objectives. Additionally, there are no defined indicators or performance metrics to track and ensure accountability toward these goals over the project's lifecycle.	AZA requests that the Proponent clearly demonstrate how the project aligns with Canada's climate action and sustainability commitments by explicitly linking project activities to national targets and providing measurable indicators to support monitoring and adaptive management. This level of clarity and accountability is essential to ensure that the EA/IS meaningfully reflects Canada's stated environmental obligations and allows for transparent assessment of long-term sustainability outcomes.

95.	Section 13.3 (Contributions to Sustainability)	The EA/IS outlines the project's sustainability contributions primarily for Marten Falls First Nation, emphasizing social, economic, and cultural benefits. However, it overlooks the potential impacts on neighboring First Nations, who may also be affected by the MFCAR. A more comprehensive approach should consider how the project's sustainability efforts will benefit or impact surrounding communities.	AZA request that the Proponent provide a comprehensive evaluation of the potential impacts on neighboring First Nations, including AZA, ensuring that the benefits and potential risks of the MFCAR are considered in a regional context. This should involve direct consultation with neighboring Indigenous communities to identify their concerns, needs, and expectations regarding social, economic, and environmental impacts. The EA/IS should clearly articulate how the project's sustainability efforts will support or address the needs of surrounding communities, both during construction and throughout the operational phase.
96.	Section 14.3.3.5 (Atmospheric and Greenhouse Gas)	The EA/IS does not include any long-term monitoring or management commitments related to greenhouse gas emissions, climate resilience, or broader sustainability objectives during the operation phase of the MFCAR. This is a critical gap, particularly given the cumulative and evolving nature of climate change impacts. While the residual effects assessment concludes that there will be no significant GHG-related effects, this does not account for how the project may interact with other regional and long-term climate stressors. A lack of climate-related monitoring also limits the project's ability to contribute meaningfully to cumulative effects assessments at the regional level.	AZA request that the Proponent develop and include a climate and sustainability monitoring program to be implemented during the construction and operational phases of the MFCAR.

6.0 Conclusion

This technical review shows that the Marten Falls Community Access Road, as described in the Environmental Assessment/Impact Statement, will cause permanent, profound changes to the land, water and wildlife, as well as our Nation's ability to exercise our Treaty and Aboriginal rights.

Many of the Proponent's claims—such as low environmental impact or that the road is only for providing year-round road access to Marten Falls First Nation — do not match what we see in the data or know from our experience. The EA/IS doesn't account for the likely use of the road to support major mining in the Ring of Fire. It also overlooks serious risks to peatlands, water systems, and animals that are already suffering from severe losses of habitat and declining populations across Ontario and Canada.

Even more concerning, the EA/IS was developed with limited involvement from our Nation. It uses western science but leaves out Indigenous Knowledge and our ways of understanding land. Our Nation does not accept the conclusions that most effects are "negligible." This does not reflect what our people see, feel, and know.

We urge the Proponent and the Impact Assessment Agency of Canada to work with our Nation on a new path forward. This includes:

- Recognizing the full impact of the MFCAR on our rights and lands.
- Revising the EA/IS to reflect the true purpose of the road and its long-term consequences.
- Integrating Indigenous Knowledge, law, and leadership into all decisions.

Our Nation is not opposed to development. But development must be done in a way that respects our People, our culture, and the lands and waters that give us life. Without this, the road will only bring more harm.

We hope this review helps bring greater honesty, accountability, and respect into the EA/IS process. We are ready to work toward solutions that protect what matters most—to our Nation and to future generations.

7.0 References

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B1.3 Community Specific Meeting Materials

Re: MFFN CAR – Meeting with Animbiigoo Zaagi igan Anishnaabek Re IK Program

Project Name:	Marten Falls First Nation All Season Community Access Road	**Date of Meeting:**	August 28, 2024
		Time:	12:00 p.m. – 1:00 p.m. EST
		Location:	In-Person and Online (via Zoom)
Attendees:	Andrew Bubar, Environmental Consultant from Tamarack Environmental Associates on behalf of Animbiigoo Zaagi igan Anishnaabek (AZA) Jennifer Bruin, MFFN CAR Project Team Andrea Nokleby, MFFN CAR Project Consultant Caroline Wrobel, MFFN CAR Project Consultant Lucia Jara Moreno, MFFN CAR Project Consultant	**Prepared By:**	Lucia Jara Moreno (MFFN CAR Project Consultant)

Meeting Purpose

Animbiigoo Zaagi igan Anishnaabek (AZA) requested a meeting with Marten Falls First Nation (MFFN) Community Access Road (CAR) Project Consultants to discuss the Indigenous Knowledge (IK) Program along with the Indigenous Knowledge Funding Agreement (IKFA). AZA was looking to understand what is expected in terms of materials and information shared with the MFFN CAR Project Consultants through the IK program, and what the main purpose of the program is. The IKFA has been shared and signed by all parties.

The meeting involved the Environmental Consultant on behalf of AZA and three Project Consultants and started off with a brief introduction of each attendee. The MFFN CAR Project Consultants thanked the Environmental Consultant for making the time to meet and review the IK programs and its deliverables.

Summary of Meeting Action Items:

- MFFN CAR Project Consultants to follow up with project schedule and consultation milestones.
- AZA Environmental Consultant to provide an update on contact information on new staff member responsible for finances.

Notes on Meeting

Item #	Topic / Theme	Comments / Questions	Response / Action Items
1	IK Program and deliverables	• A MFFN CAR Project Consultant provided an overview of the IK Program: in 2019 the MFFN CAR Project launched the IK Program with the intent to support communities in sharing IK they would like to be considered and/or incorporated into the Project assessment process. Communities are welcome to share any existing information or collect and share Project-specific information, and this can be provided in various forms (e.g., a consolidated report of existing information, a Project-specific study, geospatial data, and/or existing reports and maps). • The MFFN CAR Project wants to understand what AZA's concerns are with respect to the Project, and if there is IK and information on traditional land and resource use and cultural practices in the area of the Project, and specifically within the Aboriginal and/or Treaty Rights and Interests (ATRI) study areas, that can inform the assessment. • A MFFN CAR Project Consultant noted that the ATRI Existing Conditions report, which was shared with AZA First Nation in 2023, was prepared using publicly available information as this is the only information available to the Proponent at this time. The MFFN CAR Project Consultant acknowledged that secondary information is not always wholesome and/or correct when used in different contexts. Given this, the Proponent provided all communities with Existing Conditions reports to review and provide feedback and/or additional information.	
2	Q&A	• AZA's Environmental Consultant inquired if feedback provided on the ATRI Existing	• **Action:** AZA Environmental

Item #	Topic / Theme	Comments / Questions	Response / Action Items
		Conditions report is still being accepted. A MFFN CAR Project Consultant confirmed that feedback/input/additional information is still being accepted, however these will not be reflected in the draft Environmental Assessment / Impact Statement given the timeline, but any additional information will be applied to the final. • A MFFN Project Consultant provided some additional updates on the study areas considered: for the purpose of the assessment, the study areas have been increased compared to what is noted in the ATRI Existing Conditions report due to changes in the study area used for other related Valued Components (e.g., wildlife, fish, surface water, etc.). Originally the Local Study Area was a 5 km buffer, but it was expanded to a 10 km buffer, and the Regional Study Area more than doubled in size as the extent shifted from a quaternary watershed level to a tertiary one. In addition, the Regional Study Area used for the caribou assessment is being used for the ATRI assessment given concerns about potential impacts on caribou specifically. • Additionally, a MFFN Project Consultant noted that the traditional territory of AZA was not very clear to the MFFN CAR Project Consultant, and this is why an Area of Interest was not delineated in the ATRI Existing Conditions Report for AZA. The MFFN Project Consultant requested that AZA share information that can be used to delineate an Area of Interest to support the assessment, if possible. • AZA's Environmental Consultant noted there is additional information, however, he needs to confirm what can and cannot be shared.	Consultant to confirm if information on the AZA traditional territory can be shared, and if there is additional information that can be shared with the MFFN CAR Project Consultant to understand how AZA's land/culture/rights might be impacted by the Project.

Item #	Topic / Theme	Comments / Questions	Response / Action Items
		He noted the IK Program, and its deliverables are now clear to him.	

Any errors or omissions, please contact Lucia Jara Moreno within 2 weeks of distribution.

Project Name:	Marten Falls First Nation (MFFN) All Season Community Access Road (CAR)	**Date of Meeting:**	February 20, 2025
		Time:	1:00-2:00 pm EST
		Project #:	[redacted]
Attendees:	Kyla Morrisseau, Animbiigoo-Zaagi'igan Anishinaabek First Nation Consultation Coordinator & Climate Change Specialist Chief Yvette Metasinine, Animbi'igoo-Zaagiigan Anishinaabek First Nation Chief Joe Donio, Animbiigoo-Zaagi'igan Anishinaabek First Nation Development Manager 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	**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 representatives of Animbiigoo-Zaagi'igan Anishinaabek 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

- N/A

Item #	Topic / Theme	Comments / Questions	Response / Action Items
1	Consultation	• Our main concern holding us back from participating is from crown failure, not because of MFFN or MFFN CAR. We are currently working with Ontario on a land claim. We have not been able to provide IK because of the consultant hired by the government and the limited funding. We need time and resources to catch up and do the work.	• Please let us know if you need any support.
2	Engineering and Design	• Is this road corridor staked from an old potential rail corridor?	• Yes, from the Wabassi River. A railroad was proposed along this corridor, and because of the traditional knowledge we received from MFFN members it was able to shape the route of the road. The information gathered for the MFFN CAR uses traditional knowledge and western science.
3	General Project	• How many members live in Marten Falls First Nation? Do they pay for their own flights, and where does that money come from?	• The MFFN CAR Project Team indicated that there are approximately 300 members living in community. • The charter flights are expensive. Members typically save their money to be able to fly in and out.
4	Consultation Methods	• Are you still consulting with the community, and do you receive majority buy-in from community members?	• The Project Team confirmed that they are still consulting with community members, and that a majority support is required for the work to continue.

Item #	Topic / Theme	Comments / Questions	Response / Action Items
5	Cumulative Effects	• MFFN is planning for a Community Access Road but the Ontario government talks about it as the heart of the road to the Ring of Fire and overshadows that. How will the assessment get reflected of what it will truly become – which is a road to the Ring of Fire?	• The draft EA / IS cumulative effects consider the other road projects, which include the Webequie Supply Road (WSR) and Northern Road Link (NRL), as well as the upgrades to Anaconda and Painter Lake Road. • Additional information will become available in a few years when the Anaconda and Painter Lake roads are upgraded, and when WSR and NRL release their EA / IS.
6	Access	• What is being contemplated regarding preventing access? How will users of the road get managed?	• There are current ongoing negotiations between MFFN and the province regarding access.
7	Engineering and Design	• Has the winter road been considered as a potential road route?	• Yes, it was considered for a route. However, MFFN decided against a route due to the boggy and marsh landscape and the route going through community.

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.