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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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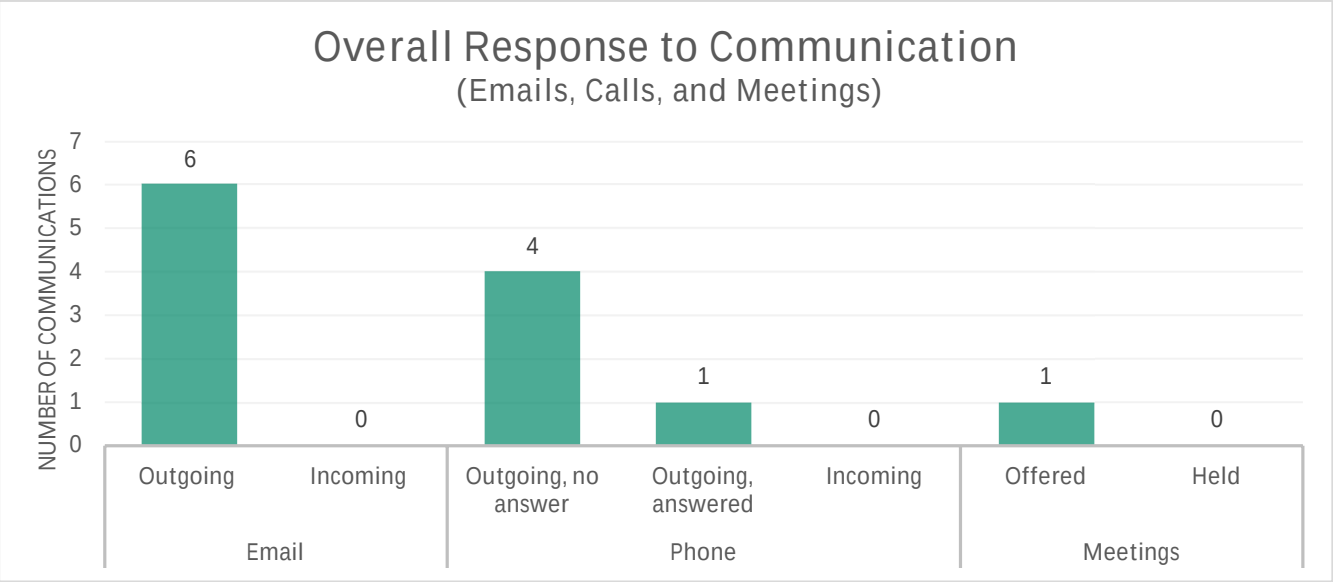
3.1.10 Kingfisher Lake First Nation

Community Profile	
Location:	PO Box 57, Kingfisher Lake, ON P0V 1Z0
Tribal Council:	Shibogama First Nations Council
Treaty:	9
Project Team Lead:	Mineneh Uraih and Kyla Zielbauer

Communication Distribution



Summary of Participation During Reporting Period	
Date of Last Outgoing Communication from MFFN CAR Project Team (Email or Phone)	June 20, 2022
Date of Last Incoming Communication from Community (Email or Phone)	N/A
Participating in IK Program: Not offered	Status of IK Sharing Agreement: N/A

Summary of Participation During Reporting Period	
	Status of IK Funding Agreement: N/A
	IK information provided: N/A
Participating in Community Coordinator Program: Not Offered	N/A
Commented during The ToR	Commented on Draft ToR: **No**
	Commented on Final ToR: N**o**

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 17, 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 Study Notice and Winter Field Programs update distributed via email.
Mar 1 – 2, 2022	Phone call and email sent as a follow-up to Field Programs and IK Program.
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 15-28, 2022	Follow up call and email to confirm receipt of the February / March E-Blast including the Bird and Spring Discussion Guides and Project update video.
Mar 29, 2022	Early Spring Field Notice and Winter program updates distributed via email.
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 – Kingfisher Lake First Nation					
Item #	**Topic / Issue Raised**	**Specific Issue / Comment Raised**	**Communication Channel**	**Response / Action**	**Addressed through the NoC EA Milestone and / or in the EA / IS**
1.	■ Consultation Methods ■ General Project ■ Field Studies	■ **Issue—Baseline Studies**: ■ In August 2020, Kingfisher Lake First Nation noted they were interested in information sharing regarding environmental baseline studies.	■ Phone	■ Status: Ongoing ■ The MFFN CAR Project Team continues to follow up with and send Project updates and Field Program Notices as part of ongoing consultation and engagement. Kingfisher Lake First Nation has not provided any additional specific comments or feedback related to their initial request since August 2020. ■ Action: Continue to engage Kingfisher Lake First Nation by sending Project updates and Field Program Notices, including when results of baseline studies are ready to distribute and provide feedback on.	■ The EA / IA Consultation and Engagement Plan in the ToR identifies the key milestones when baseline information will be shared and consulted on. ■ Efforts will continue throughout the EA / IA to seek more information from Kingfisher Lake First Nation
2.	■ Consultation Methods	■ **Issue—feedback:** No feedback received during October 29 2021 – June 30, 2022 reporting period.	■ N/A	■ N/A	■ Opportunities to provide feedback will continue throughout the EA / IA.

Consultation and Engagement Log– Kingfisher Lake First Nation							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
Oct 29, 2021	Email		X	■ Lott Sainnawap ■ Verna Aganash ■ Daniel Sainnawap ■ Mike Mamakwa	■ Chief ■ Deputy Chief ■ Head Councillor ■ Land Use Planner	■ MFFN CAR Project Team	■ The MFFN CAR Project Team issued the NoC for the provincial EA to Kingfisher Lake First Nation on October 29, 2021. The email included the English NoC as an attachment and noted that the NoC is available in English, French, Ojibway, Oji-Cree and Cree on the MFFN CAR Project website.
Oct 31, 2021	Email		X	■ Lott Sainnawap	■ Chief	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Chief Lott Sainnawap, Kingfisher Lake First Nation, to introduce a MFFN CAR Project Consultant as the new primary contact for the Project.
Nov 02, 2021	Mail		X	■ Lott Sainnawap	■ Chief	■ MFFN CAR Project Team	■ The MFFN CAR Project Team mailed the NoC for the provincial EA to Kingfisher Lake First Nation and included the English Ojibway, Oji-Cree and Cree versions.
Nov 03, 2021	Email		X	■ Lott Sainnawap ■ Verna Aganash ■ Daniel Sainnawap	■ Chief ■ Deputy Chief ■ Head Councillor	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent the October E-Blast to Kingfisher Lake First Nation. The E-Blast included updates about the provincial and federal

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Consultation and Engagement Log– Kingfisher Lake First Nation							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
				■ Mike Mamakwa	■ Land Use Planner		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	■ Lott Sainnawap ■ Verna Aganash ■ Daniel Sainnawap ■ Mike Mamakwa	■ Chief ■ Deputy Chief ■ Head Councillor ■ Land Use Planner	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the November E-Blast to Kingfisher Lake First Nation. The E-Blast included updates about the provincial and processes, recently completed and upcoming field studies, the new Valued Components video, and a profile of a MFFN CAR Project Team member.
Dec 10, 2021	Email		X	■ Lott Sainnawap ■ Verna Aganash ■ Daniel Sainnawap ■ Mike Mamakwa	■ Chief ■ Deputy Chief ■ Head Councillor ■ Land Use Planner	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the Winter Field Program Discussion Guide and Field Notice to King Fisher Lake 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	■ Lott Sainnawap ■ Verna Aganash ■ Daniel Sainnawap ■ Mike Mamakwa	■ Chief ■ Deputy Chief ■ Head Councillor ■ Land Use Planner	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the December E-Blast to Kingfisher Lake First Nation. 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 17, 2021	Phone		X	■ Lott Sainnawap	■ Chief	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called to follow-up on the December E-Blast letter, Winter Field Program Discussion Guide and Field Notice distributed to the Kingfisher Lake First Nation as well as Covid-19 reopening plans. There was no answer and a voicemail was left.
Jan 19, 2022	Email		X	■ Lott Sainnawap ■ Verna Aganash ■ Daniel Sainnawap ■ Mike Mamakwa	■ Chief ■ Deputy Chief ■ Head Councillor ■ Land Use Planner	■ 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

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Consultation and Engagement Log– Kingfisher Lake First Nation							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
							investigation from January 21 to 27, 2022. Further updates will be provided in the January E-Blast.

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Consultation and Engagement Log– Kingfisher Lake First Nation							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
Jan 21, 2022	Email and Letter		X	■ Lott Sainnawap ■ Verna Aganash ■ Daniel Sainnawap ■ Mike Mamakwa	■ Chief ■ Deputy Chief ■ Head Councillor ■ Land Use Planner	■ 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 Kingfisher Lake First Nation via email. The letter provided information on key IK Program and ATRI dates and deadlines.
Jan 31, 2022	Email		X	■ Lott Sainnawap ■ Verna Aganash ■ Daniel Sainnawap ■ Mike Mamakwa	■ Chief ■ Deputy Chief ■ Head Councillor ■ Land Use Planner	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent the January E-Blast to Kingfisher Lake First Nation. The E-Blast included an overview of recently completed and upcoming field studies, upcoming outreach to help inform the Project's land use assessment, updates on the schedule for the IK Program, a feature on two new educational videos (furbearers and greenhouse gases and air quality), and opportunities to meet the MFFN CAR Project Team virtually.
Feb 04, 2022	Email		X	■ Lott Sainnawap ■ Verna Aganash ■ Daniel Sainnawap ■ Mike Mamakwa	■ Chief ■ Deputy Chief ■ Head Councillor ■ Land Use Planner	■ 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 14, 2022	Email		X	■ Lott Sainnawap ■ Verna Aganash ■ Daniel Sainnawap ■ Mike Mamakwa	■ Chief ■ Deputy Chief ■ Head Councillor ■ Land Use Planner	■ 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.

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Consultation and Engagement Log– Kingfisher Lake First Nation							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
Mar 01, 2022	Phone		X	■ Lott Sainnawap	■ Chief	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called Chief Lott Sainnawap, Kingfisher Lake First Nation but he was unavailable and a voice mail was left detailing the purpose of the call.
Mar 02, 2022	Email		X	■ Lott Sainnawap	■ Chief	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Chief Lott Sainnawap, informing him that the MFFN CAR Project is currently in the EA phase and the team is working to collect important baseline information as part of the Field Study Programs and IK Program. The Project Consultant further added that she can be contacted if the community had any questions or comments.
Mar 03, 2022	Email		X	■ Lott Sainnawap ■ Verna Aganash ■ Daniel Sainnawap ■ Mike Mamakwa	■ Chief ■ Deputy Chief ■ Head Councillor ■ Land Use Planner	■ MFFN CAR Project Team	■ The MFFN CAR Project Team distributed an update for the wolverine hair snag program confirming crews will be making the monthly trip to re-bait hair snag traps from March 6 – 16, 2022. In an effort to avoid programs during the traditional goose hunt, it was noted that around 30 bird autonomous recording units would be placed in the study area during this time. A Discussion Guide will be provided shortly with questions asking for input on future locations of the units. The Winter Field Notice was attached, and a link to the wolverine video was included.
Mar 09, 2022	Email		X	■ Lott Sainnawap ■ Verna Aganash ■ Daniel Sainnawap ■ Mike Mamakwa	■ Chief ■ Deputy Chief ■ Head Councillor ■ Land Use Planner	■ MFFN CAR Project Team	■ The MFFN CAR Project Team distributed an update confirming the Wolverine Den Surveys, in advance of the Groundwater and Geochemistry program, will take place from March 11 - 15, 2022. The Groundwater and Geochemistry program is anticipated to start shortly after the wolverine den surveys. It was also noted field crews are awaiting appropriate weather to conduct the last round of furbearer surveys, with a modified methodology, and dates will be provided once confirmed. The Wolverine Den Survey Field Notice, Groundwater and Geochemistry Field Notice and Winter Field Notice were attached, and links to the wolverine, furbearer and groundwater videos were included.

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Consultation and Engagement Log– Kingfisher Lake First Nation							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
Mar 15, 2022	Phone		X	■ Lott Sainnawap	■ Chief	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called Chief Lott Sainnawap to follow-up on the February / March E-Blast, including the Project update video, and Bird and Spring Discussion Guides distributed to Kingfisher Lake First Nation. Chief Lott Sainnawap was interested in knowing when the next large community-wide meeting about the Project would be, and if it would be in person or virtual. The MFFN CAR Project Consultant assured Chief Lott Sainnawap that more information would be provided.
Mar 15, 2022	Email		X	■ Lott Sainnawap ■ Verna Aganash ■ Daniel Sainnawap ■ Mike Mamakwa	■ Chief ■ Deputy Chief ■ Head Councillor ■ Land Use Planner	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the combined February / March E-Blast to Kingfisher Lake 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 24, 2022	Phone		X	■ Lott Sainnawap	■ Chief	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called to follow-up on the February / March E-Blast, including the Project update video, and Bird and Spring Discussion Guides distributed to Kingfisher Lake First Nation.
Mar 28, 2022	Email		X	■ Lott Sainnawap	■ Chief	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Chief Lott Sainnawap to follow-up on phone call regarding the February / March E-Blast, including the Project update video, and Bird and Spring Discussion Guides distributed to Kingfisher Lake First Nation.
Mar 29, 2022	Email		X	■ Lott Sainnawap ■ Verna Aganash ■ Daniel Sainnawap ■ Mike Mamakwa	■ Chief ■ Deputy Chief ■ Head Councillor ■ Land Use Planner	■ 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– Kingfisher Lake First Nation							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
Apr 29, 2022	Email		X	■ Lott Sainnawap ■ Mike Mamakwa	■ Chief ■ Land Use Planner	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the April E-Blast to Kingfisher Lake 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	■ Lott Sainnawap ■ Mike Mamakwa	■ Chief ■ Land Use Planner	■ MFFN CAR Project Team	■ The MFFN CAR Project Team distributed the Physiography, Terrain & Soils Field Notice and an update for May field programs to Kingfisher Lake 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	■ Lott Sainnawap ■ Mike Mamakwa	■ Chief ■ Land Use Planner	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the May E-Blast to Kingfisher Lake First Nation. The E-Blast included field study updates, an overview of upcoming field studies, an update on the IK Program submission deadline and upcoming opportunities to meet with the MFFN CAR Project Team in-person at the EA / IS Introduction PIC #3 in June 2022.
May 30, 2022	Email		X	■ Lott Sainnawap ■ Mike Mamakwa	■ Chief ■ Land Use Planner	■ MFFN CAR Project Team	■ The MFFN CAR Project Team distributed the Surface Water, Fish and Fish Habitat Field Notice to Kingfisher Lake 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.

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Consultation and Engagement Log– Kingfisher Lake First Nation							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
May 31, 2022	Email		X	■ Lott Sainnawap ■ Mike Mamakwa	■ Chief ■ Land Use Planner	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Chief Lott Sainnawap and Mike Mamakwa, Kingfisher Lake First Nation, to introduce herself as the new Indigenous Consultation Lead for Kingfisher Lake First Nation on the MFFN CAR Project. It was noted that if the community had any questions, comments or concerns about the Project, the consultant would work to get answers. A meeting was offered, to be coordinated by the consultant. It was also noted that if there were any contacts to add to the Project distributions, the consultant would coordinate adding them. MFFN CAR Project information (website, email, phone) was included, as well as the consultants email. It was mentioned the consultant would follow up with a phone call soon.
Jun 10, 2022	Email		X	■ Lott Sainnawap ■ Mike Mamakwa	■ Chief ■ Land Use Planner	■ MFFN CAR Project Team	■ The MFFN CAR Project Team distributed the Vegetation Field Notice to Kingfisher Lake 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	■ Lott Sainnawap ■ Mike Mamakwa	■ Chief ■ Land Use Planner	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent out a notice for PIC #3 for the EA / IS Introduction on June 27, 2022 in Thunder Bay and June 29, 2022 in Geraldton for an opportunity to meet the MFFN CAR Project Team and share feedback, ideas and values related to the Project. Indigenous community members were invited to join early for the first hour of each meeting and the public can join afterwards. A formal notice was attached, along with a link to the website with the notice translated in French, Ojibway, Cree and Oji-Cree.
June 20, 2022	Phone		X	■ Lott Sainnawap	■ Chief	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called Chief Lott Sainnawap to invite Kingfisher Lake First Nation to PIC #3. The Band Office reception stated that Chief Lott Sainnawap was not in the office and the Consultant noted they would send a follow up email.

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Consultation and Engagement Log– Kingfisher Lake First Nation							
Communication Date	**Method of Engagement**	**Incoming**	**Outgoing**	**Contact Name**	**Contact Title**	**Project Team**	**Summary**
June 20, 2022	Email		X	■ Lott Sainnawap ■ Mike Mamakwa	■ Chief ■ Land Use Planner	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to key contacts at Kingfisher Lake First Nation to follow up on the previous phone call made to invite Kingfisher Lake First Nation to PIC #3. Information related to purpose of the PIC, the opportunity to meet the Project Team, logistical details and where information is available should they be unable to attend was provided. It was noted that the first hour of both PICs has been scheduled for Indigenous community members only and that the notice was available on the Project website as well as attached to the email. It was also noted that Kingfisher Lake First Nation should reach out if they have any questions or would like to discuss anything related to the Project.
Jun 24, 2022	Email		X	■ Lott Sainnawap ■ Mike Mamakwa	■ Chief ■ Land Use Planner	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the June E-Blast to Kingfisher Lake First Nation. The E-Blast included details to meet the MFFN CAR Project Team in-person at PIC #3 in Thunder Bay on June 27 and Geraldton on June 29 as well as field study updates, an overview of upcoming field studies, and an update on the IK Program submission deadline.
Jun 30, 2022	Email		X	■ Lott Sainnawap ■ Mike Mamakwa	■ Chief ■ Land Use Planner	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed Kingfisher Lake 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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B10. Kingfisher Lake First Nation

B10.1 Outgoing Community Specific Correpsondence

B10.1 Outgoing Community Specific Correspondence

[redacted]

Marten Falls - Queries/Project Contact

Johnson, Christopher <[redacted]> Sun, Oct 31, 2021 at 8:51 PM
To: [redacted], info@martenfallsaccessroad.ca

Hello,

I hope all is well with you and your community. I have previously left messages as the point of contact for Marten Falls-related queries. If you happen to have any questions or would like to request further information you can direct your questions or requests to Clayton Coppaway ([redacted]) in the meantime or to info@martenfallsaccessroad.ca.

Thank you so much for your time,
Chris Johnson

--

Christopher Johnson
Dillon Consulting Limited
[redacted]
www.dillon.ca

Miles, Jodi <[redacted]>

Follow up on MFFN CAR update phone call

Miles, Jodi <[redacted]> Mon, Mar 28, 2022 at 5:22 PM
To: [redacted]
Cc: Mineneh Uraih <[redacted]>, [redacted]
Bcc: info@martenfallsaccessroad.ca

Dear Chief Sainnawap,

Thank you for taking the time to speak with me today about some of the updates for the MFFN CAR project. I wanted to send along a follow up email to highlight some important items:

- **Monthly Project Update Emails** (e-Blasts, sent March 15, 2022)
  - There is a new Project Update Video and see the Survey? Completing a survey by March 31, 2022 enters you into an opportunity to win one of five $50 gift cards.
- **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,

Jodi Miles
On behalf of the MFFN CAR Project Team

--

Jodi Miles
Dillon Consulting Limited
[redacted]
www.dillon.ca

Zielbauer, Kyla <[redacted]>

MFFN CAR Project Indigenous Coordinator Lead for Kingfisher Lake First Nation

Zielbauer, Kyla <[redacted]> 31 May 2022 at 15:28
To: [redacted], [redacted]

Good Afternoon,

My name is Kyla Zielbauer and I will be replacing Mineneh Uraih as the Indigenous Community Lead for Kingfisher Lake First Nation on the Marten Falls First Nation Community Access Road (MFFN CAR) Project.

If you have any questions, comments, or concerns related to the MFFN CAR Project, please reach out and I will do my best to get you the answers. If you would like to meet with members of the Project Team to discuss any of these issues, I would be happy to arrange a meeting. As well, if there are any contacts from Kingfisher Lake First Nation that you would like me to add to receive information about the Project, please let me know.

The MFFN CAR Project information is as follows:
Website: http://www.martenfallsaccessroad.ca/the-project/
Email Address: info@martenfallsaccessroad.ca
Phone Number: 1-800-764-9114

My email is [redacted]. I am currently setting up a work phone and will contact you with that number shortly.

I am looking forward to working with your community.

Thank you,

Kyla Zielbauer

DILLON CONSULTING

CANADA BEST MANAGED COMPANIES
Platinum member

Kyla Zielbauer
[redacted]
www.dillon.ca

Zielbauer, Kyla <[redacted]>

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

Zielbauer, Kyla <[redacted]> 20 June 2022 at 16:21
To: Chief Lott <[redacted]>, Mike Mamakwa <[redacted]>

Good Afternoon Chief Sainnawap and Mr. Mamakwa,

I'm following up on a phone call made earlier this afternoon about the Marten Falls First Nation Community Access Road's third Public Information Centre (PIC) for the Project on June 27th and June 29th. We hope Kingfisher Lake 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 the 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 PIC, all meeting materials will be posted on the project website.

Please reach out if you have any questions or would like to discuss anything else related to the Project.

Sincerely,
Kyla Zielbauer
On behalf of the MFFN CAR Project Team

--

Kyla Zielbauer
Dillon Consulting Limited
[redacted]
www.dillon.ca

MFFN-PIC3 Poster.pdf
2140K

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;
- has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued;
- must be read as a whole and sections thereof should not be read out of such context;
- was prepared for the specific purposes described in the Report and the Agreement; and
- in the case of subsurface, environmental or geotechnical conditions, may be based on limited testing and on the assumption that such conditions are uniform and not variable either geographically or over time.

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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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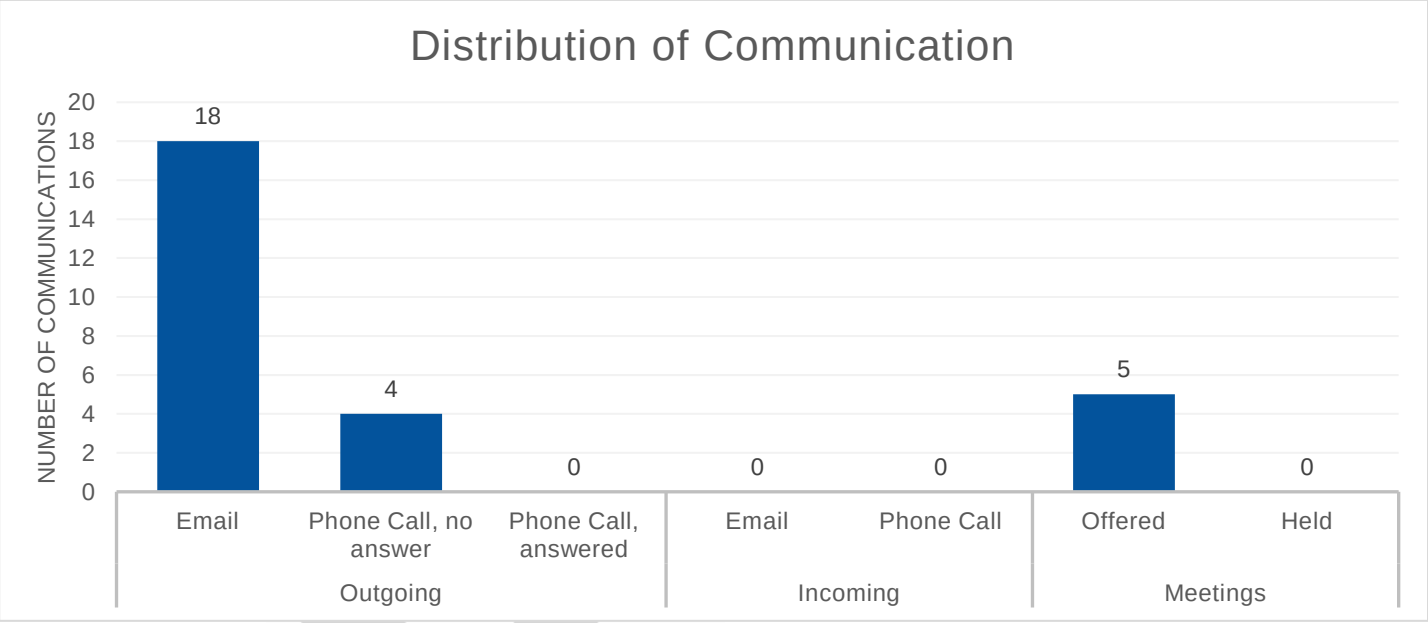
3.1.10 Kingfisher Lake First Nation

Community Profile	
Location:	PO Box 57, Kingfisher Lake, ON P0V 1Z0
Tribal Council:	Shibogama First Nations Council
Treaty:	9
Project Team Lead:	Kyla Zielbauer



Summary of Participation During Reporting Period	
Date of Last Outgoing Communication from MFFN CAR Project Team or Consultant (Email or Phone)	*March 29, 2023 (Email)*
Date of Last Incoming Communication from Community (Email or Phone)	*No communication during reporting period.*
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 29, 2022	September 2022 MFFN CAR E-Blast distributed via email.
Nov 02, 2022	October 2022 MFFN CAR E-Blast distributed via email.
Nov 10, 2022	Webinar Series notice distributed via email.
Nov 22, 2022	Notice for PIC #4 distributed via email.
Nov 25, 2022	November 2022 MFFN CAR E-Blast distributed via email.
Dec 01, 2022	Winter / Spring 2023 Field Notice distributed via email.
Dec 06, 2022	Draft Interim RoCE and Milestone #1 Progress Report distributed via email for review.
Dec 07, 2022	Reminder for PIC #4 distributed via email.
Dec 14, 2022	PIC #4 materials and online feedback form distributed via email.
Dec 20, 2022	Save the date for the ATRI Forum and Cultural Heritage Workshop distributed via email.
Jan 06, 2023	Phone call follow-up to Interim RoCE and Milestone #1 Progress Report.
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 23, 2023	Email follow-up to Interim RoCE and Milestone #1 Progress Report. Reminder for the ATRI Forum distributed via email.
Jan 27, 2023	Follow-up to furbearer winter tracking field program notice distributed via email.
Jan 30, 2023	January 2023 MFFN CAR E-Blast distributed via email.
Feb 01, 2023	Reminder for the ATRI Forum distributed via email.
Feb 02, 2023	Email follow-up to Interim RoCE and Milestone #1 Progress Report.
Feb 03, 2023	Archaeology Assessment Reports for Stage 1 and Stage 2 distributed via email.
Feb 15, 2023	Follow-up on ungulate aerial survey notice distributed via email.
Feb 15, 2023	Notice sent that the RoCE Interim and Milestone #1 Progress Reports will be finalized.
Feb 21, 2023	Reminder for the Socio-Economic Studies Part I Webinar distributed via email.
Feb 28, 2023	February 2023 MFFN CAR E-Blast distributed via email.
Mar 09, 2023	Field Programs updates distributed via email.
Mar 14, 2023	Reminder for the Groundwater and Geochemistry Webinar distributed via email.
Mar 21, 2023	Reminder for the Birds Webinar distributed via email.
Mar 22, 2023	Sent an email regarding the IK Program timeline. An update letter was attached with more information.
Mar 28 - 29, 2023	Phone call and email to follow up on the Archaeology reports and IK Program Timeline and Update letter.

Key Consultation and Engagement Activities Undertaken During the Reporting Period	
Date	**Consultation and Engagement Activity**
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.

Summary of Feedback Received and Response / Action - Kingfisher Lake First Nation				
Topic / Issue Raised	**Specific Issue / Comment Raised**	**Communication Channel**	**Response / Action**	**Addressed in the EA / IS**
Consultation Methods, General Project, Field Studies	Baseline Studies ■ In August 2020, Kingfisher Lake First Nation noted they were interested in information sharing regarding environmental baseline studies.	■ Phone	Status: Ongoing ■ The MFFN CAR Project Team continues to follow up with and send Project updates and Field Notices as part of our ongoing engagement and consultation. Kingfisher Lake First Nation has not provided any additional specific comments or feedback related to their initial request in August 2020. Action: ■ Continue to engage Kingfisher Lake First Nation by sending Project updates and Field Program Notices, including when results of studies related to existing conditions data are ready to distribute and provide feedback on.	■ The EA / IS Consultation and Engagement Plan in the ToR identifies the key milestones when existing conditions data will be shared and consulted on. ■ Efforts will continue throughout the EA / IS to seek more information from Kingfisher Lake First Nation.

Consultation and Engagement Log - Kingfisher Lake First Nation						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
July 14, 2022	Email		x	■ Lott Sainnawap (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed Kingfisher Lake 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 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	■ Lott Sainnawap (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the July E-Blast to Kingfisher Lake 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

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						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	■ Lott Sainnawap (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Kingfisher Lake First Nation requesting participation in the Engagement Questionnaire to understand the topics of most interest to Kingfisher Lake First Nation (e.g., valued components) and gather input on the best ways to keep Kingfisher Lake First Nation informed on Project updates and activities. The consultant phoned the band office, no one answered the call and no message was left.
July 29, 2022	Email		x	■ Lott Sainnawap (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Kingfisher Lake First Nation requesting participation in the Engagement Questionnaire to understand the topics of most interest to Kingfisher Lake First Nation (e.g., valued components) and gather input on the best ways to keep Kingfisher Lake First Nation informed on Project updates and activities.
July 29, 2022	Email		x	■ Lott Sainnawap (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the Groundwater and Geochemistry Field Program Notice to Kingfisher Lake First Nation noting that the program is starting in September. The notice was attached to the email. Questions, comments or feedback were requested through the Discussion Guide, and a link to a video was also provided.
August 18, 2022	Email		x	■ Lott Sainnawap (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Consultant distributed an IK Program Update on the Proposed ATRI Study Areas Memo and ATRI Shapefiles to Kingfisher Lake 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	■ Lott Sainnawap (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the August E-Blast to Kingfisher Lake 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

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						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	■ Lott Sainnawap (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a field programs update to Kingfisher Lake First Nation. The email noted that there may be an increase in helicopters in the area and field crews accessing sites. The following programs will be completed this fall: Aerial Waterfowl Migration Survey (September 27 – 29, 2022), Physiography and Terrain Surveys (September 26 – October 8, 2022), Groundwater and Geochemistry Program (ongoing until November 10, 2022), Ungulates Remote Camera Check (October 21 – 28, 2022) and Caribou Mortality Investigation (if needed). Links were provided to field notices for Groundwater and Geochemistry, Physiography and Terrain, and Aerial Waterfowl Migration. Field programs will continue in 2023, with more updates to follow. Links were provided for Discussion Guides where knowledge can be shared in relation to the field programs.
September 21, 2022	Phone Call		x	■ Kingfisher Lake First Nation Band Office	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Kingfisher Lake First Nation to inquire about possible changes in leadership after recent elections and to confirm contact information. The call was not answered and a message was not left.
September 21, 2022	Email		x	■ Lott Sainnawap (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to key contacts at Kingfisher Lake First Nation, to inquire about possible updates to contact information. The MFFN CAR Project Consultant inquired about elections, the name of the current Chief and whether there are updates to the Kingfisher Lake First Nation contacts who would like to receive information from the MFFN CAR Project. The MFFN CAR Project Consultant offered to discuss matters related to the Project by phone or email and offered to provide information on how Kingfisher Lake First Nation

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						could engage on the MFFN CAR Project. A phone number to reach the MFFN CAR Project Consultant was provided.
September 29, 2022	Email		x	■ Lott Sainnawap (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the September E-Blast to Kingfisher Lake First Nation. The E-Blast included an announcement that the Project received the Core Values Award for Visual Engagement from the International Association for Public Participation. Chief Bruce Achneepineskum and a Project Team Consultant were present to receive the award and a link to a video was provided. The E-Blast included an update on the Youth Engagement Program and the importance of participation of youth in decisions that will affect them in the future. An update was also provided for the Groundwater Clearing and Drilling program and the Waterfowl Aerial Surveys. Dates were provided for the following upcoming programs: Groundwater and Geochemistry Program, Aerial Waterfowl Migration Survey, Physiography and Terrain Surveys, Ungulates Remote Camera Check and Caribou Mortality Investigation if needed. The Indigenous Blooming Program was included with details on the mentorship opportunity and a link to more information and the application.
October 18, 2022	Phone		x	■ Kingfisher Lake First Nation Band Office	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned the Kingfisher Lake First Nation band office to inquire about details related to Chief and Council. The MFFN CAR Project Consultant was informed that Eddie Mamakwa was the new Chief. Chief Eddie Mamakwa was in a meeting and unable to speak with the MFFN CAR Project Consultant.
November 02, 2022	Email		x	■ Eddie Mamakwa (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Chief Mamakwa, Kingfisher Lake First Nation, congratulating him on his recent election win which was indicated in a phone call with the Kingfisher Lake First Nation band office reception. The MFFN CAR Project Consultant noted that they were following up to confirm contact information, and inquired if Chief Mamakwa and / or other contacts from Kingfisher Lake First nation want to receive communications regarding the MFFN CAR Project. It was noted that the Consultant was available by phone or email to discuss any concerns or questions regarding the Project.

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November 02, 2022	Email		x	■ Lott Sainnawap (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the October E-Blast to Kingfisher Lake First Nation. The E-Blast included an introduction to the new MFFN Community Coordinator and upcoming engagement opportunities including PIC #4 in Thunder Bay and Geraldton. A webinar series on valued components was also included, along with a note about the Project's plans to submit a 3.5 year extension request for the IS to the Agency. It was mentioned that the Agency will be notifying Indigenous communities and the public about the request and will provide an opportunity to review and comment. Field study updates were also mentioned, including the Groundwater and Geochemistry Monitoring Testing and Sampling Program being extended to December 2022 and being the last running field study in 2022. The Furbearer Aerial / Ground Track Surveys will occur between January to February 2023, the Wolverine Hair Snag Surveys will be set up before February 15, 2023 and consist of six day trips every month to re-bait the stations through May 2023, and the Ungulate Aerial Winter Surveys will occur in January or February 2023 for two weeks. Links were provided for the field study notices and discussion guides. A new video was released about Cumulative Effects and the link was included. There was also an offer to meet to discuss any questions or comments.
November 10, 2022	Email		x	■ Lott Sainnawap (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent a notice to Kingfisher Lake First Nation for the webinar series on valued components, including how they are being studied, early findings and the relevance to the Project. The first webinar is on November 15, 2022 from 4-5 pm EST on Animals and Wildlife. A link to register and submit questions was included. It was also noted that a recording will be available online after the webinar. A poster with details for the first two webinars was attached.
November 15, 2022	Phone		x	■ Eddie Mamakwa (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Kingfisher Lake First Nation's reception to speak with Chief Mamakwa. The MFFN CAR Project Consultant spoke with reception who indicated the Chief would be in the next day. The MFFN CAR Project Consultant noted they would call again tomorrow and asked to leave a voicemail at the Chief's extension but were unable to leave a message due to technical difficulties.

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November 16, 2022	Phone		x	■ Eddie Mamakwa (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Kingfisher Lake First Nation's reception. The call was not answered and a voicemail was left indicating the reason for the call and that the MFFN CAR Project Consultant would follow up with an email to provide project updates.
November 17, 2022	Email		x	■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Kingfisher Lake First Nation's reception email as a follow up to phone calls made on November 15 and 16. The MFFN CAR Project Consultant noted that they spoke with reception on November 15 but were unable to leave a message due to technical difficulties and left a voicemail with reception on November 16 indicating the reason for the call. Contact information for the MFFN CAR Project Consultant was provided. The MFFN CAR Project Consultant provided details about the upcoming PIC #4 in Thunder Bay on December 7 and Geraldton on December 8, the new webinar series about Valued Components, the request for an IS extension from IAAC and notification of upcoming ATRI workshops.
November 22, 2022	Email		x	■ Lott Sainnawap (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed an invitation for PIC #4 to Kingfisher Lake First Nation. The PIC will be in Thunder Bay on December 7 and Geraldton on December 8. The event will be in an open house format and include new updates, how feedback is being considered, route alternatives and early findings from field studies. PIC #4 will provide an opportunity to share feedback, ideas and values related to the CAR.
November 25, 2022	Email		x	■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the November E-Blast to Kingfisher Lake 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

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						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	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Chief Eddie Mamakwa, Kingfisher Lake First Nation, following up on a phone call made earlier that day and noted that the MFFN CAR Project Consultant had spoken with someone at the Chief's extension but that they indicated the Chief was not in the office and a follow up email would be sent. The email provided details about the upcoming PIC #4 in Thunder Bay on December 7 and Geraldton on December 8 and provided a link to the notice for the PIC. An update on the Valued Components Webinar series was also provided, noting the next webinar about Surface Water, Fish and Fish Habitat on November 29 and provided a link to register for the webinar. A link to the previous webinar recording was also provided.
November 28, 2022	Phone		x	■ Eddie Mamakwa (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Chief Mamakwa, Kingfisher Lake First Nation Consultant. The call was answered by someone who indicated Chief Mamakwa was not in the office. The Consultant outlined the reason for the call was about MFFN CAR Project updates related to PIC #4 and the webinar series, and that a follow up email would be sent to Chief Mamakwa.
December 01, 2022	Email		x	■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a Winter / Spring 2023 Field Notice to Kingfisher Lake First Nation. The Notice includes anticipated timing for upcoming field programs including furbearer winter tracking surveys, winter ungulate aerial surveys, wolverine hair snag surveys, bird Autonomous Recording Unit Program, Caribou Collaring / Mortality Investigation Program and Groundwater and Geochemistry Program. An update will be provided when exact dates are confirmed. Links to videos on ungulates, furbearers, groundwater and more were included.

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December 06, 2022	Email		x	■ Lott Sainnawap (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team sent the draft Interim RoCE and Milestone #1 Progress Report to Kingfisher Lake First Nation for review. The Interim RoCE covers August 1, 2020 to October 28, 2021 and the Milestone #1 Progress Report covers October 29, 2021 to June 30, 2022. Kingfisher Lake First Nation was asked to make any edits or comments to their community-specific section by January 31, 2023. The reports will then be finalized and shared publicly with the draft EA / IS. The MFFN CAR Project Team offered to answer any questions or schedule a meeting to discuss the reports and timeline. A response was requested that the email was received and the documents could be viewed / downloaded successfully.
December 07, 2022	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team sent an email to Chief Mamakwa, apologizing for addressing the wrong person in the previous email. An email was attached noting the MFFN CAR Project Team sent the drafted Interim RoCE and Milestone #1 Progress Report to Kingfisher Lake First Nation for review. The Interim RoCE covers August 1, 2020 to October 28, 2021 and the Milestone #1 Progress Report covers October 29, 2021 to June 30, 2022. Kingfisher Lake First Nation was asked to make any edits or comments to their community-specific section by January 31, 2023. The reports will then be finalized and shared publicly with the draft EA / IS. The MFFN CAR Project Team offered to answer any questions or schedule a meeting to discuss the reports and timeline. A response was requested that the email was received and the documents could be viewed / downloaded successfully.
December 07, 2022	Email		x	■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team emailed a reminder for PIC #4 to Kingfisher Lake 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,

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						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.
December 14, 2022	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed Kingfisher Lake 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 15, 2022	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Chief Mamakwa, Kingfisher Lake First Nation, following up on the drafted Interim RoCE and Milestone #1 Progress Report sent to Kingfisher Lake First Nation. A response was requested that the email was received and the documents could be viewed / downloaded successfully. It was noted that the December 6, 2022 email included a link to the documents, which was provided again. Kingfisher Lake First Nation was asked to make any edits or comments to their community-specific section by January 31, 2022. The reports will then be finalized and shared publicly with the draft EA / IS. The MFFN CAR Project Consultant offered to answer any questions or schedule a meeting to discuss the reports and timeline.
December 15, 2022	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Chief Mamakwa, Kingfisher Lake First Nation, following up on the previous email regarding the drafted Interim RoCE and Milestone #1 Progress Report sent to Kingfisher Lake First Nation. The MFFN CAR Project Consultant apologized for sending the wrong date, and noted the deadline for feedback on the report is January 31, 2023.
December 20, 2022	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ 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 three community representatives to attend.

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Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
January 06, 2023	Phone		x	■ Eddie Mamakwa (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Chief Eddie Mamakwa, Kingfisher Lake First Nation, to follow up on the December 6, 2022 email about the Interim RoCE and Milestone #1 Progress Reports, and to confirm Chief Eddie Mamakwa had received the email and was able to open the documents. The call was not answered. The MFFN CAR Project Consultant left a voicemail noting the reason for the call and mentioned the deadline to send feedback was January 31, 2023. A meeting was offered and the MFFN CAR Project Consultant left a phone number should there be any questions or concerns.
January 10, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Archaeology and Cultural Heritage Webinar to Kingfisher Lake 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	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ 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	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Vegetation & Physiography Webinar to Kingfisher Lake 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.

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January 23, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Chief Eddie Mamakwa, Kingfisher Lake 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 provided more information on the Forum. The second reminder was regarding the deadline for the Interim Record of Consultation and Engagement and Milestone #1 reports. Feedback was requested by January 31, 2023.
January 27, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ 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	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the January E-Blast to Kingfisher Lake 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.

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February 01, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent a reminder about the upcoming ATRI Forum. The ATRI Forum is to be held in Thunder Bay on February 8 and 9, 2023. The invitation provided information on the Forum including purpose, funding, contact information, the preliminary agenda and how to RSVP. The purpose is to create a respectful, culturally-sensitive, and collaborative space to develop an understanding of ATRI in the Project area. Funding would be provided by the Province for up to 3 community representatives to attend. Cultural Heritage and Archaeology members of the team will be at the Forum to discuss the Cultural Heritage and Archaeology Program with participations.
February 02, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email Chief Eddie Mamakwa, Kingfisher Lake First Nation, to follow up on the Interim RoCE and Milestone #1 Progress Reports and to inquire if Kingfisher Lake First Nation would be providing comments on their community specific sections of the report. The MFFN CAR Project Consultant noted the January 31, 2023 deadline for to provide feedback and asked if additional time was needed to provide comments. The MFFN CAR Project Consultant also mentioned that if no correspondence was received from Kingfisher Lake First Nation, the Project would move forward to finalize the reports and noted they would follow up the week of February 13, 2023.
February 03, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team distributed the Archaeology and Cultural Heritage Reports to Kingfisher Lake 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

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						involved physical testing of two locations next to the Albany and Ogoki Rivers and was completed in the fall of 2019. Further Stage 2 assessments will be completed once the preferred route is selected. Another report will be prepared and circulated for Indigenous community review once the field work is completed. Feedback and comments on both Stage 1 and 2 reports was requested by March 31, 2023. An offer was made to set up a meeting and discuss the reports. A link to the Archaeology and Cultural Heritage webinar was included.
February 15, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ 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 15, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Chief Eddie Mamakwa to follow up on the Interim RoCE and Milestone #1 Progress Reports and to confirm that Kingfisher Lake First Nation would not be providing comments on the reports, as no feedback had been received. It was noted that the reports would be finalized since no feedback had been received.
February 21, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Socio-Economic Studies Part I Webinar to Kingfisher Lake 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.

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Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
February 28, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the February E-Blast to Kingfisher Lake 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	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ 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	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Groundwater and Geochemistry Webinar to Kingfisher Lake 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 - Kingfisher Lake First Nation						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
March 21, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Birds Webinar to Kingfisher Lake 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	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ 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 Kingfisher Lake 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	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Reptiles, Amphibians, Insects and Bats Webinar to Kingfisher Lake 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	■ Eddie Mamakwa (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Chief Eddie Mamakwa, Kingfisher Lake First Nation, to follow up on the Stage 1 and 2 Archeology Report deadline and the IK Program Timeline and Update letter. The call was answered by a receptionist that indicated Chief Eddie Mamakwa was out of the community.

Consultation and Engagement Log - Kingfisher Lake First Nation						
Communication Date	**Method of Engagement**	**In**	**Out**	**Contact Name (Title)**	**Project Team**	**Summary**
March 29, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Chief Eddie Mamakwa, Kingfisher Lake First Nation, to follow up on a phone call about the Stage 1 and 2 Archeology Report deadline. The MFFN CAR Project Consultant provided information on the Archeology Reports, noting feedback was requested by March 31 and inquired if Kingfisher Lake First Nation had feedback or comments on the reports. The MFFN CAR Project Consultant highlighted the IK Program and Community Coordinator Program, noting the programs were available to the community. A meeting or phone call to discuss the reports or the MFFN CAR Project was offered.
April 04, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the March E-Blast to Kingfisher Lake 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	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the Spring 2023 Field Notice to Kingfisher Lake 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	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the April E-Blast to Kingfisher Lake 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.

4. References

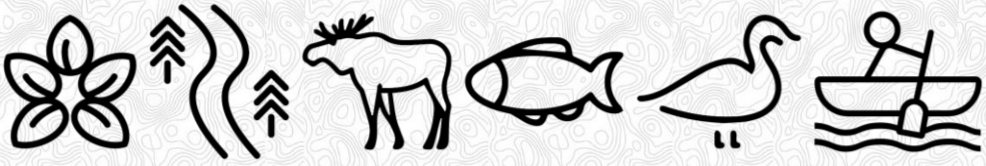
AECOM, 2019:
Draft Terms of Reference Marten Falls First Nation Community Access Road – Environmental Assessment.

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

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

DRAFT

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



B10. Kingfisher Lake First Nation

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

B10.1 Outgoing Community Specific Correspondence

Zielbauer, Kyla <[redacted]>

MFFN CAR Project Questionnaire

Zielbauer, Kyla <[redacted]> 29 July 2022 at 11:24
To: Chief Lott <[redacted]>, Mike Mamakwa <[redacted]>

Good Morning Chief Sainnawap and Mr. Mamakwa,

The MFFN CAR Project Team is conducting a questionnaire to understand the best way to keep in contact with Kingfisher Lake First Nation and to seek your insights, feedback and perspectives on the Environmental Assessment and Impact Statement processes of the project. We are also interested in understanding which topics are of most interest to your community.

A link to the questionnaire is located below, which we would kindly ask be completed by **August 12, 2022**.

- Link to the questionnaire

Please let me know if you have any questions or concerns related to this questionnaire, or any other matters regarding the MFFN CAR Project. If you would like assistance completing the questionnaire over the phone, that is also a possibility - let me know a time and day that works best for you.

Sincerely,
Kyla Zielbauer
On behalf of the MFFN CAR Project Team

--

Kyla Zielbauer
Dillon Consulting Limited
[redacted]
www.dillon.ca

Zielbauer, Kyla <[redacted]>

Contact Information and Marten Falls Community Access Road Project Update

Zielbauer, Kyla <[redacted]> 21 September 2022 at 09:33
To: [redacted], Mike Mamakwa <[redacted]>, Chief Lott <[redacted]>
Bcc: info@martenfallsaccessroad.ca

Good Morning,

My name is Kyla and I am contacting you in regards to the Marten Falls Community Access Road (MFFN CAR) Project. I tried to get in touch with someone this morning through the office phone number but I was unable to reach anyone.

It is my understanding that elections were held this month, and I wanted to reach out to inquire about updating any contacts. Would you be able to provide some information as to who would like to be contacted with information about the MFFN CAR Project and the name of the current Chief?

I am available by email or phone to discuss any questions or comments you have related to the MFFN CAR Project, and I would be happy to provide information on ways that Kingfisher Lake First Nation can engage on the Project. My personal phone number is [redacted].

I am looking forward to hearing from you.

Respectfully,
Kyla Zielbauer
On behalf of the MFFN CAR Project Team

--

Kyla Zielbauer
Dillon Consulting Limited
[redacted]
www.dillon.ca

DILLON CONSULTING

Zielbauer, Kyla <[redacted]>

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

Zielbauer, Kyla <[redacted]> 2 November 2022 at 10:57
To: "[redacted]" <[redacted]>

Good Morning Chief Mamakwa,

I recently spoke with someone at the band office, and was informed that you are the new Chief for Kingfisher Lake First Nation - congratulations on your election win!

We wanted to follow up with you to confirm your contact information, and ask if you wanted to receive communications regarding the MFFN CAR project? Would you be able to confirm which contacts from Kingfisher Lake First Nation should or may want to be included in these communications?

Lastly, if there are any concerns or questions regarding the MFFN CAR Project, please feel free to reach out at any time. If you would like to set up a time to discuss the project on the phone, I would be happy to arrange a call.

Sincerely,
Kyla Zielbauer
On behalf of the MFFN CAR Project Team
--

DILLON CONSULTING

BEST MANAGED COMPANIES
Platinum member

Kyla Zielbauer
Dillon Consulting Limited
[redacted]
www.dillon.ca

Zielbauer, Kyla <[redacted]>

MFFN CAR Project Update

Zielbauer, Kyla <[redacted]> 17 November 2022 at 15:53
To: [redacted], Mike Mamakwa <[redacted]>
Cc: Clayton Coppaway <[redacted]>

Good Afternoon,

I am sending this email as a follow up to phone calls made this week. On November 15th, I spoke with reception, who indicated that the Chief was not in the office but would be back in the next day. I was unable to leave a voicemail for the Chief due to technical difficulties. I called back on November 16th and left a voicemail with reception indicating the reason for the call and provided contact information.

At this time, I'd like to highlight some information and updates about the project, in hopes that they can be circulated to the appropriate people.

Public Information Centre # 4

Public Information Centre (PIC) #4 will be held in Geraldton and Thunder Bay in early December. Dates and more formal notice will be shared soon. Please join us for updates and information on our upcoming Effects Assessment Methods Milestone, including Field studies from the past year and the draft methods on how the route alternatives will be assessed and recommended.

***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 on 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. Stay tuned for more details.

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

Thank you,
Kyla
On behalf of the MFFN CAR Project Team

--

Kyla Zielbauer
Dillon Consulting Limited
[redacted]
www.dillon.ca

Zielbauer, Kyla <[redacted]>

MFFN CAR - Public Information Centre #4 and Webinar Series

Zielbauer, Kyla <[redacted]> 28 November 2022 at 14:11
To: [redacted], Mike Mamakwa <[redacted]>, [redacted]

Good Afternoon Chief Mamakwa,

I spoke with someone at your extension this afternoon who let me know you were out of the office and I let them know I would send you a follow up email.

We have a few updates about the Marten Falls First Nation Community Access Road Project (MFFN CAR):

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 link below, in English, Ojibway, Oji-Cree, Cree and French versions. Please feel welcome to share this notice with others you think may be interested.

https://www.martenfallsaccessroad.ca/get-involved/#pic4

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.

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

Valued Components Webinars/Videos
The MFFN CAR Project has started a web series on what we are studying ("valued components"). The next webinar is on 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.

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

Should you have any questions or concerns, or would like to discuss anything related to the MFFN CAR Project, please reach out to the contact information below.

Sincerely,

Kyla
On behalf of the MFFN CAR Project Team
--

DILLON CONSULTING

BEST MANAGED COMPANIES
Platinum member

Kyla Zielbauer
Dillon Consulting Limited
130 Dufferin Avenue, Suite 1400
[redacted]
www.dillon.ca

***Please note: I will be out of the office from December 5 to 15th with intermittent availability during that time.**

DILLON CONSULTING

Zielbauer, Kyla <[redacted]>

Consultation and Engagement Reports

MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca> 7 December 2022 at 12:26
To: [redacted]
Cc: [redacted]

Dear Chief Eddie Mamakwa,

Our sincere apologies on addressing the email below to the former Chief. We had a data entry error and will make sure it won't happen again.

Thank you,

--

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
[Quoted text hidden]

Zielbauer, Kyla <[redacted]>

MFFN CAR - Interim Record of Consultation and Engagement and Milestone #1 Report Follow Up

Zielbauer, Kyla <[redacted]> 15 December 2022 at 12:53
To: [redacted]
Cc: Mike Mamakwa <[redacted]>
Bcc: info@martenfallsaccessroad.ca

Good Afternoon Chief Mamakwa,

We wanted to follow up to confirm that you received the Interim Record of Consultation and Engagement and the Milestone #1 Progress Report for the Marten Falls First Nation Community Access Road (MFFN CAR). We kindly ask if you could let us know you received this email and can view / download the documents successfully.

As noted in the email sent on December 6, 2022, the following link includes the documents for Kingfisher Lake First Nation, to view or download: [redacted]

We welcome any edits or comments to your community specific sections by **January 31, 2022**, before the reports are finalized and shared publicly with the Draft Environmental Assessment / Impact Statement.

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

Sincerely,

Kyla
On behalf of the MFFN CAR Project Team

--

Kyla Zielbauer
Dillon Consulting Limited
[redacted]
www.dillon.ca

Please note: I will be out of office from December 23, 2022 to January 3, 2023 inclusive. Dillon offices will be closed December 26, 2022 to January 2, 2023.

Zielbauer, Kyla <[redacted]>

MFFN CAR - Interim Record of Consultation and Engagement and Milestone #1 Report Follow Up

Zielbauer, Kyla <[redacted]> 15 December 2022 at 13:32
To: [redacted]
Cc: Mike Mamakwa <[redacted]>

Good Afternoon,

My apologies, there is an error in my previous email. We are requesting feedback on the reports by **January 31, 2023**.

Thank you,
Kyla
On behalf of the MFFN CAR Project Team
[Quoted text hidden]

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

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)

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

MFFN CAR Project Reminders - ATRI Forum and Feedback Deadline

Zielbauer, Kyla [redacted] 23 January 2023 at 15:28
To: [redacted], Mike Mamakwa [redacted]
Cc: Andrea Nokleby [redacted]
Bcc: [redacted]

Good Afternoon,

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

ATRI Forum
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.

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**. Please let us know if you would like to provide feedback on your community specific section of these reports.

Warm regards,
Kyla

--

DILLON CONSULTING
BEST MANAGED COMPANIES Platinum member
Kyla Zielbauer
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)

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
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*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: [redacted]
CAR: [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/
> 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/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

Zielbauer, Kyla <[redacted]>

MFFN CAR - Interim Record of Consultation and Engagement and Milestone #1 Report Follow Up

Zielbauer, Kyla <[redacted]> 2 February 2023 at 12:01
To: [redacted]
Cc: Mike Mamakwa <[redacted]>
Bcc: info@martenfallsaccessroad.ca

Good Afternoon Chief Mamakwa,

I'm following up on the Interim Record of Consultation and Engagement and Milestone #1 Reports linked below for the Marten Falls First Nation Community Access Road. Will Kingfisher Lake First Nation be providing comments on your section of the reports? The deadline was January 31, 2023 but please let me know if you plan on commenting and require additional time. If I don't hear from you, we will be moving forward and finalizing the sections for the public versions. I'll reach out again the week of February 13th.

[redacted]

Please let me know if you have any questions.

[Quoted text hidden]
[Quoted text hidden]

Zielbauer, Kyla <[redacted]>

MFFN CAR - Interim Record of Consultation and Engagement and Milestone #1 Report Follow Up

Zielbauer, Kyla <[redacted]> 15 February 2023 at 14:46
To: [redacted]
Cc: Mike Mamakwa <[redacted]>
Bcc: info@martenfallsaccessroad.ca

Good Afternoon Chief Mamakwa,

As promised, we are following up on the Interim Record of Consultation and Engagement and Milestone #1 Reports to confirm that Kingfisher Lake First Nation will not be providing comments on your community specific section of the reports. The deadline to provide feedback was January 31, 2023, although we followed up to confirm if additional time was needed to review the reports and did not hear back from you.

Since we haven't heard from Kingfisher Lake First Nation, we will be moving forward with finalizing these sections for public versions of the reports.

Please reach out if you have any concerns or would like to discuss further.

Thank you,

Kyla

On behalf of the MFFN CAR Project Team

[Quoted text hidden]
[Quoted text hidden]
Please Note: I will be out of office February 20, 2023 for Family Day

Zielbauer, Kyla <[redacted]>

Archeology Reports - MFFN CAR Project

Zielbauer, Kyla <[redacted]> 29 March 2023 at 09:46
To: [redacted], Mike Mamakwa <[redacted]>

Good Morning Chief Mamakwa,

I hope you are keeping well and enjoying these first days of spring.

I attempted to reach you yesterday by phone, but was notified by reception that you are currently away from the community.

I wanted to follow up on the MFFN CAR Archeology reports that were sent on February 3rd:

- The **Stage 1** Archaeological Assessment report documents the archaeological and land use history, to determine whether there is potential for archaeological sites in the proposed area of impact. The report also looks at the potential effects of the Community Access Road on cultural heritage.
- The **Stage 2** Archaeological Assessment report takes a closer look at areas identified as retaining archaeological potential in the Stage 1 report.

Does Kingfisher Lake First Nation have any feedback or comments on the reports? Feedback was requested by March 31, however, please let me know if more time is required.

I wanted to highlight two opportunities for Kingfisher Lake First Nation to engage on the MFFN CAR Project, as these programs are available for your community:

- Indigenous Knowledge Program
- Community Coordinator Program

Please let me know if you would like to discuss these programs or anything related to the MFFN CAR Project. An in-person or virtual meeting is always an option, or you can reach me at the contact information below.

Have a great day,
Kyla
On behalf of the MFFN CAR Project Team
--

Kyla Zielbauer (she/her)
Dillon Consulting Limited
[redacted]
www.dillon.ca

Vacation Alert: April 5 - 9 inclusive

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

FINAL

Progress Report 3: Identification of the Preferred Alternatives Milestone

November 2024

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
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Authors

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Insert electronic signature

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A2.2 June 2023 E-Blast
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A2.8 January 2024 E-Blast
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B31. Nokiiwin Tribal Council
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B31.2 Incoming Community-Specific Correspondence

B32. Shibogama First Nations Council
B32.1 Outgoing Community-Specific Correspondence

Appendix C. Summary Notes

C.1 PIC #5 Summary Report

Acronyms

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

1. Introduction

1.1 Background

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

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

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

Each progress report is required to:

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

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

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

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

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

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

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

1.2 Approach

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Some topics discussed included:

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

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

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

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

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

- **Three Roads Project Gathering & Expo**

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

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

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

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

- **Targeted In-community Meetings**

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

- **Aroland First Nation**

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

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

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

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

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

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

- **Marten Falls First Nation**

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

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

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

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

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

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

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

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

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

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

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

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

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

- **Raising Awareness**

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

1.3 Project Notifications and Information Releases

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

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

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

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

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

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

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

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

1.4 Summary of Indigenous Community and Organization Consultation

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1.5 Summary of Input and Information Received and EA Milestone Development

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

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

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

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

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

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

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

2. Consultation Snapshot

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

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

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

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

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

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

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

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

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

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

3.1 Consultation and Engagement with Indigenous Communities

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

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

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

4. References

AECOM, 2019:

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

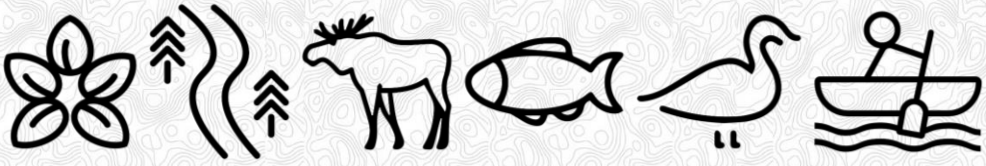
AECOM, 2020:

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

Hatch, 2016:

Technical Review of Industrial Transportation Infrastructure Proposals.

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



10. Kingfisher Lake First Nation

10.1 Community Profile

Location: PO Box 57, Kingfisher Lake, ON P0V 1Z0

Tribal Council: Shibogama First Nations Council

Treaty: 9

Project Team Lead: Iain Quigley

Figure 10-1: Kingfisher Lake First Nation Distribution of Communication

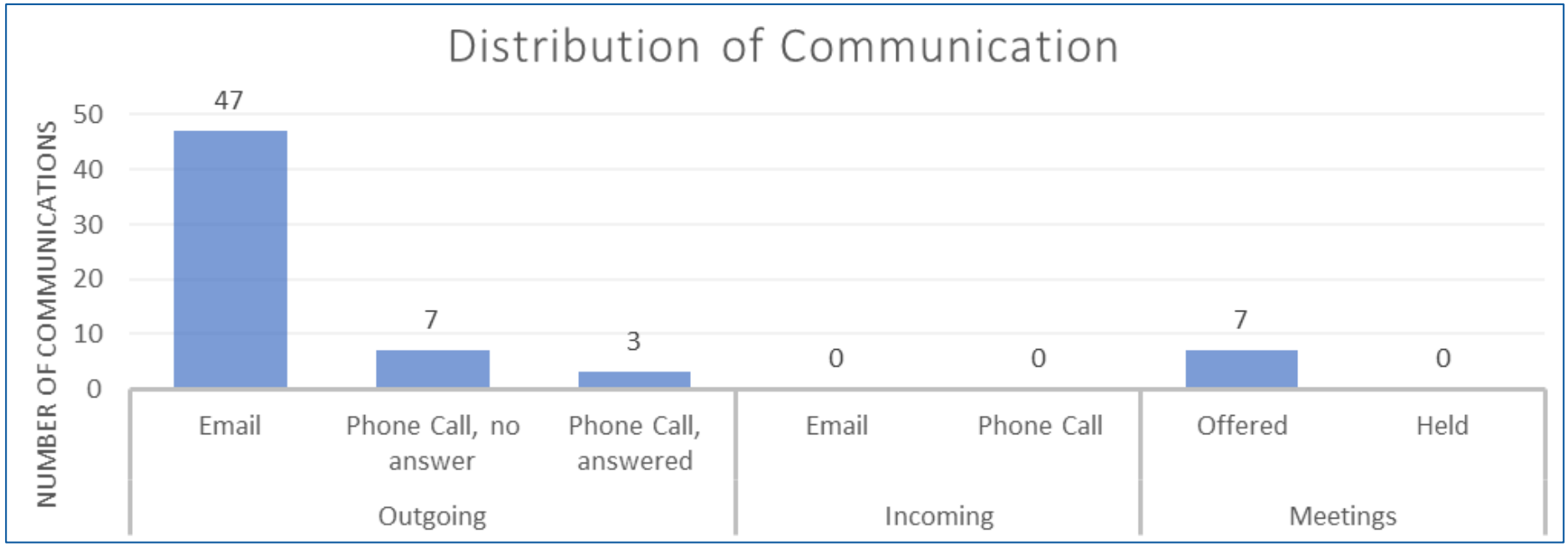


Table 10-1: Summary of Participation During Milestone 3 Reporting Period

Summary of Participation During Reporting Period	
Date of Last Outgoing Communication from MFFN CAR Project Team (Email or Phone):	July 31, 2024
Date of Last Incoming Communication from Community (Email or Phone):	No communication during reporting period
Participating in IK Program:	Status of IK Sharing Agreement: N/A
	Status of IK Funding Agreement: N/A
	IK information provided: No
Participating in Community Coordinator Program:	Offered

Table 10-2: Key Consultation and Engagement Activities Undertaken During EA / IA

Date	Consultation and Engagement Activity
June 07, 2023	May 2023 MFFN CAR E-Blast distributed via email.
June 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 15, 2023	Fall 2023 Field Notice distributed via email.
September 28, 2023	September 2023 MFFN CAR E-Blast distributed via email.
October 05 to 12, 2023	Email and phone call to provide Project updates including PIC #5, ATRI Forum #2 and the Climate Change Workshop.
October 10, 2023	PIC #5 invitation distributed via email.
October 17, 2023	ATRI Forum #2 invitation distributed via email.
November 02, 2023	October 2023 MFFN CAR E-Blast distributed via email.
November 09 and 10, 2023	IK update distributed via phone and email.
November 09, 2023	Project update distributed via email.
November 09, 2023	Reminder for Route Selection Milestone Webinar distributed via email.

Date	Consultation and Engagement Activity
November 10, 2023	IK update distributed via email.
November 16, 2023	Reminder for Route Selection Milestone Webinar distributed via email.
November 27 and 29, 2023	Milestone #2 Progress Report distributed via email.
December 06 to 08, 2023	Phone and email outreach about Project updates including, the Route Selection Webinar, ATRI Forum #2, Milestone #2 Progress Report, the upcoming webinar series, the Socio-economic letter and the IK program.
December 07, 2023	Socio-economic Assessment Interest letter sent via email
December 12, 2023	2023 Year In Review E-Blast.
January 10, 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 22 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 08, 2024	Climate Change Adaptation Webinar Reminder distributed via email.
February 13, 2024	Climate Change Adaptation Webinar Follow-Up distributed via email.
February 21 - 22, 2024	Phone and email outreach about Project updates including the upcoming webinar series.
March 01, 2024	February 2024 E-Blast distributed via email.
March 14, 2024	Phone and email outreach about Project updates including, the Milestone #2 Report, ATRI existing conditions report, the Climate Change Adaptation Webinar Survey, the Route Selection Video, and new social media platforms.
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 22, 2024	Phone and email outreach about Project updates including the Climate Change Adaptation Webinar Survey.
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.
June 03, 2024	Stage 1 Archaeological Assessment Report link distributed via email.
June 04, 2024	Invitation for Three Road Forum shared via phone and email
June 25, 2024	Phone and email outreach about Project updates including the Archaeology Assessment Report.

Date	Consultation and Engagement Activity
July 09, 2024	June 2024 E-Blast distributed via email.
July 16, 2024	Summer 2024 Field Notice distributed via email.
July 29, 2024	Phone and email outreach about Project updates including the Stage 1 Archaeology Assessment Report.

Table 10-3: Summary of Feedback Received and Response / Action – Kingfisher Lake First Nation

Topic / Issue Raised	Specific Issue / Comment Raised	Communication Channel	Response / Action	Addressed in the EA / IS
Consultation Methods, General Project, Field Studies	Baseline Studies ■ In August 2020, Kingfisher Lake First Nation noted they were interested in information sharing regarding environmental baseline studies.	■ Phone ■ Email	Status: Ongoing ■ The MFFN CAR Project Team continues to follow up with and send Project updates and Field Notices as part of our ongoing engagement and consultation. Kingfisher Lake First Nation has not provided any additional specific comments or feedback related to their initial request in August 2020. Action: ■ Continue to engage Kingfisher Lake First Nation by sending Project updates and Field Program Notices, including when results of studies related to existing conditions data are ready to distribute and provide feedback on.	■ The EA / IS Consultation and Engagement Plan in the ToR identifies the key milestones when existing conditions data will be shared and consulted on. ■ Efforts will continue throughout the EA / IS to seek more information from Kingfisher Lake First Nation.

Table 10-4: Consultation and Engagement Log – Kingfisher Lake First Nation

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
June 05, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Chief Eddie Mamakwa to provide an update on the Project. The MFFN CAR Project Consultant noted the IK Information and Land and Resource Use information was requested by June 30, 2023, as this information would be used in MFFN CAR Project upcoming existing conditions reporting and route selection. A link to April Project updates was provided and noted May updates would be sent shortly. A meeting was offered.
June 06, 2023	Phone		x	■ Eddie Mamakwa (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Chief Eddie Mamakwa, to provide an update on the MFFN CAR Project and to inquire if Kingfisher Lake First Nation had any questions, comments or concerns regarding the Project. The MFFN CAR Project Consultant noted that it was the first time they had the chance to speak over the phone and asked if Chief Mamakwa had any comments or questions about the Project. Chief Mamakwa indicated that it had been since before COVID-19 that representatives from the Project Team had direct contact with the community, but that Kingfisher Lake First Nation was still interested in the Project, specifically how it would relate to future projects in their area. Chief Mamakwa also noted that he had just returned from some travel and needed time to think about the Project and any comments or questions he might have. The MFFN CAR Project Consultant agreed to send a follow up email

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						with their contact information so that Chief Mamakwa could contact them regarding the Project and the MFFN CAR Project Consultant mentioned that they could set up a meeting with the Project Team to discuss the Project.
June 06, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Chief Eddie Mamakwa, to follow up on a phone call earlier that day. The MFFN CAR Project Consultant provided a brief summary of their phone call and provided their contact information should Chief Eddie Mamakwa have any comments or questions about the MFFN CAR Project, or would like to schedule a meeting with the MFFN CAR Project Team.
June 07, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the May E-Blast to Kingfisher Lake 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 22, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent a follow up email to Kingfisher Lake 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

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						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 Kingfisher Lake First Nation may have.
June 28, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the June E-Blast to Kingfisher Lake First Nation. The E-Blast included a brief description on the Archaeology and Cultural Heritage Program and a link a new video for the program. It was noted that members of the MFFN CAR Project Team were in-community for National Indigenous People's Day for a community meeting and celebrations. An update was provided on the Existing Conditions Report and IK project milestone, including a June 30, 2023 milestone to provide IK to be included in the report. The E-Blast included a link to the Spring Field Notice and an update on upcoming field studies including the Groundwater and Geochemistry Program, Socio-Economic and Human Health, Cultural Heritage, Vegetation Field Program and Groundwater Well Sampling. Completed field studies were also noted and included Vegetation and Peatlands Aerial and Ground Surveys, Wolverine Hair Snag Decommissioning and Ungulate Remote Camera Retrieval. Links for related field program notices, videos and Discussion Guides were included.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
July 13, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the Summer 2023 Field Notice to Kingfisher Lake First Nation. It was noted that the Groundwater and Geochemistry Program and Vegetation Program will take place in August and exact dates will be provided when determined. The Field Notice was attached and on the website with more information. Links were provided for webinar recordings and videos on the Vegetation and Groundwater and Geochemistry programs.
July 25, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Chief Eddie Mamakwa, to follow up on a previous phone call and inquire if Chief Mamakwa had any questions or comments for the MFFN CAR Project Team and offered to set up a meeting or phone call at his convenience.
August 02, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the July E-Blast to Kingfisher Lake First Nation. The E-Blast provided updates on the Cultural Heritage Program that took place in Marten Falls First Nation in July. New valued components videos on Peatlands and Birds were released on the website with links included. Field study updates were provided, including a link to the latest summer 2023 Field Notice and mention of the Vegetation Field Program taking place August 2 to 6, 2023 and the Groundwater and Geochemistry Field Program taking place August 7 to 21, 2023. Links were included to field program notices, videos and discussion guides.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
September 01, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the August E-Blast to Kingfisher Lake First Nation. The E-Blast provided field study updates, including the Vegetation Field Program from August 3 to 6, Summer Groundwater and Geochemistry Program from August 7 to 18 and the upcoming Fall Groundwater and Geochemistry Field Program in late September. Final results from these programs will be available once all data is collected and analyzed and shared during the Draft Environmental Assessment and Impact Assessment Phase in 2024. Links to field program notices, videos and Discussion Guides were included. New videos on the Social-Community Studies and Human Health and Community Safety were noted and links were provided. The E-Blast noted upcoming opportunities to connect in-person this Fall with more information to come.
September 15, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the Fall 2023 Field Notice to Kingfisher Lake First Nation. The Field Notice was attached to the email and noted dates and information for the Groundwater and Geochemistry Program and the Caribou Collaring / Mortality Investigation. A link to the Field Notice on the website was included as well as links to the webinar recordings and videos for more information.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
September 28, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the September E-Blast to Kingfisher Lake First Nation. The E-Blast provided updates on the Fall Groundwater and Geochemistry Program from September 18 to 25 and the Caribou Collaring / Mortality Investigation Program on September 26. For more information on field studies, links were provided to field program notices, valued component videos and webinars. The E-Blast noted the dates for PIC #5 in Thunder Bay and Geraldton and that planning for the ATRI Forum #2 is underway. Links were included to the newly released Physiography, Terrain and Soils and Wildlife: Reptiles, Amphibians, Pollinating Insects and Bats videos.
October 05, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Chief Eddie Mamakwa to provide updates on the Project, including upcoming events. The MFFN CAR Project Consultant provided preliminary details regarding the upcoming PIC #5, ATRI Forum #2 and Climate Change Workshop, and noted that specific dates and formal notices would be shared soon. The MFFN CAR Project Consultant noted that the IK and Community Coordinator Programs and associated funding were still available to Kingfisher Lake First Nation and mentioned they would call next week to follow up on the Project updates.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
October 10, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed an invitation for PIC #5 to Kingfisher Lake First Nation. The PIC will be in Thunder Bay on October 25, 2023, and Geraldton on October 26, 2023. The event will be an open house format and include new updates, how feedback is being considered, and information on the Existing Conditions Report and Route Selection Milestone. PIC #5 will provide an opportunity to share feedback, ideas, and values related to the Community Access Road. Food, refreshments, and door prizes will be provided at both meetings.
October 12, 2023	Phone		x	■ Eddie Mamakwa (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Chief Eddie Mamakwa to follow up on an email from the previous week and to provide updates on the Project, including upcoming events such as PIC #5, ATRI Forum #2 and the Climate Change Workshop. The call was not answered.
October 17, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ 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.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
November 02, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the October E-Blast to Kingfisher Lake First Nation. The E-Blast provided an overview of PIC #5 that was held in Thunder Bay, Geraldton, and MFFN. Information on the upcoming Webinar Series, including Route Selection on November 16, 2023, the Caribou Collaring / Mortality Investigation Program scheduled for spring 2024, an article with Chief Bruce Achneepineskum addressing the Community Access Road, and the notification that invitations were sent out for the ATRI Forum #2 from November 21-23, 2023, was also included. A registration link was provided for the Route Selection Webinar, along with links to PIC #5 materials and feedback form, existing conditions reports, field program notices, valued component videos, past webinars, and Chief Bruce Achneepineskum's full article.
November 09, 2023	Phone		x	■ Eddie Mamakwa (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Chief Eddie Mamakwa to provide an update on the Project and upcoming activities including the Route Selection Webinar, ATRI Forum #2 and the Climate Change Workshop. The call was not answered and a voicemail was left to note that a follow up email would be sent. The MFFN CAR Project Consultant provided their phone number.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
November 09, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Chief Eddie Mamakwa to provide an update on the Project and upcoming activities. The MFFN CAR Project Consultant provided an invitation to the upcoming Route Selection Webinar, an update on ATRI Forum #2 and an update on the upcoming Climate Change Workshop. The MFFN CAR Project Consultant also inquired if the community had interest in the Community Coordinator and IK Programs and noted that the upcoming webinars would provide important information, as Kingfisher Lake First Nation had previously expressed some interest in the Project in general.
November 09, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Route Selection Milestone Webinar to Kingfisher Lake First Nation. A link to register and the opportunity to ask questions ahead of time was included. The MFFN CAR Project Team shared upcoming webinar topics that included Engineering and Construction, Cumulative Effects and Climate Change. A link to the MFFN CAR website was provided.
November 10, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ 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

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						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.
November 16, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed a reminder for the Route Selection Milestone Webinar to Kingfisher Lake First Nation. A link to register and the opportunity to ask questions ahead of time was included. For those unable to attend, a recording will be available online and the link was included in the email.
November 27, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Team sent the Milestone #2 Progress Report to Kingfisher Lake First Nation for review. The Milestone #2 Progress Report covers July 1, 2022, to May 31, 2023. Kingfisher Lake First Nation was asked to make any edits or comments to their community-specific section by February 15, 2024. The report will then be finalized and shared publicly with the draft EA / IS. The MFFN CAR Project Team offered to answer any questions or schedule a meeting to discuss the reports and timeline. A response was requested that the email was received and the documents could be viewed / downloaded successfully.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
November 29, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ 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, remains valid. If the report had already been downloaded, it was requested that the updated version is re-downloaded.
November 30, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Chief Mamakwa informing him that Kingfisher Lake First Nation will have a new point of contact for the MFFN CAR Project as of December 4th, 2023. It was noted that this new Project Consultant will be providing project updates, and is available to answer questions or receive comments, The new Project Consultant's email and telephone number are provided. The general MFFN CAR inbox is also provided.
December 06, 2023	Phone		x	■ Eddie Mamakwa (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Chief Eddie Mamakwa 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. The call was not answered and a voicemail was left to note that a follow up email would be sent. The MFFN CAR Project Consultant provided their phone number.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
December 07, 2023	Email		x	■ Eddie Mamakwa (Chief)	■ MFFN CAR Project Consultant	■ MFFN CAR Project Consultant sent Chief Eddie Mamakwa 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.
December 08, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Kingfisher Lake First Nation providing 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, the Community Coordinator Program and the IK Program.
December 12, 2023	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the Year in Review E-Blast to Kingfisher Lake 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

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						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.
January 10, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Chief Eddie Mamakwa, in order 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	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ 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 Kingfisher Lake 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	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the Winter 2024 Field Notice to Kingfisher Lake 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 24, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Chief Eddie Mamakwa, providing an update regarding the CAR, including updates on the upcoming Webinars for the Project, Milestone #2 Progress Report, and the ATRI Existing Conditions Report.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
January 31, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed the January E-Blast to Kingfisher Lake 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 08, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed Kingfisher Lake 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	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team emailed Kingfisher Lake First Nation a thank you for attending the Climate Change Adaptation and the Community Access Road Webinar. Links to view the webinar online and to the Climate Change survey were included.
February 21, 2024	Phone		x	■ Eddie Mamakwa (Chief)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Kingfisher Lake First Nation to provide an update regarding the MFFN CAR Project, including updates on the Project webinar series. The call was not answered and a voicemail was left for Chief Eddie Mamakwa. The MFFN CAR Project Consultant indicated a link to a recording of the Climate Change Adaptation webinar and a link to a survey to

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
						share how Climate Change has/is affecting the community would be shared in a follow up, and mentioned that the Engineering and Cumulative Effects webinars would be held in Q1 2024 with formal notices shared soon.
February 22, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Kingfisher Lake First Nation to follow up on a phone call from the day prior and to provide an update regarding the MFFN CAR Project, including updates on the Project webinar series. The MFFN CAR Project Consultant provided a link to a recording of the Climate Change Adaptation webinar and a link to a 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.
March 01, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake 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 14, 2024	Phone		x	■ Eddie Mamakwa (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Chief Mamakwa, Kingfisher Lake First Nation to provide an updated regarding the MFFN CAR Project, including updates on the Milestone #2 Progress Report and ATRI Existing Conditions Report. The MFFN CAR Project Consultant indicated a link to the Climate Change Adaptation webinar survey on how Climate Change has/is affecting the community, and a link to an updated Route Selection Video would be shared in an email. 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 indicated links to both would be provided.
March 14, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Chief Mamakwa, Kingfisher Lake First Nation following up on a phone call, providing an update regarding the MFFN CAR Project, including updates on the Milestone #2 Progress Report and ATRI Existing Conditions Report. The MFFN CAR Project Consultant provided a link to the Climate Change Adaptation webinar survey on how Climate Change has/is affecting the community, and 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.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
April 03, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation detailing the March E-Blast. The E-Blast provided an overview of MFFN CAR's past, current and upcoming activities including: the Employment Readiness Project Meeting, infrastructure and exploration agreements signed by Marten Falls First Nation and Spring Field Studies. Links to the Project website and social media pages, along with contact information was provided.
April 17, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation providing the Spring 2024 Field Notice and Caribou Collaring Update. The email included information on the Groundwater and Geochemistry Program to occur late May to June, 2024, and the field notice was attached. The MFFN CAR Project Team also included an update on the Caribou Collaring Program, and stated that the atigwag / caribou collar retrieval could not be carried out as planned between April 8-12, 2024 due to poor weather conditions, and will occur from April 19 to April 23, 2024. Links to the field notice, webinar recordings, videos and contact information for the Project Team was provided.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
April 22, 2024	Phone		x	■ Eddie Mamakwa (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Chief Eddie Mamakwa, Kingfisher Lake First Nation to provide an update regarding the MFFN CAR Project. The MFFN CAR Project Consultant provided a reminder to complete the Climate Change Adaptation webinar survey and indicated a link to the survey would be provided in a follow up email to share how Climate Change has/is affecting the community. The call was not answered, and a voicemail was left.
April 22, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Chief Mamakwa, Kingfisher Lake First Nation, to follow up on a phone call and to provide an update regarding the MFFN CAR Project. 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	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation with the April E-Blast. The April E-Blast provided an overview of MFFN CAR's past, current and upcoming activities including, an update on Spring Field Studies and news articles featuring, "Bridges to the North" a documentary film by an Anishinaabe filmmaker, and another on 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	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake 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 30, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation with the May 2024 E-Blast. The E-Blast provided an overview of MFFN CAR's past, current and upcoming activities including, an update on Spring Field Studies, news articles featuring new economic and employment opportunities for Indigenous communities, and a description of the Environmental Assessment / Impact Assessment Process. Links to the E-Blast and MFFN CAR's website were included.
June 03, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation with a link to the Stage 1 Archaeological Assessment Report. The Stage 1 Archaeological Assessment Report examined archaeological and land use history to assess potential sites in additional areas needed for aggregate impacts. The Report considers recent mapping, previous reports, and input from Indigenous communities, focusing on the CAR's impact on cultural heritage. The MFFN CAR Project Team encouraged Kingfisher Lake First Nation to setup a meeting with the Project Team to review the reports and have their questions answered.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
June 04, 2024	Phone		x	■ Eddie Mamakwa (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Eddie Mamakwa, Chief of Kingfisher Lake First Nation, following up on an invitation shared May 23 regarding the Three-Road Forum being held June 11, 12 & 13 in Thunder Bay. The MFFN CAR Project Consultant shared that the Province of Ontario is offering funding for up to 3 representatives from Kingfisher Lake First Nation to attend, including travel accommodation and meals. Chief Eddie Mamakwa could not be reached, and a voicemail was left.
June 04, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Eddie Mamakwa, Chief of Kingfisher Lake First Nation, following up on an invitation shared May 23 and an earlier phone call, regarding the Three-Road Forum being held June 11, 12 & 13 in Thunder Bay. The MFFN CAR Project Consultant shared that the Province of Ontario is offering funding for up to 3 representatives from Kingfisher Lake First Nation to attend, including travel, accommodation and meals.
June 25, 2024	Phone		x	■ Eddie Mamakwa (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Chief Eddie Mamakwa, Kingfisher Lake First Nation, to provide an update regarding the MFFN CAR Project. The MFFN CAR Project Consultant noted that the Stage 1 Archaeological Assessment Report was sent out to Kingfisher Lake First Nation on June 3, 2024 and feedback and comments on the report are asked to be submitted by August 2, 2024. It was encouraged by the MFFN CAR Project Consultant to set up a meeting with the Project team to review these reports. The call was not answered and a voicemail was left.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
June 25, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Chief Eddie Mamakwa, Kingfisher Lake First Nation, following up on an earlier phone call, to provide an update regarding the MFFN CAR Project. The MFFN CAR Project Consultant noted that the Stage 1 Archaeological Assessment Report was sent out to Kingfisher Lake 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 Stage 1 Archaeological Assessment 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.
July 09, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation with the June 2024 E-Blast. The E-Blast provided an overview of MFFN CAR's past, current and upcoming activities including, National Indigenous History Month, a summary of the Three Road Projects Gathering & Expo, and an update and description of the Draft Environmental Assessment / Impact Assessment. Links to the E-Blast and MFFN CAR's website were included.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
July 16, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation with the Summer 2024 Field Notice. The email included information on the Geotechnical Investigation occurring between July 19 and 21, 2024, and the continuation of the Groundwater and Geochemistry Program in late July / August 2024. The Summer 2024 Field Notice was attached. Links to the field notice, webinar recordings, videos, and contact information for the Project Team were provided.
July 29, 2024	Phone		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Kingfisher Lake First Nation noting that the Stage 1 Archaeological Assessment Report was sent out to Kingfisher Lake 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 and it was encouraged, by the MFFN CAR Project Consultant, to set up a meeting with the Project team to review these reports.
July 29, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Kingfisher Lake First Nation, following up on an earlier phone call noting that the Stage 1 Archaeological Assessment Report was sent out to Kingfisher Lake 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 and it was encouraged, by the MFFN CAR Project Consultant, to set up a meeting with the Project team to review these reports.

B10. Kingfisher Lake First Nation

B10.1 Outgoing Community Specific Correspondence

B10.2 Draft Aboriginal and / or Treaty Rights and Interests Preliminary Existing Conditions Report

B10.1 Outgoing Community Specific Correspondence

Zielbauer, Kyla <[redacted]>

Marten Falls First Nation Community Access Road Project (MFFN CAR) Updates

Zielbauer, Kyla <[redacted]> 5 June 2023 at 08:32
To: [redacted], Mike Mamakwa <[redacted]>, [redacted]
Cc: Andrea Nokleby [redacted]

Good Morning Chief Mamakwa,

I hope this email finds you well.

I'm emailing you this morning to find out if Kingfisher Lake First Nation has any questions, comments or concerns regarding the MFFN CAR Project?

I also wanted to provide a reminder that the Indigenous Knowledge Program is requesting Indigenous Knowledge and information on Indigenous Land and Resource Use be shared with the MFFN CAR Project Team by June 30, 2023. It is important we receive your community information by this date so that it is included in the draft existing conditions report and is available for consideration in route selection, which is set to begin in September 2023. If this is something that Kingfisher Lake First Nation would like to provide, we can discuss the MFFN CAR Project Indigenous Knowledge Sharing and Funding Agreements to help support your community in collecting and sharing that information.

As always, if you would like to know what is going on with the MFFN CAR Project, we send out regular updates through email. At the link below, you will find April updates and May updates will be sent shortly.

https://www.martenfallsaccessroad.ca/2023/04/26/april-2023/

I will phone you tomorrow to discuss these items and look forward to speaking with you. Please let me know if you would like to meet to discuss anything related to the MFFN CAR Project and I will set up a meeting with the Project Team at your convenience.

Thank you,
Kyla
On behalf of the MFFN CAR Project Team

--

Kyla Zielbauer (she/her)
Dillon Consulting Limited
[redacted]
www.dillon.ca

Zielbauer, Kyla <[redacted]>

Marten Falls First Nation Community Access Road Project (MFFN CAR) Updates

Zielbauer, Kyla <[redacted]> 6 June 2023 at 15:43
To: [redacted], Mike Mamakwa <[redacted]>, [redacted]
Cc: Andrea Nokleby <[redacted]>, Qasim Saddique <[redacted]>, Jennifer Bruin <[redacted]>
Bcc: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>

Greetings Chief Mamakwa,

Thank you so much for speaking with me this afternoon! As I had mentioned on the phone, my name is Kyla and I am a consultant from the Marten Falls First Nation Community Access Road (MFFN CAR) Project.

You had mentioned it has been since before COVID-19 that representatives from our Project had spoken with the community, but that Kingfisher Lake First Nation is still interested in receiving updates so that you can understand the processes should any similar projects occur in your area. You had also mentioned that you might have questions about the MFFN CAR Project, but needed more time to think about it. Once you've had a chance to think about what you'd like to discuss or any questions you might have, I've provided my contact information below so that you can reach me. I am able to set up a meeting with our Project Team or respond to any questions you might have via phone call or email.

The MFFN CAR Project website is located here: https://www.martenfallsaccessroad.ca/ and has lots of great information. May updates for the Project are located at this link: https://www.martenfallsaccessroad.ca/2023/05/29/may-2023/

My email is [redacted] and my phone number is [redacted]. Please feel free to send me an email or give me a call any time to discuss the Project.

It was really great chatting with you today and I look forward to hearing from you soon!

Sincerely,
Kyla
On behalf of the MFFN CAR Project Team

[Quoted text hidden]
--

Kyla Zielbauer
Dillon Consulting Limited
[redacted]
www.dillon.ca

Inclusiveness: Enabling belonging to draw strength from our differences.

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Zielbauer, Kyla <[redacted]>

Marten Falls First Nation Community Access Road Project (MFFN CAR) Updates

Zielbauer, Kyla <[redacted]> 25 July 2023 at 17:24
To: [redacted], Mike Mamakwa <[redacted]>, [redacted]

Hello Chief Mamakwa,

I hope that you are well and enjoying the summer!

I wanted to send you an email and find out if you've had a chance to think about any questions or comments you might have for the MFFN CAR Project?

If you would like to discuss anything further, please let me know if you would like to discuss this over the phone or in a meeting and I can set that up at your convenience.

Thank you,

Kyla
On behalf of the MFFN CAR Project Team
[Quoted text hidden]

Zielbauer, Kyla <[redacted]>

MFFN CAR Project - Project Updates

Zielbauer, Kyla [redacted] 5 October 2023 at 15:08
To: Chief Eddie Mamakwa <[redacted]>
Cc: Mike Mamakwa <[redacted]>, "Poulakas, Demetri" <[redacted]>, MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>

Good Afternoon Chief Mamakwa,

I hope you are doing well and have something special planned for Thanksgiving weekend.

I am emailing you today to provide some updates for the MFFN CAR Project and to specifically highlight upcoming events for the Project. Specific dates and formal notices will be shared soon.

PIC #5
Public Information Centre (PIC) #5 is being held in Thunder Bay and Geraldton from October 23 - 27, 2023.
Please join us for updates and information on:

- Recap on what we heard at the ATRI Forum in February 2023 and plans for the next forum
- Update on existing conditions results for completed studies
- How Indigenous Knowledge (IK) is used and how it informs the process
- How route alternatives will be assessed and recommended, and the preferred route
- Cumulative Effects Assessment and why it is important
- Next steps and future opportunities to get involved.

ATRI Forum #2
Aboriginal and Treaty Rights and Interests (ATRI) is being held in Thunder Bay in November. Cumulative effects will also be presented.

Climate Change Workshop
A climate change workshop will be held in early 2024 with interested Indigenous communities.

The IK and Community Coordinator Programs and associated funding remain available to Kingfisher Lake First Nation. Please let us know if you are interested in participating in these programs.

I will call you next week to follow up on these topics and anything else of interest to Kingfisher Lake First Nation.

Have a great long weekend,
Kyla
On behalf of the MFFN CAR Project Team

Kyla Zielbauer
Dillon Consulting Limited
[redacted]
www.dillon.ca

Out of Office: October 6 and 9.
Upcoming Out of Office: October 23 - 27

Zielbauer, Kyla <[redacted]>

MFFN CAR Project - Project Updates

Zielbauer, Kyla <[redacted]> 9 November 2023 at 15:54
To: Chief Eddie Mamakwa <[redacted]>
Cc: Mike Mamakwa <[redacted]>
Bcc: "Poulakas, Demetri" <[redacted]>, MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>, Lucia Jara Moreno <[redacted]>

Greetings Chief Mamakwa,

I phoned you earlier this afternoon and left a message on your voicemail. I was reaching out to you today to provide some updates for the MFFN CAR Project and to specifically highlight upcoming events.

Route Selection Webinar
You are invited to join us for a new webinar series on the Community Access Road. The first webinar will be on Route Selection. Details are as follows:
Date: **Thursday November 16, 2023**
Time: **4:00 pm EST**
Please register HERE to receive the webinar link.

ATRI Forum #2
ATRI Forum #2 will be held at the Valhalla Inn in Thunder Bay from November 21 - 23, 2023. 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 MFFN CAR and other local road 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. Please see the attached invite for more information including details on how the Province of Ontario will fund upto 3 members of your community to attend including travel, accommodation and meals.

Climate Change Workshop
A workshop is to be held in early 2024 with interested Indigenous communities. Dates and more formal notice will be shared soon.

Community Coordinator Program and Indigenous Knowledge Programs
Would Kingfisher Lake First Nation have any interest in these programs? Are there any questions about the programs? I would be happy to provide more information.

The last time we spoke, you had expressed some interest in the project in general, and how similar projects could impact your community if they were to happen in your area. The upcoming webinars will have great information that might be of interest to you.

Please let me know if you need any clarification or more information on any of the topics above. I am available by phone at [redacted].

Thanks and have a great day!
Kyla
On behalf of the MFFN CAR Project Team

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Platinum member

Kyla Zielbauer
Dillon Consulting Limited
[redacted]
www.dillon.ca

[Quoted text hidden]

Invitation ATRI Second Forum - November 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

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Zielbauer, Kyla <[redacted]>

MFFN CAR Milestone 2 Progress Report

MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca> 27 November 2023 at 12:10
To: [redacted]
Cc: [redacted], [redacted]

Dear Chief Eddie Mamakwa,

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 Kingfisher Lake 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 1-800-764-9114.

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

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Zielbauer, Kyla <[redacted]>

MFFN CAR Milestone 2 Progress Report

MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca> 29 November 2023 at 11:31
To: [redacted]
Cc: [redacted], [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: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca
[Quoted text hidden]

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Quigley, Iain <[redacted]>

MFFN CAR Project - New Point of Contact

1 message

Zielbauer, Kyla <[redacted]> Thu, Nov 30, 2023 at 4:55 PM
To: Chief Eddie Mamakwa [redacted]
Cc: Mike Mamakwa [redacted], Qasim Saddique [redacted], Jennifer Bruin [redacted], Iain Quigley [redacted]

Good Afternoon Chief Mamakwa,

I am reaching out today to let you know that Kingfisher Lake First Nation will have a new point of contact in regards to the MFFN CAR Project as of **December 4th, 2023**. I'd like to introduce you to Iain Quigley, who I have included on this email.

Iain will be the person reaching out to you to provide updates on the project, as well as inquire about any comments or questions you and the Kingfisher Lake First Nation community might have. You are also welcome to reach out to him at any point. I have provided his contact information below. Alternatively, you may also reach out to members of the project team at: [redacted]

Iain Quigley
email: [redacted]
telephone: [redacted]

It was a pleasure to speak with you earlier this year. I wish you a restful holiday season and the best for your community in the new year.

Sincerely,
Kyla
On behalf of the MFFN CAR Project Team

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Platinum member

Kyla Zielbauer
Dillon Consulting Limited
[redacted]
www.dillon.ca

Vacation Alert: December 16 - January 7

DILLON CONSULTING

Quigley, Iain <[redacted]>

MFFN CAR Socio-Economic Interests Letter

1 message

Quigley, Iain <[redacted]> Thu, Dec 7, 2023 at 10:30 AM
To: [redacted]
Cc: [redacted], "Zielbauer, Kyla" <[redacted]>
Bcc: "Trimble, Ingrid" <[redacted]>, Bethany Haalboom <[redacted]>, Don McKinnon <[redacted]a>, Lucia Jara Moreno <[redacted]>, [redacted]

Good morning Chief Mamakwa,

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.

Best regards,
Iain
On behalf of the MFFN CAR Project Team
--

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Platinum member

Iain Quigley
Dillon Consulting Limited
[redacted]
www.dillon.ca

Vacation Notice: December 25, 2023 - January 2, 2024

L-Kingfisher Lake First Nation_Socio-econ IC interest check letter - Dec 7.pdf
325K

December 07, 2023

Kingfisher Lake First Nation
[redacted]
Sent via email

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

Dear Chief Mamakwa,

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 Iain Quigley at [redacted] should you have interest in, or would like to talk about concerns related to potential social and/or economic impacts of the MFFN CAR project.

Yours truly,

[redacted]

Lawrence Baxter

MFFN CAR Project Team Member/MFFN Community Member

What Are the Possible Social and Economic Effects of the Marten Falls First Nation Community Access Road Project?

Social:

- Community populations.
- Supply and demand for housing and community services like education and childcare.
- Change in volume of traffic on existing roads that would connect with the Marten Falls Community Access Road.
- Change in local air quality and noise levels that could result in nuisance effects.
- Changes to community wellbeing.

Economic:

- New business opportunities.
- Change in regional economic activity.
- Project procurement opportunities (goods and services required for the project).
- Changes to the price of goods in local communities, traditional economies, job opportunities and training opportunities.
- Government expenditures and tax revenue.
- Regional economy, including changes to: prices for goods and services.
- Impact to local business operations, the labour market including employment and training, and public finances.

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Quigley, Iain <[redacted]>

MFFN CAR - December Project Updates

1 message

Quigley, Iain <[redacted]> Fri, Dec 8, 2023 at 9:57 AM
To: [redacted]
Cc: [redacted]
Bcc: Lucia Jara Moreno <[redacted]>

Good morning Chief Mamakwa,

Please see below for project updates on past and upcoming events.

Route Selection Webinar:

The webinar on Route Selection took place on Thursday, November 16, 2023 at 4:00 p.m. EST. A recording of the webinar can be found HERE.

ATRI Forum #2:

The second ATRI Forum (#2) was held at the Valhalla Inn in Thunder Bay on November 21-23. During the forum we heard from various Indigenous communities on their Aboriginal and/or Treaty Rights and interests as they relate to the project.

Milestone #2 Progress Report:

It is my understanding that an updated link to your Milestone #2 Progress Report was shared with you on November 29, 2023. The Milestone #2 Progress Report covers all consultation with Kingfisher Lake First Nation from July 1, 2022 to May 31, 2023. We welcome any edits or comments to your community-specific section by February 15, 2024, before the reports are finalized and shared publicly with the Draft Environmental Assessment Report/Impact Statement. If you have any questions or would like to schedule a meeting to discuss the reports and timeline, please let me know, or reply to the email that you received on November 29, 2023.

Webinar Series:

Webinars regarding Climate Change, Engineering and Cumulative Effects will be held in the first quarter (Q1) of 2024 with interested Indigenous Communities. Dates and a more formal notice will be shared in the coming weeks.

IK Program:

The December 11, 2023 milestone for the submission of Indigenous Knowledge is approaching! It is important that this information is received so that it can be included in the draft Environmental Assessment / Impact Statement. Please let me know if you have any questions about this program, or feel welcome to reach out directly to [redacted] or Andrea Nokleby at [redacted]

If you have any questions or would like to set up a meeting and/or phone call to discuss anything please don't hesitate to reach out, my contact information is provided below. In case I don't hear from you before the holiday season, I wish you and your community a very happy holiday and new year. I'm very excited to be able to work with you on this project.

Yours truly,
Iain

--

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Platinum member

[redacted]
www.dillon.ca

Quigley, Iain <[redacted]>

Milestone #2 Progress Report Follow Up

Quigley, Iain <[redacted]> Wed, Jan 10, 2024 at 1:45 PM
To: [redacted]
Cc: [redacted], [redacted], [redacted], [redacted]
Bcc: Lucia Jara Moreno <[redacted]>

Good afternoon Chief Mamakwa,

I hope this email finds you well.

On November 27, 2023, we sent you 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, for your review.

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

We welcome any edits or comments to the Report 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. Please confirm that you were able to view/download the documents successfully.

--

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Platinum member

Iain Quigley
Dillon Consulting Limited
[redacted]

Quigley, Iain <[redacted]>

MFFN CAR - January Project Updates

1 message

Quigley, Iain <[redacted]> Wed, Jan 24, 2024 at 11:34 AM
To: [redacted]
Cc: [redacted], [redacted], [redacted], [redacted]
Bcc: Lucia Jara Moreno <[redacted]>

Good morning Chief [redacted],

I wanted to reach out and provide the following Project updates regarding the MFFN CAR:

Milestone #2 Progress Report
An updated link to the Milestone #2 Progress Report was shared with you on November 29, 2023. The Milestone #2 Progress Report covers all consultation with Kingfisher Lake First Nation from July 1, 2022 to May 31, 2023. We welcome any edits or comments to your community-specific section by February 15, 2024, before the reports are finalized and shared publicly with the Draft Environmental Assessment Report / Impact Statement. If you have any questions or would like to schedule a meeting to discuss the report and timeline, please let me know.

ATRI Existing Conditions Report
On December 20, 2023, Andrea Nokelby sent the draft ATRI Existing Conditions Report to Kingfisher Lake First Nation. The ATRI Existing Conditions Report describes our current understanding of Kingfisher Lake First Nation's Aboriginal and/or Treaty Rights and Interests, as they relate to the proposed Project. We are asking for communities to provide input on the draft report by January 31, 2024, where possible, so it can be included into the draft Impact Statement / Environmental Assessment Report. If you have any questions or would like to schedule a meeting to discuss the report and/or timeline, please let me know.

Webinar Series
Please join us for the Climate Change Webinar on Thursday, February 8 from 4:00 p.m. to 5:00 p.m. EST. Please respond to this email with any questions you would like answered. Webinars regarding Engineering and Cumulative Effects will be held in Q1 2024. Dates and a more formal notice will be shared soon. You can register for the Climate Change webinar here: Webinar Registration - Zoom

If you have any questions or would like to discuss any of these updates, please do not hesitate to reach out.

Thank you,
Iain

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DILLON CONSULTING

BEST MANAGED COMPANIES
Platinum member

Iain Quigley
Dillon Consulting Limited
[redacted]
www.dillon.ca

DILLON CONSULTING

Quigley, Iain <[redacted]>

MFFN CAR - February Project Updates

1 message

Quigley, Iain <[redacted]> Thu, Feb 22, 2024 at 9:20 AM
To: [redacted]
Cc: [redacted], [redacted], [redacted], [redacted]
Bcc: Lucia Jara Moreno <[redacted]>

Good morning Chief Mamakwa,

The Climate Change Adaptation and Community Access Road Webinar was held on February 8th, 2024. If you would like to watch the webinar, a link to the video recording can be found on the Marten Falls First Nation Community Access Road website here.

Your feedback, experience and insights are important to us. Please take 5 minutes to fill out the survey linked here and share how Climate Change has / is affecting you and your community.

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

As always, if you have any questions please don't hesitate to give me a call or respond to this email.

Thank you,
Iain

--

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CANADA BEST MANAGED COMPANIES
Platinum member

Iain Quigley
Dillon Consulting Limited
[redacted]
www.dillon.ca

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Quigley, Iain <[redacted]>

MFFN CAR - March Project Updates

1 message

Quigley, Iain <[redacted]> Thu, Mar 14, 2024 at 10:37 AM
To: [redacted]
Cc: [redacted], [redacted], [redacted], "McEwen, Kate" <[redacted]>
Bcc: Lucia Jara Moreno <[redacted]>

Good morning Chief Mamakwa,

I wanted to reach out to provide some project updates for the Marten Falls First Nation Community Access Road, please see below:

Milestone #2 Progress Report
The Milestone #2 Progress Report is moving towards finalization and release to the public. All feedback must be received before March 30, 2024 to be woven into the report before it becomes publicly available.

ATRI Preliminary Existing Conditions Report
The ATRI Preliminary Existing Conditions Report is also moving towards public release, and will be finalized later in 2024. Information received will be woven into the next phases of the assessment processes including the Final Environmental Assessment / Impact Statement Report (2025).

Climate Change Survey
Following the Climate Change Adaptation Webinar, a link to a survey was released. Your feedback, experience and insights are important to us. Please take 5 minutes to fill out the survey and share how Climate Change has / is affecting you and your community.
[redacted]

Updated Route Selection Video

- As the Marten Falls Community Access Road progresses, we continue to use community feedback to revise the route for the road. An updated technically preferred route recommendation* has been identified. Please take a moment to watch our new video below.
- Marten Falls Firs Nation: Community Access Road Update
- **The technically preferred route recommendation is preliminary. The route will be further informed through consideration of Indigenous Knowledge.*

We are now on LinkedIn and Instagram! Follow us to stay up to date on the Community Access Road.

If you have any questions or would like to discuss any of these updates further, please don't hesitate to reach out.

Best regards,
Iain

--

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Quigley, Iain [redacted]

MFFN CAR - April Project Updates

1 message

Quigley, Iain <[redacted]> Mon, Apr 22, 2024 at 1:28 PM
To: [redacted]
Cc: [redacted], "McEwen, Kate" [redacted]>
Bcc: Lucia Jara Moreno <[redacted]>

Good afternoon Chief Mamakwa,

Please see below for April project updates regarding the Marten Falls First Nation Community Access Road.

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]

If you have any questions or would like to discuss anything further please don't hesitate to reach out.

Best regards,
Iain

--

Iain Quigley
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www.dillon.ca

Upcoming Vacation: April 23-25

DILLON CONSULTING

Quigley, Iain <[redacted]>

Three-Road Gathering & Expo: June 11-13, 2024

Quigley, Iain <[redacted]> Tue, Jun 4, 2024 at 2:17 PM
To: [redacted]
Cc: "McEwen, Kate" <[redacted]>, [redacted]
Bcc: Lucia Jara Moreno <[redacted]>

Good afternoon Chief Mamakwa,

I wanted to follow up on this invitation sent late last month regarding the Three-Road Gathering & Expo happening at the Thunder Bay Superior Inn Hotel and Conference Centre June 11th, 12th and 13th.

This event is regarding the Marten Falls Community Access Road, Webequie Supply Road and Northern Road Link Projects. The attached invitation speaks to the details of the event.

If you have any questions please don't hesitate to email me, or give me a call.

Thank you,
Iain.

--

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Iain Quigley
Dillon Consulting Limited
[redacted]
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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

Quigley, Iain <[redacted]>

MFFN CAR - June Project Updates

1 message

Quigley, Iain <[redacted]> Tue, Jun 25, 2024 at 10:10 AM
To: [redacted]
Cc: [redacted], "McEwen, Kate" <[redacted]>, [redacted], Jennifer Bruin [redacted]>
Bcc: Lucia Jara Moreno [redacted]

Good morning,

Please see the below June Project updates for the Marten Falls First Nation Community Access Road.

Three Road Project Gathering and Expo
Thank you to those who attended the Three Road Project Gathering & Expo from June 11 – 13, 2024. If you have any questions or feedback, please contact the MFFN CAR Project Team at info@martenfallsaccessroad.ca.

Stage 1 Archaeological Assessment Report
The Stage 1 Archaeological Assessment Report documents the archaeological and land use history, to determine whether there is potential for archaeological sites in the additional areas required for aggregate impacts. It incorporates a review of recent mapping, previous archaeological reports, and incorporation of any information collected from Indigenous communities.

The Stage 1 Archaeology Assessment Report was sent out to communities on June 3, 2024. The reports are available for download [redacted].

Feedback and comments on the report is requested by **August 2, 2024**.

To support your review we encourage setting up a meeting with our team to help walk you through the reports, answer any questions you may have or as an opportunity to provide feedback.

Thank you,
Iain

--

Iain Quigley
Dillon Consulting Limited
[redacted]
www.dillon.ca

Inclusiveness: Enabling belonging to draw strength from our differences.

Daltrop, Hanna <[redacted]>

MFFN CAR Project: July Outreach

Daltrop, Hanna <[redacted]> Mon, Jul 29, 2024 at 5:00 PM
To: [redacted]
Cc: [redacted], Lucia Jara Moreno <[redacted]>, Iain Quigley <[redacted]>

Hello,

I tried calling you today on behalf of Iain Quigley, the MFFN CAR Project Consultant typically responsible for outreaching with you, who is currently away conducting fieldwork. I could not leave a voicemail.

Stage 1 Archaeological Assessment Report

- We want to reiterate that the Stage 1 Archaeological Assessment Report documents the archaeological and land use history, to determine whether there is potential for archaeological sites in the additional areas required for aggregate impacts. It incorporates a review of recent mapping, previous archaeological reports, and incorporation of any information collected from Indigenous communities.
- The Stage 1 Archaeology Assessment Report was sent out to communities on June 3, 2024. The reports are available for download here: [redacted]
- **Feedback and comments on the report is requested by August 2, 2024:**
- To support your review we encourage setting up a meeting with our team to help walk you through the reports, answer any questions you may have or as an opportunity to provide feedback.

Please let me know if you have any questions or concerns!

Warm regards
Hanna

–

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Platinum member

Hanna Daltrop
Dillon Consulting Limited
[redacted]
www.dillon.ca

B10.2 Draft Aboriginal and / or Treaty Rights and Interests Preliminary Existing Conditions Report

Kingfisher Lake First Nation

Marten Falls First Nation

Aboriginal and / or Treaty Rights and Interests:

Preliminary Existing Conditions Report

Marten Falls First Nation Community Access Road Project

WORKING DOCUMENT

Contacts

Bob Baxter, MFFN Community Advisor
Email: [redacted]
Phone: [redacted]
Website: martenfallsaccessroad.ca

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

December 20, 2023

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Introduction

Marten Falls First Nation is the Proponent of a proposed all-season Community Access Road (the Project). The Project would connect the community to the Ontario provincial highway network (**Figure 1-1**). The Project is subject to the federal *Impact Assessment Act* and the *Ontario Environmental Assessment Act* and associated regulatory processes. As part of these regulatory processes, the Proponent is required to assess the potential impacts of the Project on the rights and interests of Indigenous peoples, including on Aboriginal and / or Treaty Rights which are recognized and affirmed in Section 35 of the *Constitution Act, 1982.* The Project Team is currently consulting with 23 Indigenous communities, including Marten Falls First Nation, who may have Aboriginal and / or Treaty Rights and Interests that have the potential to be adversely impacted by the Project. As a First Nation Proponent, constitutionally protected rights are of the upmost importance and significance to Marten Falls First Nation.

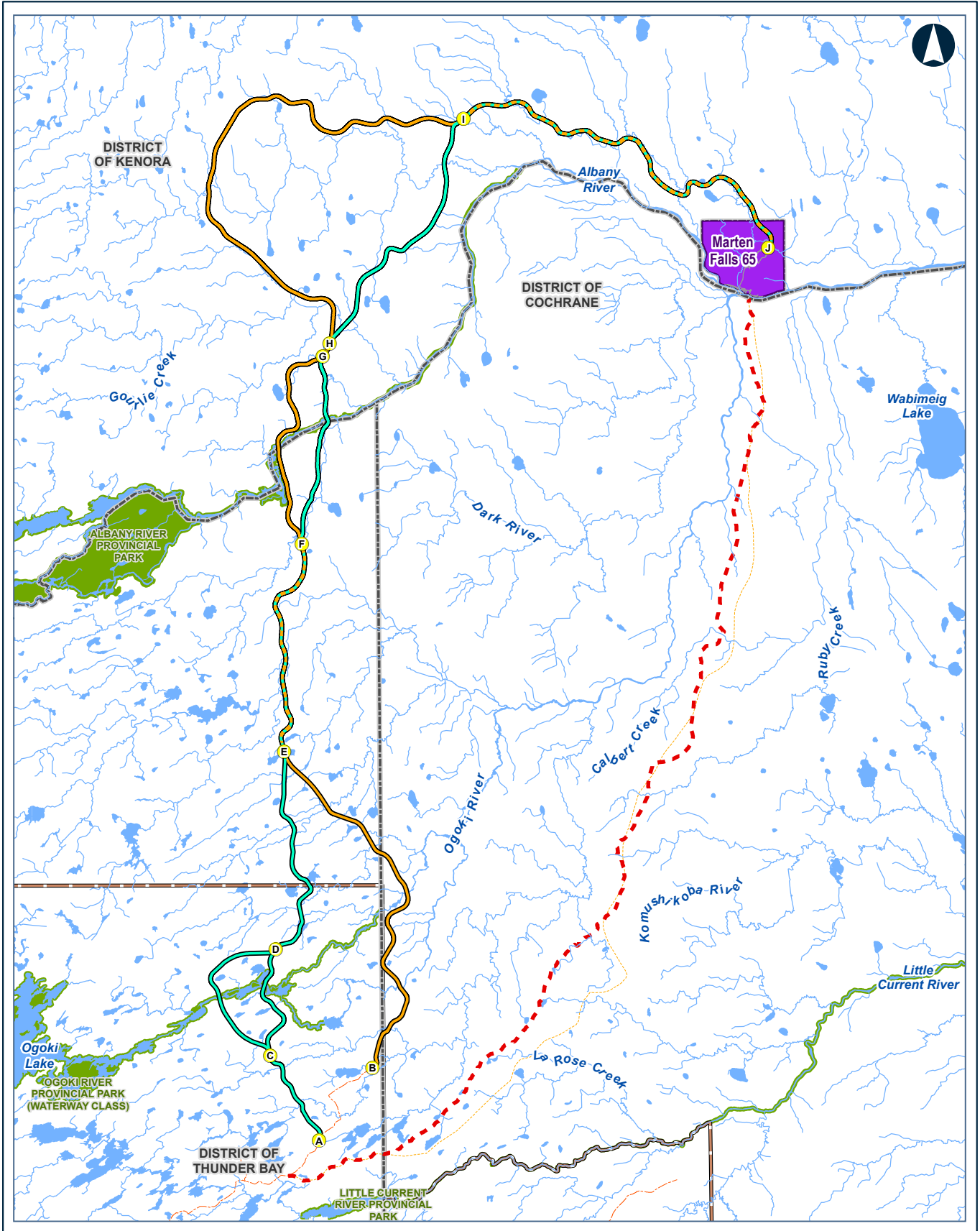
The purpose of this *Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions Report* is to:

Share our current understanding of rights and interests within the Project area specific to each Indigenous community;

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

Seek your review and feedback on our current understanding.

The report begins with background information about the proposed Project and Aboriginal and / or Treaty Rights and Interests, and why it is so important to have a strong understanding of rights and interests relevant to the proposed Project (**Section 1**). This is followed by our understanding of the historical and regional context with respect to Aboriginal and / or Treaty Rights and Interests and how they have been cumulatively impacted to date (**Section 2**). The next section includes our understanding of your community today, including Aboriginal and / or Treaty Rights and Interests that have the potential to be impacted by the proposed Project (**Section 3**). The report concludes with an overview of the next steps in the regulatory processes and how Marten Falls First Nation will continue to work with Indigenous communities on assessing the potential impacts of the Project on the Aboriginal and / or Treaty Rights and Interests of Indigenous peoples (**Section 4**).



Legend

- Route Alternative Node
- 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

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

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

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.

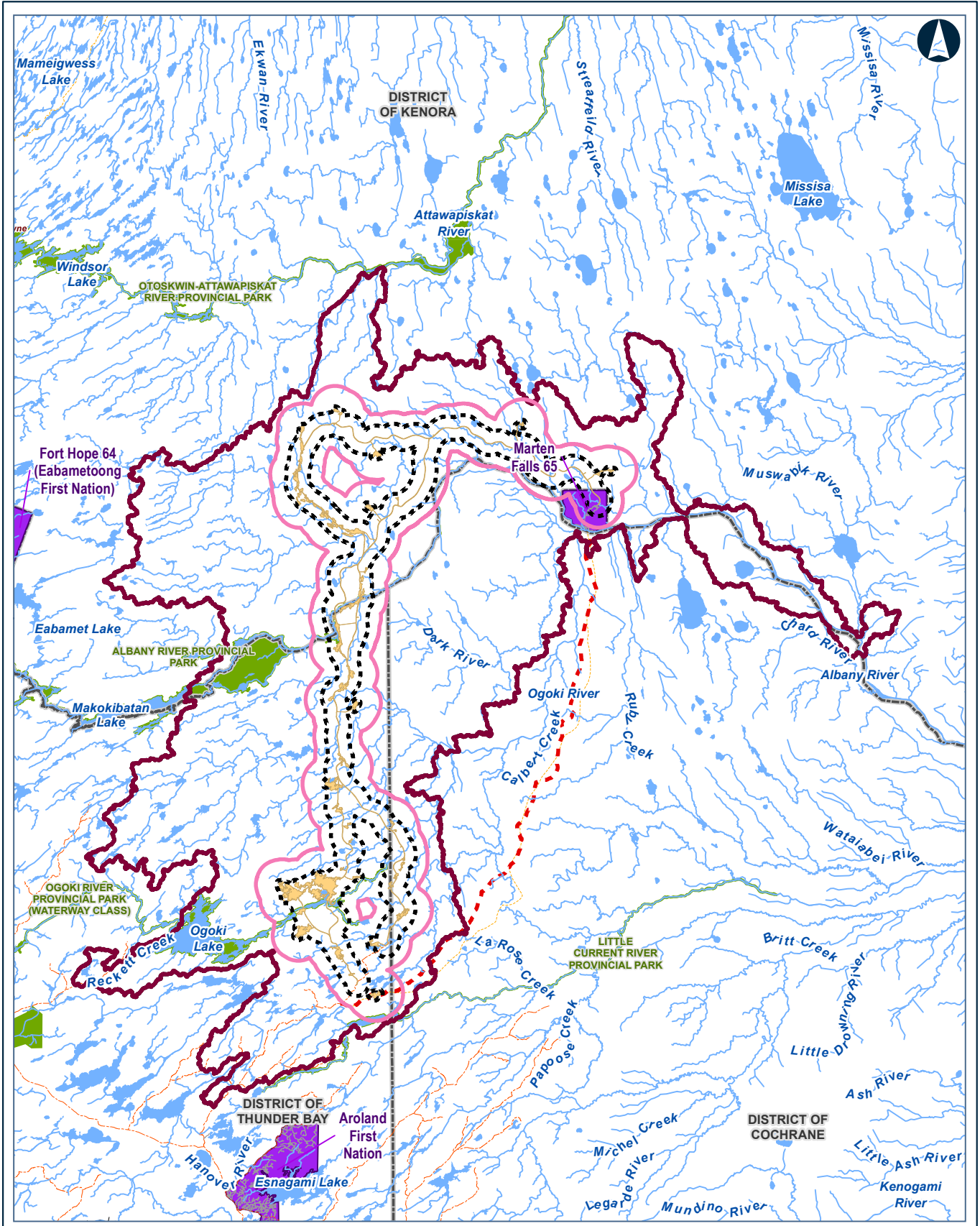
The Project has both a general Study Area and a Project Development Area which are defined as follows:

- 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.

Data Source:
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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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Rev:00	

Figure 1-3

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1.3 A Shared Understanding – Working Together

Marten Falls First Nation is committed to developing a shared understanding of Aboriginal and / or Treaty Rights and Interests within the assessment study areas. The Project Team recognizes that there are things that may have been missed or misunderstood with respect to community Aboriginal and / or Treaty Rights and Interests, and the intent in preparing and sharing this **preliminary report** is to encourage the community to validate, build-on, and /or correct any misunderstandings.

This report sets the stage for the Project Team's understanding of community Aboriginal and / or Treaty Rights and Interests and will be foundational to the impact assessment that will be completed in the future. By understanding the Aboriginal and / or Treaty Rights and Interests of communities in relation to the proposed Project, the Project Team will be better positioned to have informed conversations with potentially impacted Indigenous communities and their members.

It is the objective of the Project Team to avoid, mitigate or reduce potential negative impacts associated with the proposed Project while enhancing potential positive impacts related to Aboriginal and / or Treaty Rights and Interests.

02

Historical and Regional Context

The culture, knowledge, and history of Indigenous peoples is passed down through oral stories and accounts from generation to generation. The following chapter presents an historical and regional overview of the Indigenous peoples in the region. The information presented below was collected from written academic articles, journals, and other publicly available documents, many of which were informed by oral history. Indigenous authors and publishers were sought where possible to capture a more authentic understanding of the history, culture, rights, and interests of Indigenous peoples, both pre- and post-contact, and how Indigenous peoples and their rights and interests have been cumulatively impacted to date.

Note: the term "Indian", which is the historical term used by the Crown for First Nations peoples in Canada, is used throughout **Section 2** when referencing historical documents and associated content.

2.1 Pre-Contact Context

Section 2.1.1 to **2.1.6** describe aspects of the societies of Indigenous peoples of the region prior to more consistent contact with Europeans (pre-contact), which occurred in the mid- to late-17th century.

The Indigenous peoples of what is now known as northern Ontario primarily consisted of the Anishinaabeg (which translates to 'Original People') and the Cree peoples (The Canadian Encyclopedia, 2023).

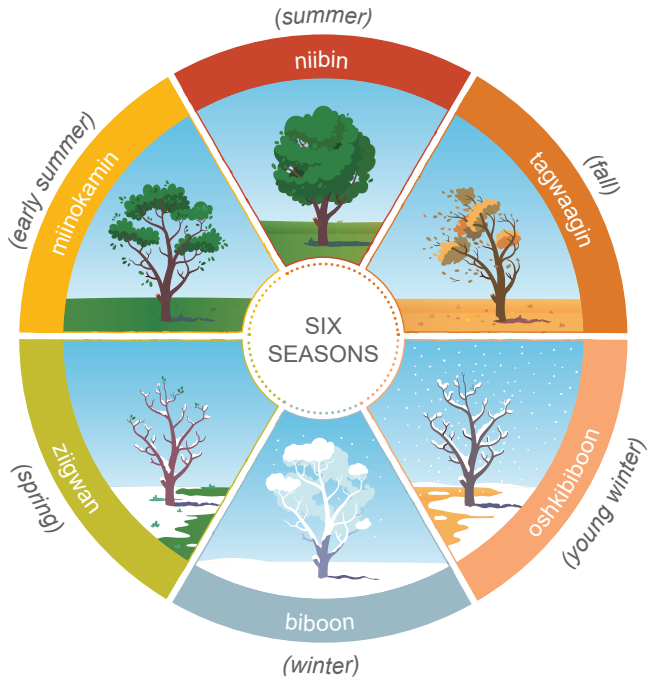
The Anishinaabeg in this region of Ontario have been referred to as the Northern Ojibwa. The Cree people of this region are known as the Omushkegowuk ('People of the Muskeg'). Throughout **Section 2.1.1** to **2.1.6**, 'Indigenous peoples' refers to the Anishinaabeg and the Omushkegowuk peoples of the region specifically, unless otherwise stated. Information on the community as it is today – is provided in **Section 3**.

2.1.1 Seasonal Lifeways

Indigenous lifeways are typically shared and nurtured through culture, language, stories, and ceremony, and rooted in place and scared relationship with the Earth, sky, sun, plants, animals, and water (Robertson, 2023). Prior to contact, Indigenous peoples lived their lives following the animals they hunted and according to the seasons. As noted by Davidson-Hunt and Berkes (2003), the Anishinaabeg have six seasons:

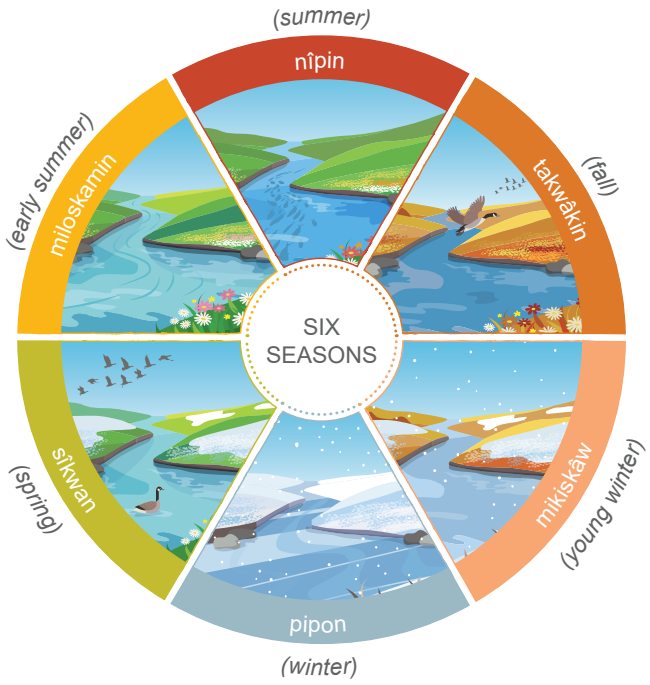
- *Ziigwan* (spring);
- *Miinokamin* (early summer);
- *Niibin* (summer);
- *Tagwaagin* (fall);
- *Oshkibiboon* (young winter); and
- *Biboon* (winter).

The seasons were denoted according to changes in the landscape. For example, *tagwaagin* begins when the leaves start to change colour and fall from the trees and turns into *oshkibiboon* when all the leaves have fallen off the trees and the first snows have fallen, while *biboon* turns to *ziigwan* when the ice on the lakes begin to melt and break up (Davidson-Hunt and Berkes, 2003).



The Omushkegowuk have described six seasons with several seasons reflecting the yearly melting and freezing of the waterways given their reliance on lakes and rivers for their livelihoods (Honigmann, 1948; Six Seasons of the Asiniskaw Ithiniwak, n.d.):

- *Sîkwan* (breakup, translates to "rattling feathers" because the geese fly in and it sounds like rattling);
- *Miloskamin* (spring, translates to "good moving water");
- *Nîpin* (summer, translates to "gifts from the water" because of the fish that are offered);
- *Takwâkin* (fall, translates to "gathering up" becaus e this is the season in which birds and people prepare for the coming winter);
- *Mikiskâw* (freeze-up, translates to "plenty of beads" because of the forming frost); and
- *Pipon* (winter).



Both the Anishinaabeg and the Omushkegowuk used the moon cycles to mark temporal dynamics of seasonal change, and to provide a more standardized way to note the passage of time during the year (Davidson-Hunt and Berkes, 2003; Six Seasons of the Asiniskaw Ithiniwak, n.d.).

Indigenous peoples of the region were hunters and gatherers who travelled seasonally, following the important resources that sustained them in each season. They used birch bark canoes, rafts, snowshoes, and toboggans for easier travel depending on the season (Long, 2010). A rich variety of foods were available, including birds (e.g., duck, goose, and partridge), big game (e.g., bear, deer, moose, and caribou), furbearers (e.g., beaver, muskrat, marten, and wolverine), and fish (e.g., whitefish, pickerel, pike, trout and sturgeon) (Dawson, 1976; Long, 2011; Long *et al.*, 2017). Indigenous peoples also gathered berries, plants, medicines, and fuels (Long, 2011). *Manoomin* (wild rice) was an important staple food among the Anishinaabeg in the Great Lakes region (Desmarais, 2019). Kuhnlein and Turner (1991) noted that plants used in the Hudson Bay Lowlands, further north, included: the roots and sweet sap of large tamarack trees; rock tripe lichen; angelica (wild celery); wapato (arrowhead); the shoots, roots, and stems of fireweed; cattails; wild onions; and, the buds of juniper and spruce trees. Early accounts indicate that the Omushkegowuk spent much of the year pursuing game over large areas in the north, while areas to the south provided food the Anishinaabeg were able to harvest in large quantities including fish, deer, moose, and caribou, requiring less travel (Bishop & Smith, 1975).

The division of labour was based on gender. The men were hunters and trappers (and butchers prior to returning to the group), and makers of toboggans, sleds and snowshoe and wigwam frames. The women fished and hunted and trapped small game, gathered plant foods and medicines, collected firewood, prepared meals, and created material goods for family and trade, in addition to their child caregiver duties (McMillan and Yellowhorn, 2004, as cited in Soloway, 2015). The role of women in preparing geese for future use by drying and smoking, and in preparing feathers and quills for sale, was especially important among the Omushkegowuk, (Lytwyn, 2002).

Indigenous lifeways were intimately tied to the family (Long, 2010). The social organization consisted of community groups composed of immediate and extended families, which may have inhabited single or several drainage basins. Settlements consisted of small habitation sites and associated hunting camps (Dawson, 1987). Up to ten families lived and shared together, typically a group of brothers and their wives and children (Bohaker, 2020), depending on the season and circumstances (Long, 2011). Families resided in cone-shaped wigwams made of wood and moss, covered in moose or caribou hides (MFFN & OMNRF, 2020).

When studying traditional Omushkegowuk (Attawapiskat) land tenure, Cummins (1992) reported that two to five Omushkegowuk families lived and travelled together as a 'microband', and up to 15 families connected as a 'macroband'. The macrobands in the region were aware of each other as they completed their seasonal rounds (Cummins, 1992).

Communities would come together in the summer, usually at a lake or shore within the territory where food was abundant; these areas were occupied annually for extended periods by clustered groups (Dawson, 1987). Summer gatherings were the largest, and hundreds of people (sometimes over a thousand) from several 'bands' would assemble for visiting, trade, marriage negotiations and to discuss issues of common concern (Leacock, 1981; Bohaker, 2020).

Small camps used on a temporary basis by community members to harvest resources in both summer and winter were also present around the larger summer gathering sites. Groups would disperse in the winter to their hunting areas (Dawson, 1987), and each family had a hunting territory (Oldmixon, 1931, as cited in Long *et al*., 2017). According to anthropologist Edward Rogers (1963), hunting ranges (territories) were loosely managed and hunting groups returned to the same general area each year. Trapping was done mostly for subsistence as the hunter-gatherer lifestyle required seasonal movement to avoid resource depletion (Rogers, 1963).

Indigenous land use, cultural practices, and settlement systems were shaped primarily by the seasonal cycles of the region. During the summer, time was spent fish harvesting and drying, berry picking and drying, and collecting materials for building homes and utility items including wigwams, snowshoes and fish baskets (MFFN & OMNRF, 2020). Furbearer snaring and small bird hunting was also common (Long *et al*., 2017). Summer was also a time for traditional gatherings for ceremonies including marriages, feasts, new friendships, naming ceremonies, and celebrations for community members who passed away (MFFN & OMNRF, 2020).

Fall was spent preparing for the winter hunting camps and season. This involved preserving food and preparing hides, making any utility items needed (e.g., moccasins and snowshoes), and making sure the dogs were fattened up for the coming winter sledding when it was time to move to the winter

areas (Omushkego Education & OCCC, 2006; MFFN & OMNRF, 2020). Fish were an important source of food during this time (Omushkego Education & OCCC, 2006), as were a variety of birds including waterfowl, grouse, and ptarmigan (Omushkego Education & OCCC, 2006; Long *et al*., 2017). Caribou and moose provided additional sources of food during this time (Omushkego Education & OCCC, 2006).

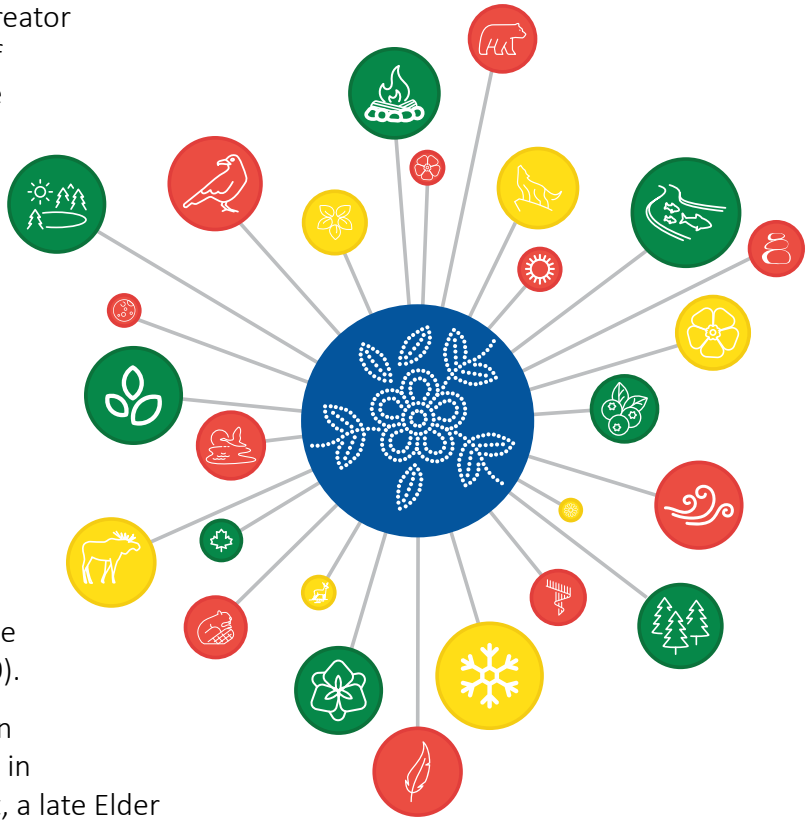
During the early winter or freeze up, travel was limited until the rivers and streams were frozen and fishing and trapping were important for sustenance (Omushkego Education and OCCC, 2006). Winter was a prime time for hunting caribou and trapping furbearers (Long *et al*., 2017). Winter gave people freedom as they could travel all over the land, and not worry about food spoiling (MFFN and OMNRF, 2020).

Breakup and spring (early summer) brought warmth. Areas for new shelters away from winter homes were scouted to prepare for the spring hunt (MFFN and OMNRF, 2020). Among the lowland Omushkegowuk, the spring harvesting of goose and duck was significant and was seen as a celebration for the survival of the family through the harsh winter conditions (Cummins, 1992). Canoes were used as a mode of travel as the waters of the rivers and streams started to flow again (Omushkego Education & OCCC, 2006). After the ice breakup was a time for fish harvesting and drying, and muskrat hunting and trapping (MFFN & OMNRF, 2020).

2.1.2 Culture and Worldview

Indigenous peoples of the region practiced a cultural way of living. The culture was, and continues to be, grounded in relationships with and knowledge of the environment, and shared through oral stories and practices (MFFN & OMNRF, 2020). When Europeans started to travel into the region, many viewed the land as something to be explored, owned, developed, and used for profit – this view was in contrast to the Indigenous' world view that the land and its resources is something to be shared, cared for, and honoured (Tsuji & Tsuji, 2021). From an Indigenous way of life, Indigenous peoples did not own the land; they were connected to it and depended on its generation and empowerment of all life, including the intangible aspects like culture, language, and dream (Tsuji & Tsuji, 2021). Indigenous worldview and identity were, and continue to be, grounded in intimate relationships with the land and the natural world, and the principles of kinship, respect, reciprocity, and responsibility (Bell, 2013; Guido, 2021).

The perspectives of many Indigenous peoples were, and continue to be, rooted in a recognition of the inter-relation of all of creation – everything is considered to be connected, like the strands of a spider's web (Bell, 2013). Moreover, many Indigenous peoples' beliefs on the origin of humankind framed their perspectives on relationships between humans and other beings: plants and animals inhabited the land before humankind and assisted humans when they arrived on earth (Johnston, 2005; Luby *et al*., 2021); and, all things in the natural world are valuable and equal (Simpson, 2000a).



According to the Anishinaabe origin story, the Creator envisioned humankind in response to feelings of loneliness. However, the Creator did not provide humankind dominion over Creation, and instructed that humankind was to take care of Mother Earth (Luby *et al*., 2021). The order of creation in the Anishinaabe creation story places humans last, as well as least in the order of dependence, and weakest in terms of bodily powers (Johnston, 1976). In addition, for the Anishinaabeg, all living beings were understood to have souls (and not just humans), and therefore personhood. Understanding the natural world and its inhabitants as kin, as brothers and sisters, was a critical piece of Anishinaabe culture and law; this is reflected in their presence in almost all Anishinaabe stories (Fontaine, 2020).

The important relationships and kinship between humans and the natural world are also reflected in Omushkego oral history. As told by Simeon Scott, a late Elder from Fort Albany First Nation, the first people were living in *the land above* when an unseen voice asked a man and a woman if they would like to go down and see *the land below*. They went to go see *the great net-maker*, a spider, to lower them down onto the land now called northern Ontario, but they did not heed his warnings that only one person may look down from the spider's line – they both looked down and fell. They were rescued from the eagle's nest in which they had landed by a bear and a wolverine. The first peoples then followed the bear, who taught them everything they needed to know to survive in their new home (Ellis, 1995).

The oral histories of Indigenous peoples of the region speak to the importance of respect, reciprocity, and responsibility.

- Among the Anishinaabeg, respect entails "a reverence for the diversity of life and peoples, for different ways of knowing, and for different ways of being" (Simpson in Bell *et al.,* 2010, p. 14). A deep respect for the natural world and the balance of all components of it underpins the worldview of Cree peoples (Preston, 2002), including the Omushkegowuk. The land and its resources had to be respected and sustainably utilized for the benefit of all, including ancestors and future generations (Honor the Earth, 2017).
- Indigenous peoples' relations with the land were primarily reciprocal in nature as this was considered critical to establishing and maintaining healthy relationships with the natural environment (Preston, 2002; Bell, 2013; Honour the Earth, 2017, Tsuji & Tsuji, 2021). If something

was taken or received, something had to be given back to give thanks. Gifts were offered for successful hunts and harvests; these included specific offerings that were often very private to the individual or group but they also entailed actions to sustain the life of a moose or caribou population from which they hunted (Tapestry Institute, n.d.).

- Indigenous stories also indicate important responsibilities to ensure healthy and balanced relationships with Creation. Anishinaabe teachings describe the gifts that each person is born with and responsibility of each person to "use their gifts to the best of their ability for the good of the community, and for the good of creation" (Bell, 2013, p. 103).

The perception of environments as social-ecological systems is an underpinning of an Indigenous worldview, and the spatial and temporal dynamics of the land were included in both memory and language (Davidson-Hunt & Berkes, 2003). As noted by Davidson-Hunt and Berkes (2003), Anishinaabe ways of remembering can be described as an experience of journeying within the land that is situated in both space and time: the journey is structured temporally according to the practices, seasons, moons, and ceremonies that mark of the passing of time and life stages, and spatially based on what is encountered and observed. This is evident in Indigenous place names, which provide a mental image of how a particular place in the landscape looks, how it relates to other places, and what occurred or might be found at the place (e.g., *Aagimakobawatig* describes a place where black ash grows beside a rapid). As noted by Berkes et al. (1998), the Anishinaabe notion of "land" is more akin to the concept of "ecosystem" but with the added dimensions of peoples, their culture and their history.

In addition to providing sustenance, the lands, waters, and their resources provided, and continue to provide, spiritual connection and well-being. Everything could be considered alive – both animate and inanimate objects were believed to have a spirit life (Simpson, 2000a). Many Anishinaabeg understood the world to be inhabited by spiritual beings known as *manidoos*, and these were known to be associated with places and seasons (Johnston, 2005). Moreover, the spiritual world was believed to exist as parallel world or plane of existence that could be accessed through prayer

or ceremony or that could manifest when it decided to do so (Honour the Earth, 2017). These beliefs remain an important part of Anishinaabe culture today.

In Anishinaabe culture, Johnston (2005, p. 17) describes that "there is an ongoing relationship between the Dead and the Living; between Ancestors and Descendent." It was considered the obligation of the living to bury their relatives in a proper manner (in marked graves with commemorative and symbolic items placed on them) and in a proper place (in their place of origin and/or near their ancestors), and to protect them from disturbance or desecration; failure to do so was thought to harm both the dead and the living (Johnston, 2005). Many Anishinaabe believed that bodies have several souls: one of them remains in the bones after death and only leaves when it is "recycled" into a descendant; the other leaves the body after death and travels to rejoin other relatives who have died (Johnston, 2003, as cited in Bohaker, 2020). Feasting to celebrate the dead (Feast of the Dead) was important for the care and protection of deceased souls (Johnston, 2005). The feasts also had a function of perpetuating alliances among kin and initiating alliances with outsiders (Bishop, 1976). Based on available records, the Jesuit missionaries were "mystified by the care and attention that Aboriginal people showed toward their dead" (Johnston, 2005, p. 8).

Prior to contact, Indigenous lifeways were based on a deep connection with the lands and all its inhabitants. As noted by Cajete (2000), "Native people expressed a relationship with the natural world that could only be called ensoulment" (p. 186). They spent so much time on the land, interacting with the natural world, that "their landscapes became reflections of their very souls" (Cajete, 2000, p. 187). The mutual relationships between, and the value of, all things in the natural world (including celestial bodies, spirits, and natural forces), as well as the need for balance among them, were recognized and honoured (Honor the Earth, 2017).

2.1.3 Language

Indigenous culture is rooted in language (Wastesicoot, 2015). Both the Anishinaabeg and Omushkegowuk are Algonquian in terms of their language group, one of the most populous and widespread Indigenous linguistic and cultural groups in North America. *Anishinaabemowin* (Ojibwe) was the language of the Anishinaabeg, while the Omushkegowuk spoke *Inilîmowin* (Swampy Cree).

Both languages are considered polysynthetic, which means that they have long, compound words to express complex meanings that would require many words, or even an entire sentence, in other languages (Oxford, 2019). A typical word is made up of several, or many small parts, with a variety of combinations that mean different things. For example:

- *Boozhoo* ("hello") in *Anishinaabemowin* acknowledges the original spirit of *Nanaboozhoo*, and also conveys the process of using the breath of life ("*boo*") to express the feeling of life ("*zhoo*") (Horton, 2021); and,
- The *Inilîmowin* word *niwanahikân* means "I am setting my traps" (Omushkego Education, 2016).

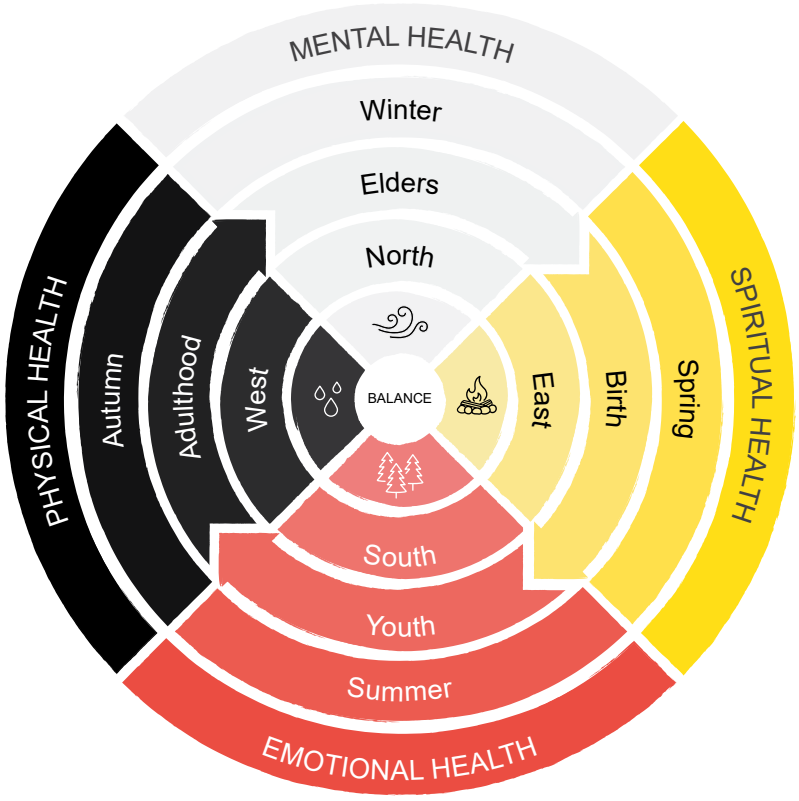
Both *Anishinaabemowin* and *Inilîmowin* also organize their nouns according to animacy: whether the noun is referring to a living thing like a human or animal (animate) or an object (inanimate); this is analogous to the use of masculine and feminine nouns in French, just on a different axis. However, some non-living objects, like drum and tobacco, are treated as animate, and this may have to do with the spiritual significance of these objects (Oxford, 2019).

There was no written form for the Ojibway and Cree languages prior to contact, though European missionaries later created a system of writing (OCCC, 1986). By the early 1800s, European traders noted that a mixed Cree-Ojibway dialect was spoken by Indigenous people who lived in territories shared by the Lowland Cree and Northern Ojibway, where mixing and intermarriage was common (Lytwyn, 2002); this became what is today referred to as *Anishininiimowin* (Oji-Cree).

2.1.4 Learning and Knowledge Building

Indigenous educational traditions have been described as holistic whereby the learning process had to address the whole person, including the intellectual, spiritual, emotional, and physical dimensions (RCAP, 1996a). The process of learning and knowledge building among Indigenous people was considered a life-long process rooted in personal experience, ceremony, reflection and sharing (Simpson, 2000b), and recognition and honouring of the relationships with and within the natural world (McGregor, 2013).

Rituals, storytelling, and harvesting and gathering practices out on the land were foundational for conveying worldviews and handing down instructions for maintaining balance in the natural and spiritual worlds through the generations (Honor the Earth, 2017). As described by Johnston et al. (2018), Indigenous knowledge "originates in oral sources (conversations, stories, traditional teachings) in the day-to-day practices of Indigenous peoples according to Indigenous worldviews and including insights from the spirit world" (p. 4). The knowledge-transfer activities of rituals, ceremonies, storytelling and practices on the land were often directly tied to the place the knowledge relates to (Honor the Earth, 2017); that is, Indigenous knowledge sharing was not only relational in nature but also place-based.



Leanne Simpson (2000b) explored Anishinaabe ways of learning and identified a variety of important learning modalities, including dreaming, ceremonies, learning by doing (experiential learning), and storytelling. Dreaming, visioning, and ceremonies were considered important paths for knowledge transmission from the spiritual world to humans (Simpson, 2000b). Being on the land was considered critical for experiential learning, and young people learned how to participate by practicing the tasks and skills they would need to perform as adults (Antoine *et al*., 2018). Learning by observation was an important component of experiential learning. The Anishinaabeg often relied on plants, animals, and spiritual entities as teachers, each offering gifts and lessons of caring and sharing that were accessed through careful observation (Simpson, 2000b). For example, plants and animals could offer lessons based on where and when they grow, how they multiply, how they provide food for others, and who they prefer the company of, and who they avoid (Raven at el., 1998, as cited in Simpson, 2000b).

Storytelling was an important way to teach principles and values. There were various forms of stories, including stories of origin, sacred stories, stories of personal experience, and stories that convey laws, responsibilities, morals, values and life lessons, all of which were grounded in one's intimate relationship with the land (Fontaine, 2020). In oral tradition, storytellers may impart their own life and experience when telling stories, and the listeners filtered stories through their own experiences and reflective thinking to make them relevant to their own lives (Peltier, 2021). The meaning that was drawn from a story may depend on who was telling it, and the circumstances in which it was told in terms of time, place, and situation of the telling. Storytelling tradition is non-linear and cyclical in perspective. Time can be represented in different ways; while stories find their origins in the past, they can also speak to the present (RCAP, 1996b).

As described by Anishinaabe educator David Anderson (2002), traditionally children were often raised by their immediate and extended families, and taught the "big story" and the abstract messages of Anishinaabe being from infancy. Generally, children learned to listen and observe, and they watched as the community worked together to ensure the survival of all; role modelling was an important aspect of teaching (Bell, 2013). Children were expected to take the abstract concepts, morals, and values they were exposed to through storytelling, and develop them into their own meaningful relationships with all elements of the natural and spiritual world (Anderson, 200 2; Bell, 2013).

2.1.5 Governance and Legal Principles

Both the Anishinaabeg and the Omushkegowuk had their own forms of governance in place prior to contact with Europeans. As noted by Anishinaabe legal scholar John Borrows (2002), Indigenous peoples developed spiritual, political, and social conventions to guide relationships with each other and the natural environment, and "these customs and conventions became the foundations of many complex systems of government and law" (p. 47). Leadership among the Indigenous peoples in the region was observed to be markedly different from European societies, and European observers were "impressed by the lack of rigid, hierarchical political order among the Indians" (Lytwyn, 2002, p. 20).

The Anishinaabeg were traditionally governed by a hereditary clan system, the *Doodemaag*. Early accounts from the late 17th century indicate that the Anishinaabeg constituted their governments as *doodem* (clan) beings who met in council, and specific *doodem* beings took on responsibility for roles and places (Bohaker, 2020). *Doodems* were most often animals, but they could also be a tree or a *Manitou* (e.g., thunderbirds, mermen, underwater *manidoos*), and they tied people to specific places those *doodems* inhabited (Corbiere, 2019). Anishinaabe historian William Warren noted that Northern Ojibway *doodems* included Sucker, Goose, Beaver, Sturgeon, Gull, hawk, Cormorant, and Whitefish (Lytwyn, 2002). Each animal symbolized an ideal to be sought (Johnston, 1987). For example, "the leadership role in councils that was undertaken by members of the Loon *doodem* was visually reinforced by the fact that the common markings of loons has markings around its neck, resembling the wampum shell collars that leaders wore to indicate their status and political role" (Warren & Neill, 1885, as cited in Bohaker, 2020, p. 61).

The *doodem* was the foundation of Anishinaabe identity, exemplified by the fact that Anishinaabe leaders meeting in council signed colonial documents with imaged representing their *doodem* identities (Bohaker, 2020). Individuals were born into their *doodem*, which came from the father's side of the family (Bohaker, 2020). However, people could be adopted into a willing clan when seasonal cycles led to movements inland or upriver that led to a summer identity and a winter identity (Witgen, 2013, as cited in Corbiere, 2019). Marriages often functioned as micro-alliances that brought different *doodemag* together, sometimes from considerable distances away, for important social and political connections.

Given the role marriage had as an alliance-making institution, it was reinforced by a taboo against marrying someone from within the same *doodem* (Bohaker, 2020).

Each *doodem* had its own leadership system (common council), which may have involved an *ogimaa* (chief), an *aanikeogimaa* (second chief, deputy), and *gichi-Anishinabek* (elders, councillors), all of whom were leaders of their own *indinaakonigewin* (those whom one overwintered with, a group of usually 20-40 people) (Miller, 2010). In addition to these leaders, women's councils and warrior councils served to advise and significantly influence decisions. Each of these councils also had leaders (Bohaker, 2020). According to Miller (2010), women's councils were a central component of Anishinaabe governance, and women had defined political roles. One woman, an *ogimaakwe* or chief woman, would present the results of the women's council findings to the men during gatherings (Miller, 2010). Women could also hold the role of the *ogimaa* (Bohaker, 2020). Warrior councils had a responsibility to protect their people (Bohaker, 2020).

Historically, common councils met regularly and were responsible for local affairs, including where and what to hunt, where family groups reside through the seasons, settling conflicts and disputes in the community, and family alliances (Bohaker, 2020). Both women's and warrior councils provided common councils with advice on these matters (Bohaker, 2020). General councils between common councils occurred at least annually if not semi-annually, as part of the seasonal round. General councils were places at which alliances between common councils were established and renewed (Bohaker, 2020).

As noted by Bohaker (2020), leaders were expected to be generous with their wealth and "good leaders accumulated wealth in order to give it away" (p. 139). Their intended role was as "stewards" who took care of the people and the land. Leadership was not absolutely hierarchical and individuals could hold several leadership roles, with their status depending on their own personal gifts, expertise, and their *doodem* (Bohaker, 2020). Governance practices were primarily consensus-based through councils and alliances (Bohaker, 2020); this is reflected in Anishinaabe oral histories that demonstrate consultative and consensus-based leadership models through story (Borrows, 2010). Common practice was for leaders to exercise their authority *with* their community, not *over* them (Mills, 2019). *Doodem* kin ties could create and sustain lateral connections between different councils, and reinforce the political principle of interdependence through alliance (Bohaker, 2020).

Anishinaabe *aadizookaanag* (sacred stories) explain the origins of the *doodem* tradition: human beings are descended from, and therefore kin to, the other-than-human beings who are their *doodem*. To share a *doodem* was to be immediate kin. Indigenous worldview on kinship may be reflective of the idea of shared souls rather than shared blood, and "understanding this distinction is critical for understanding the concept of personhood in Anishinaabe law" (Bohaker, 2020, p. 53).

The governance structure of the Anishinaabe people was formalized through the *Niswi-mishkodewinan* (Three Fires Confederacy) of the Ojibway (Chippewas), Odaawa and Potawatomi Nations. The three groups shared similar languages and territories, and met for military and political purposes. Each group had a distinct role in the confederacy: the Ojibway were the providers and knowledge keepers of medicine and faith, the Odaawa were the warriors and keepers of trade, and the Potawatomi were the firekeepers who took care of the three fires (nations) and made sure they were strong. The fire was central to the governance structure, and continues to be so to this day (Anishinabek Nation, 2023a; Anishinabek Nation, 2023b).

While the Omushkegowuk did not have a clan system like that of the Anishinaabeg, they did have a kinship system where the family was the major self-governing unit, and extended family were involved to support each member in living up to their responsibilities (RCAP, 1996c; Wastesicoot, 2015). Elders served various functions based on their skills, including as storytelling historians, advisors, and counsellors to young people and others (Wastesicoot, 2015).

The Omushkegowuk had a leadership structure with *okimâw* (leaders) who were respected for their ability to make good decisions with respect to hunting practices and rules (Lytwyn, 2002). The *okimâw* were not intended to rule with force or dictate the lives of those who followed them, but rather, they were expected to display leadership based on their life skills, experience, and wisdom (Lytwyn, 2002), and their exemplary connection with the land, knowledge of the animals (Preston, 1990, as cited in Brekes *et al*., 1991). They did not have the right to impose decisions on others – leadership was meant to be consultative (Lytwyn, 2002), and decisions were accepted by consensus (Preston, 1990, as cited in Brekes *et al*., 1991). Similarly to the *ogimaa* of the Anishinaabeg, generosity, compassion, and a strong capacity to care for others were important attributes of *okimâw* (Wastesicoot, 2015). Heredity was noted to be an important factor, with leadership observed to be passed down from fathers to sons (Lytwyn, 2002). However, leadership roles were not necessarily inherited, and the *okimâw* remained as leader as long as they were able to maintain the respect of community members; if they lost this, the next person with high standing could assume the leadership role (Mandelbaum, 1979, as cited in Wastesicoot, 2015).

Women played an important role in the kinship system and decision-making processes of the Omushkegowuk (Walker, 2021). Historically, women in Cree society were the keepers of all stories and laws. McAdams (2015) notes that within Cree culture existed the clan mothers or warrior women whose role was to provide the legal "system" of the Cree people, and they were respected for their ability to show compassion and care for the people. Women were highly respected for their sacred role as bearers and teachers of future generations, and they were not only in charge of the 'household', but also the well-being of the community (Hookimaw-Witt, 2006). The knowledge of men and women was often considered complementary, and both were important for leadership. As noted by Hookimaw-Witt (2006), in Cree society, while the men had more knowledge about resources in the hunting territory, women had more knowledge about the resources they harvested and managed (small mammals, fish, and plants). Thus, in the realm of Cree politics, both genders had decision-making powers in their own domains, and through interactions with the other gender's decisions (Hookimaw-Witt, 2006). In addition, in both Anishinaabe and Mushkegowuk cultures it was women who were historically the voice for water, as both hold the important role of giver of life (Chief of Ontario, 2008; Chiblow, 2020).

Borrows (2002) suggests that "Indigenous laws originated in the political, economic, spiritual and social values expressed through the teachings and behaviour of knowledgeable and respected individuals and elders" (p. 13), and their principles are expressed through the stories, ceremonies, and traditions of Indigenous peoples across the country (Borrows, 2002). The instructions, laws, and ethics conveyed in Indigenous stories guided people on how to conduct themselves (McGregor, 2013). As noted by Borrows (2002), oral histories may inherently express Indigenous laws as they represent the accumulated wisdom and experiences of Indigenous peoples' conflict resolution. They record patterns of past disputes and their solutions while allowing for re-creation to meet emerging needs more easily, and do not depend on finding the first telling of the event, as common law does (Borrows, 2002).

The requirements for maintaining harmonious relationships among all beings have been referred to as Indigenous 'natural law' (McGregor, 2013). Among the Anishinaabeg, understanding the natural world as kin, as brothers and sisters, was a critical piece to Anishinaabe law (Fontaine, 2020). This is reflected in the sacred law of *Nda-Nwendaaganag* (all my relations), which acknowledges that all things in the universe are gifts from the Creator and have meaning and purpose. Further, all things are interconnected and important to one another, and respect is afforded to all of Creation (Anishinabek Nation Legal Department, 2018).

According to oral history, it is said that sacred or natural law was given to the Anishinaabeg by the Creator through their *Mino-Bimaadiziwin* (way of living the good life), language, philosophies, and ceremonies (Watts, 2010). *Mino-Bimaadiziwin* is representative of the relationship that the Anishinaabeg have with everything around them, and the understanding that everything is alive, and everything is related (Bell, 2013). It is a traditional legal principle rooted in all Anishinaabeg (Anishinabek Nation Legal Department, 2018). *Mino-Bimaadiziwin* was expected to be lived according seven original (ancestral) teachings that provide guiding principles for the way in which individuals are to treat each other and the natural environment (Bell, 2013; Seven Generations Education Institute, 2021):

Debwewin (truth) – To speak only to the extent we have lived or experienced. Represented by the turtle as the turtle was here during the creation of Earth and carries the teachings of life on his back.

Dabasendiziwin (humility) – To think lower of oneself in relation to all that sustains us. Represented by the wolf, who lives for his pack and the ultimate shame is to be an outcast.

Manaaji'idiwin (respect) – To go easy on one another and all of Creation. Represented by the buffalo as the buffalo gives every part of his being to sustain the human way of living, and respects the balance and needs of others.

Zaagi'idiwin (love) – Unconditional love between one another including all of Creation, humans and non-humans. The eagle represents love because he has the strength to carry all of the teachings.

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

Zoongide'ewin (courage) – To live with a solid, strong heart. Represented by the bear. The mother bear has the courage and strength to face her fears and challenges while protecting her young. To face life with courage is bravery.

Nibwaakaawin (wisdom) – To live with vision. The beaver represents wisdom because he uses his natural gift by altering the environment for his family's survival.

The Omushkegowuk shared similar natural law and legal principles. *Wahkotowin* (having relations to all) was a central aspect of Cree natural law, and speaks to the interconnectedness of all things (Cardinal, 2007). According to the late Cree scholar and lawyer Harold Cardinal (2007), *Wahkotowin* is one of the most comprehensive doctrines of law among Cree people, and it contains a subset of laws (values) that establish principles that govern the conduct and behaviour of individuals within the family environment, within their communities, and with others outside the community. These principles are enshrined in the seven sacred teachings, or the seven scared laws (Wastesicoot, 2015):

Pakwaynamatowin (sharing);

Sahkiwewin (love);

Kistenchikewin (respect;

Kiskentamowin (wisdom);

Tapatenimowin (humility);

Tapwewin (honesty); and,

Sokenimowin (courage).

Similar to the Anishinaabe concept of *Mino-Bimaadiziwin*, the Cree concept of *Mino-Pimatisiwin* represents the cyclical nature of life and provides guidance on how to live in a good way with oneself, their community, and the natural world (Gaudet & Chilton, 2018). Connection to the land is central to the concept of *Mino-Pimatisiwin* (Gaudet & Chilton, 2018), as is respecting natural law.

2.1.6 Resource Management and Stewardship

Communal management of resources was a common feature of many Indigenous resource-use systems (Berkes, 1989, as cited in Berkes *et al*., 1991). Resources were considered the property and responsibility of all, and those that utilized them in an area were considered "stewards" who oversaw community norms and rules about their use, which were often comprehensive (Berkes *et al*., 1991). Collective, consensus-based decision making and enforcement of agreed-upon rules among group members was often the norm (Feit, 1986, as cited in Berkes *et al*., 1991).

Feit (2004) suggests that some form of hunting territories likely existed among Algonquian hunters in the northern Boreal areas. This would have enabled them to respond to disruptions caused by larger-scale forest fires, and / or resource depletions where groups displaced by these disturbances would have sought to resettle on lands used by adjacent groups of hunters and their families. In his study of hunting territories among the Northern Ojibwa, Bishop (1970) suggests that prior to settlement of interior northern Ontario by traders in the 1770s, hunting groups remained large throughout the year and moved *en masse* within a roughly defined region. Available records indicate a gradual stabilization of hunting groups in certain regions around major lakes and waterways following settlement in the region. By the late 1850s, there were fully developed hunting territories in the upper Albany River drainage area (Bishop, 1970). Leacock (1954, as cited in Bishop, 1970) suggests that the emergence of defined hunting areas held by family units after contact was driven by:

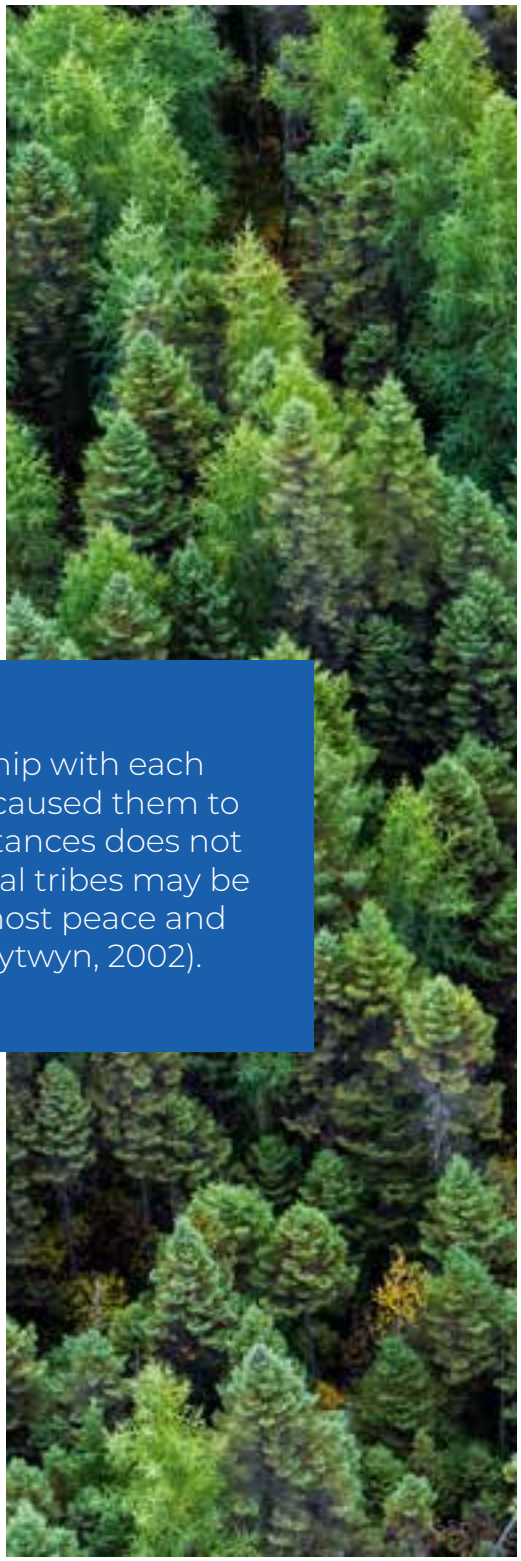
- Increasing scarcity in resources due to overharvesting, forcing bands to split into family units;
- Increasing access to store foods, enabling family units to be more self-sufficient;
- Weakened cooperative bonds among band members as economic ties were transferred from within the group to the trader;
- Non-migratory furbearers could be efficiently exploited by small family units;
- Preference among traders for dealing with individuals rather than groups; and,
- Hindered mobility with increasing dependence on single trading posts.

Within the literature, most available information on pre-contact land and resource management among the Indigenous peoples of northern Ontario pertains to the James Bay Cree, as these were among the first Indigenous peoples in northwestern North America to come in contact with Europeans. Comparatively, there is little information available on the social and economic life among the Ojibway north of Lake Superior in the early stages of contact because there were few literate traders in the area to describe it (Bishop, 1976) and few Europeans ventured inland from the coast until long after the trading posts had been settled (Lytwyn, 2002).

Lytwyn (2002) studied archived fur trade records of the Hudson Bay Company and reported that prior to contact, specific groups the Lowland Cree (Omushkegowuk) were usually named after prominent physiographic features, especially river basins. These basins were often used by winter hunting groups comprised of several related families (as described in **Section 2.1.1**), and led by a hunter or elder who was respected for their ability to make good decisions regarding hunting practices and rules (Preston, 1990, as cited in Berkes *et al.*, 1991). Within the hunting ranges, a smaller (core) area could be used

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

Based on the research of Lytwyn (2002), hunting groups did not have exclusive rights to their basins (hunting ranges), and there was considerable movement between the river-basin hunting groups. Early traders reported many examples of people moving back and forth between river basins, and commented on the freedom of Lowland Cree people (Omushkegowuk) to hunt and travel without restriction; this pattern of land use was also observed inland among the Upland Cree and Northern Ojibway (Lytwyn, 2002). As recorded by a trader named George Holdsworth in 1815:



> "the tribes generally live in peace and friendship with each other, and altho the necessity of migration has caused them to encroach on each others territories the circumstances does not appear to have given rise to jealousies, and several tribes may be seen occupying the track of country in the utmost peace and harmony" (HBCA, B.135/e/1, fo. 4d, as cited in Lytwyn, 2002).

As cited in Tsuji et al. (2011), Honigmann (1956) contends that "the notion of territorial [i.e., circumscribed, rigid boundaries] ownership by families did not appear until after the arrival of the Hudson's Bay Company" (p. 64); prior to this, boundaries were fluid.

The recognition of the inter-relation of all of creation, the dependence of humankind on other beings for survival, and the principles of respect, reciprocity, and responsibility (as described in **Section 2.1.2**) serve as underpinnings of Indigenous land stewardship –

something that was considered a sacred responsibility bestowed upon them by the Creator (Davidson-Hunt *et al*., 2005; Tsuji & Tsuji, 2021). There was an understanding that without balanced relationships with the environment, their own generation as well as those in the future were at risk. As noted by Luby et al. (2021), "Anishinaabe Elders teach youth to live with humility and recognize that nonhuman lifeforms can survive without human intervention, but humankind depends on plants and animals for subsistence" (p. 5). According to the Anishinaabeg worldview, in return for the gifts provided to humankind, the Creator placed a moral, custodial responsibility on them referred to as the principle of *gimiinigoowizimin gaaganawendang*, which means 'keeper of the gifts' (Davidson-Hunt *et al*., 2005). Among the Anishinaabeg, feasts were held to respect the beings who made life possible during the past season, and for the beings that were to sustain people in the coming season (Davidson-Hunt & Berkes, 2003).

The responsibility to be stewards of the lands was also prominent among the Omushkegowuk. Berkes et al. (1991) contend that "the core of Cree culture is traditionally based on land stewardship activities, skills, and ethics" (p. 15). As told by Fort Albany First Nation elders (see Tsuji & Nieboer, 1999), each season corresponded to a period of time when one or a group of species were abundant and accessible, and just enough animals of a particular species would be harvested for subsistence and sharing. As other species became more plentiful or accessible, harvesting of the next species would begin. This switching of harvesting pressures was intended to prevent overharvesting in one season, which could have negative consequences on that species and thus the community.

Stewardship responsibilities were often conveyed through stories. For example, as told by Geniusz (2015), the Anishinaabe story "The Year the Roses Died" teaches that the gift of Creation requires careful stewardship. Rabbit was blamed by a council of animals for eating all the roses. A *Manitou* (spirit) appears and tells the council (p. 14): "Killing the *Waabooz* [rabbit] will not bring back the roses. You all noticed that the roses were in trouble, and you all decided to take your own shares even if it meant killing the roses forever. There is no honor in this. This is not keeping creation in balance as you were told to do in the Beginning Time." The story describes how the animals failed in the responsibility to consider the needs of others, and highlights the importance of relationality for stewardship (Campeau, 2019).

2.2 Post-Contact Context

Indigenous peoples interacted with European explorers as early as 1000 AD, but it was not until permanent settlements were established in the 17th and 18th centuries when prolonged contact occurred (CIRNAC, 2017). Soon after the establishment of British and French colonies in what is now eastern Canada, alliances with Indigenous peoples were established to support various interests, including the commercial interests of the newcomers. Utilizing existing Indigenous trade routes, a vast trade network focused on beaver pelts was established between the English and the French and their Indigenous allies. Trade spurred new exploration through the Great Lakes basin, and further east and south (CIRNAC, 2017). Explorers and trappers also became interested in the rich trapping grounds north of Lake Superior and beyond, but the overland journeys from the Great Lakes were challenging. As a result, French explorers sailed through the Hudson Bay in 1668 to establish trade relations and access the heart of fur country (McIntosh & Smith, 2022). This expedition led to the establishment of the Hudson's Bay Company in 1670 (Finch, 2013).

The profitability of the fur trade led to significant competition, and various European and Indigenous interests often clashed violently, with various Indigenous groups displaced from their territories as a result. In 1701, France and the 40 Indigenous groups around the Great Lakes basin entered the Great Peace Treaty to end the violence. Indigenous groups formed both military and commercial (trade) alliances with groups from England and France as power struggles between the two countries intensified (CIRNAC, 2017).

The fall of Montreal in 1760 put an end to French colonial efforts in what would become Canada. To establish peaceful relations with the Indigenous allies of France, the British undertook a series of "Peace and Friendship" treaties. In 1763, France officially ceded its colonial territories with the Treaty of Paris and ended over 150 years of European competition and conflict. That same year, King George III issued a Royal Proclamation, which specified how the British colonies were to be administered and established a framework for the British Crown to acquire Indigenous interests in land through treaties. The Proclamation also established strict protocols for dealing with Indians, including that only the Crown could purchase land from them. Thus, the Proclamation was the first public recognition of First Nations' rights to lands and title (CIRNAC, 2017).

For the next 120 years, the relationship between First Nations and the British Crown transformed from one of allyship to wardship, driven by the influx of newcomers following the American war of Independence (1775-1783) and the War of 1812 (1812-1815), greater demand for land by settlers as a result, increasing costs of supplying gifts to First Nations groups to ensure their loyalty, and declines in the fur trade (Pettit, 2016; CIRNAC, 2017). With a need for more land and military threats fading, the relationship between Indigenous peoples and settlers shifted from one where Indigenous peoples could be considered necessary allies, to one where they could be considered obstacles to growth. What followed was a series of treaties and legislative developments that increased Crown authority over First Nations and lands reserved for them (CIRNAC, 2017).

Section 2.1.1 to **2.2.10** describe the post-contact context, including: the fur trade; early legislation and policy and associated impacts on Indigenous peoples; the numbered treaties established in the region; perspectives on Aboriginal and Métis Rights; and legislative developments that have governed natural resource and land use.

2.2.1 Fur Trade and the Hudson's Bay Company

The Hudson's Bay Company was established by the King of England with a royal charter in 1670, recognizing the economic importance of the fur trade. The charter granted special powers to a corporation of established and wealthy gentlemen, who formed the Hudson's Bay Company. These special powers included exclusive rights to trade, mineral claims, and governance over the entire Hudson Bay drainage area (OCCC, 1986), which makes up a third of what is known today as Canada. However, the charter created no political or legal rights over Indigenous peoples living in the vast territory (Archives of Ontario, n.d.). The Charter named the vast area "Rupert's Land" after the King's cousin and the Hudson's Bay Company's first governor, Prince Rupert.

French fur trappers had already visited the region, but the Hudson's Bay Company was the first to establish permanent trading posts and presence in the region in 1679, with a trading post at Fort Albany on James Bay. The French-British competition for furs eventually led the Hudson's Bay Company to move inland to establish trading posts nearer to the Indigenous hunters who were supplying it furs, and settlements sprang up around the posts (CIRNAC, 2017). In 1743, the Hudson's Bay Company established the first inland trading post, the Henley House, on the north shore of the Albany River. It was moved further south in 1796 and remained operation until 1857. A trading post was first established at Martin's (Marten) Falls on the Albany River in 1794, although it was closed five years later in 1799. In 1818, the Hudson's Bay Company founded a new post at Marten Falls to take the place of Gloucester House, another nearby trading post which was established in 1774. This new post remained operational until 1924. Following the closure of the post, the Marten Falls First Nation community was relocated to the present-day community location of Ogoki Post, approximately 64 km downriver and east (Handfield, 2020). By 1870, the Hudson's Bay Company had 97 trading posts in Rupert's Land (Archives of Ontario, n.d.). A post was established at Fort Hope (present day Eabametoong First Nation) in 1894, and a post at Lansdowne House (present day Neskantaga First Nation) was established in 1900.

The trading posts became a centre for trade relationships and social gatherings during summertime. Pacts between Indigenous peoples living in the region and the Hudson's Bay Company made commerce possible (Archives of Ontario, n.d.). The early trading posts, including Fort Albany, became the base for an extensive trade alliance with the Cree, who became a sort of intermediary between the company and interior Indigenous groups (CIRNAC, 2017). The Albany River became a major east-west trading route as it linked James Bay with the Winnipeg River (Morse, 1968). The Hudson's Bay Company relied on Indigenous knowledge of the area, the animals, and the tools needed for travel and survival, as well as Indigenous trappers to supply valuable furs (OCCC, 1986).

For over 200 years, furs, meat, feathers and handmade objects were bartered at trading posts or factories set up at strategic locations, where dozens of families could gather for a few weeks in the summer to socialize and make collective decisions, including with respect to land use (Long, 2011). During this time, Indigenous peoples became increasingly more dependent on the fur trade, and supplies and items that were previously considered luxuries were now considered necessities; many aspects of Indigenous lifeways were changed by European products (OCCC, 1986). As a result, the traditional economies of Indigenous peoples, including the Anishinaabeg and the Omushkegowuk, began to change. With the introduction of money and European goods, Indigenous men began finding seasonal employment on the York boats (boats used by the Hudson's Bay Company for trade and the transport of goods) and steamboats on the Albany and Attawapiskat Rivers, or building Hudson's Bay Company forts. Some Indigenous people were taught how to keep stores (MFFN & OMNRF, 2020).

As the fur trade became more profitable, some free traders organized themselves to form the Northwest Company, which grew rapidly and became the Hudson's Bay Company's major rival, with open conflicts arising. The fur trade war intensified until 1821, when the Hudson's Bay Company merged with the Northwest Company (OCCC, 1986), extending the Hudson's Bay Company's fur trade monopoly to the Pacific Ocean (Archives of Ontario, n.d.). Without the competition that made them necessary, some trading posts were closed, and trading options for Indigenous peoples became fewer (Finch, 2013). The

Hudson's Bay Company monopoly lasted until 1869, when the company transferred its deed for the area to the English Crown (Canada) for $1.5 million to enable westward expansion and settlement. In the transfer, Canada had agreed to a "Protection Pledge" that ensured it would protect the interests of Indigenous peoples living in the territory. The transfer took place without consultation with the Anishinaabeg or Omushkegowuk, who didn't believed that the Hudson's Bay Company or the Crown had sovereignty over the land in the first place (Archives of Ontario, n.d.).

The presence of the Hudson's Bay Company had profound effects on Indigenous peoples across Canada, including the Anishinaabeg and Omushkegowuk. In addition to the lifestyle changes associated with the economic transition, many Indigenous peoples of the region faced starvation in the 19th century, especially between 1820 and 1880. Animals important for both food and the fur trade became scarce because of natural population cycles, over-harvesting, and overhunting. The Hudson's Bay Company reduced trapping operations in areas where beaver populations were exhausted. Moose almost entirely disappeared from what is now northern Ontario in the period from 1780 to 1930, shifting pressures to smaller game and fish and increasing reliance on foods purchased from trading posts (OCCC, 1986). Caribou also became increasingly rare. The disappearance of these animals meant leather and cloth had to be purchased to avoid cutting up pelts. The transition to small game and fish also led to more time spent settled in areas where these resources are found rather than out in the hunting territory (Bishop, 1970).

The influx of traders and settlers also brought new diseases such as measles, smallpox, whooping cough, influenza, and tuberculosis, all previously unknown to Indigenous peoples. This led to many deaths, especially among elders (OCCC, 1986). Alcohol was also introduced, with devastating effects on Indigenous populations (CIRNAC, 2017).

With the rapid spread of trade came missionaries dedicated to spreading and promoting their faith. Two religions were introduced to the Anishinaabeg and Omushkegowuk: Anglican by the English and Catholicism by the French. Much like how the English and French had competed in the fur trade, the two religions competed for the conversion of Indigenous peoples into their respective churches. This led to severe restrictions on Indigenous beliefs, ceremonies, and practices, such as drumming and dancing, as they were considered pagan and devil worship. Christian ceremonies replaced Indigenous ones, and missionaries encouraged the use of biblical or European names (OCCC, 1986).

2.2.2 Métis Peoples

Decades of intermarriage between English and French traders and explorers with First Nation women created new and distinct communities along waterways and trade posts and routes around the Great Lakes in what is present day Ontario (MNO, 2023a). These communities were historically referred to as "half-breed" or "Métis", a word used to describe individuals with mixed Indigenous and European ancestry. The term half-breed was more commonly applied to English-speaking descendants of English or Scottish traders and explorers, who were often of the Anglican denomination, while the term Métis was more commonly applied to French-speaking descendants of French traders and explorers, who were often of the Catholic denomination (Foster, 1978). However, the term half-breed fell out of use as it became derogatory (racist) in nature and Métis is now used for people of both French- and English-speaking heritage (Gaudry, 2009).

The Cree had two names for the Métis: *âpihtawikosisân* meaning 'half people' and *otipêyimisowak* meaning the 'independent ones'. The Ojibway referred to the Métis as *wisahkotewan niniwak* meaning 'men partially burned' (Teillet, 2013).

The origins of Métis peoples and communities are closely tied to the emergence of the fur trade in North America. The arrival of European explorers in eastern Canada in the 1600s led to unions with Indigenous communities through marriage (Dumont, 2017). As the fur trade and competition among the French, English, and Indigenous groups intensified through the 17th century, French traders were encouraged to seek marriage alliances with Indigenous peoples to establish the kinship basis for trade and military activities (Foster, 1978). These strategic alliances continued until French colonial efforts officially ended in 1763 with the ceding of New France to Britain (see **Section 2.2**), upon which time Indigenous peoples in the Great Lakes region rebelled against British rule. With increased hostility between Indigenous peoples and the British in the last few decades of the 18th century, the French practice of establishing alliances with Indigenous peoples through marriage and peace and friendship treaties was adopted (Surtees, 1975, as cited in Foster, 1978).

Initially, children of mixed European and Indigenous ancestry were classified as either Indian or European based on their way of life rather than race. The socio-cultural identity of children was primarily associated with that of their mother: if she remained with her Indian band, then the child was considered an Indian, but if she resided in a trading post for an extended period, the child was considered European (Brown, 1978, as cited in Foster, 1978). However, distinct Métis settlements began to emerge as the Métis population increased, and Métis people began to identify as a separate group rather than simply extensions of their maternal (First Nations) or paternal (European) relations (MNO, 2023a).

As the fur trade expanded north and westward, new trade routes were established, leading to new Métis communities along them (Dumont, 2017). Métis settlements emerged along waterways and watersheds in Ontario as an outgrowth of the fur trade. These settlements were part of larger regional communities, interconnected by (MNO, 2023b):

- The highly mobile lifestyle of the Métis;
- The fur trade network;
- Seasonal rounds;
- Extensive kinship connections; and,
- A shared collective history and identity.

Peterson (1985) described the Great Lakes Métis during the 18th century as “people in the process of becoming” given that although they may not have been self-consciously Métis before 1815, “their distinctiveness was fully apparent to outsiders, if not to themselves” (p. 39). By the early 19th century, there was a historically significant population of Métis descendants in the Great Lakes region of Ontario who had developed a network of trading villages and towns long the shorelines of rivers and lakes (Peterson, 1978, 1985). The Métis settlement at Fort Williams (in present-day Thunder Bay, historically known as Port Arthur) is recognized as one of the two first Métis settlements in Canada (Tronrud & Epps, 1995, as cited in Gale, 1998). According to Peterson (1978), this network of marital and fur-trade alliances among the Great Lakes Métis communities suggested that a larger regional Métis identity had developed.

The Red River Métis Settlement has been regarded as the site of the culmination of Métis political consciousness. Canada's purchase of Rupert's Land from the Hudson's Bay Company in 1869 was undertaken without consultation of the Métis residing there. In response, and given concerns about Métis rights, a National Committee of Métis (effectively a provisional government) was established, with Louis Riel as the leader, to stop the land transfer until Métis rights and title were recognized. This action and events that followed became known as the Red River Rebellion and led to the establishment of the Province of Manitoba (Ouellet & Hanson, 2009). Further discussion of Métis rights is provided in **Section 2.2.10.1**.

Dickason (1985) contends that the Métis ethnic consciousness was crystalized in the new Far Northwest (present-day prairies region of Canada) where the pressures of settlement were much lower, Métis communities were far more isolated, and the fur-trade continued to flourish. Many French speaking Métis from the Upper Great Lakes region migrated north and west to the Red River Settlement (in present-day Manitoba) through the early- to mid-19th century. This migration was a result of increasing settlement in the Upper Great Lakes region, significant depletions in fur-bearing animals (Peterson, 1978), and a preference to continue fur-trade practices rather than adopt agricultural ones (Ens, 1996). The Métis of Red River and the Great Lakes Métis were often connected through marriage and kinship practices (Gaudry, 2009). By the mid-19th century, descendants with mixed ancestry were no longer being persuaded to make a choice between Indigenous and European identities, and a distinct and unified sense of Métis identity had emerged (Brown, 1985).

The early ethnic identity among Métis was based on a strong association with and reliance on the fur trade, an independent lifestyle, a lack of agricultural development, subsistence practices to provide clothing and tools, and a lack of established land rights (Peterson, 1978). Both Indigenous and European cultural traditions were adapted and merged into the clothing, food, medical practices, languages, beliefs, and customs of Métis communities (Peterson, 1978). Many First Nations women who were part of

Métis families maintained close ties with their ancestral communities, and many of their traditional lifeways and cultural practices were preserved in Métis communities. For example, Ojibway and/or Cree languages were spoken in many Métis communities in the Great Lakes (Foster, 1985). In addition, many Indigenous groups (including the Anishinaabe and Cree) had close relations with the Métis and shared the land and ways of life on it, as well as aspects of culture and language. Prior to the establishment of First Nation reserves (see **Section 2.2.6**), First Nations and Métis shared territory, usually peacefully (Teillet, 2013). It was also common for First Nations and Métis families to travel on hunting expeditions together (Chartrand, 2007).

According to Chartrand (2017), while the identity boundaries between First Nations and Métis were porous and there was a lot of transfer between them, the core identity distinctions were present. An important distinction with respect to legal traditions related to land was that the Métis did recognize individual title and ownership (unlike the collective ownership perspectives of First Nations), which was part of their European heritage understanding (Chartrand, 2017).

Many Métis families flourished and spread further west and north with the expansion of the fur trade. The genetic diversity of Métis peoples enabled them to be more resilient to European diseases, and the Métis also had many allied First Nations families. In addition, the Métis were able to serve as intermediaries between European and First Nations cultures, enabling them to work as guides, interpreters, fur traders, and suppliers of goods to new forts and trading companies. As a result, the Métis became the largest Indigenous merchant family in North America, and strong competition against less acclimatized Europeans (Carrière, 2017). The transportation of goods and the development of many settlements could be attributed to the hard work of the Métis (Redbird, 1980, as cited in Peressini, 2000).

Prior to the 1800s, the British government was largely unaware of the existence of the Métis (Hayter, 2017). In 1810, the Royal Society reported the successes of the Métis to the British Crown, which set the stage for the primary policy of the British to remove the Métis as a threat to settlement (Carrière, 2017).

By the mid-19th century, British authorities had developed a policy of Métis collective non-recognition. In addition to the perceived threat that the Métis posed to colonial expansion, the Métis also posed a potential threat to colonial aspirations for civilization. To acknowledge the Métis as a distinct group could have been likened to acknowledging the failures of colonial policy to assimilate and "civilize" First Nation peoples, which would be inconsistent with colonial objectives of progress (Chartrand, 2017).

In 1884, in the face of increasing settlement in the west following Canada's purchase of Rupert's Land, and in defense of Métis ancestral rights, the leader of the National Commission of Métis (Louis Riel) organized a petition to the Government of Canada. The petition requested (Ouellet and Hanson, 2009):

- Title to the lands already occupied by Métis families;
- Provincial status for Saskatchewan, Alberta and Red River; and,
- Better treatment of all Indigenous peoples.

An unsatisfactory response from the government led to the Northwest Rebellion or Riel Rebellion of 1885, leading to hundreds of deaths and defeat by federal troops. For their roles, Riel and other Métis and First Nations leaders were arrested, and Riel was subsequently hung as a message to the Métis who challenged Canada's western expansion goals (MNO, 2023a). Following the rebellion, the first Prime Minister of Canada, Sir John A. McDonald, in effect denied the existence of the Métis as a distinct group when he stated that they must consider themselves either Indian or white (Sealey, 1980, as cited in Peressini, 2000). In response to the public backlash from these events, many Métis in Ontario were disinclined to self-identify and covertly continued to practice their culture and lifeways (MNO, 2023a).

Today, the Historic Métis Nation refers to itself and is referred to by others as the Métis Nation. According to the Métis Nation of Ontario Registry Policy (June 2023 Version) (2023c), "Métis means a person who self-identifies as Métis, is of historic Métis Nation Ancestry, is distinct from other Aboriginal Peoples and is accepted by the Métis Nation" (p. 2). To apply for citizenship within the Métis Nation of Ontario, individuals must meet and follow the requirements of the Métis Nation of Ontario Registry Policy which includes key measures related to self-identification, proving historic Métis Nation history, community acceptance, and provides provisions for appeals and the Harvesters Registry (MNO, 2023c).

2.2.3 Early Legislation and Policy

As the British need for the military allyship of Indigenous peoples waned, an emerging perspective from the British reflected a belief that British society and culture were superior. As a result, the Indian Department of the colonies of Upper and Lower Canada was tasked with a plan of "civilization", and Indian agents began encouraging Indigenous peoples to abandon their traditional lifeways and beliefs and adopt more agricultural and settled ways of life. Legislation was also introduced in support of the "civilization" program, starting with the *Crown Lands Protection Act* of 1839. The Act made the British government the guardian of all Crown lands, including Indian Reserve lands; this statute was the first to classify Indian lands as Crown lands to be protected by the Crown (CIRNAC, 2017).

As noted by Parrott (2022), the 1850 *Act for the better protection of the Lands and Property of the Indians in Lower Canada* was one of the first pieces of legislation that included a set of requirements, based on blood, for a person to be considered a legal Indian — a precursor to the concept of "status." These requirements essentially said that people were considered Indian if they were of "Indian blood" and were members of a "Body or Tribe of Indians." Descendants of such people were Indian, as were non-Indians who "intermarried with such Indians," people whose parents (one or both) would have been considered Indians, and "all persons adopted in infancy by any such Indians" (Parrott, 2022). Thus, early definitions of "Indian" were inclusive of Métis people.

Enfranchisement refers to the process that resulted in a person becoming of "citizen" of the country and no longer being considered an "Indian" under legislation, thus losing all benefits associated with that status. Enfranchisement was not abolished until the Indian Act was amended in 1985 through Bill C-31.

The British government introduced the *Gradual Civilization Act* in 1857, which offered 50 acres of land and monetary incentives to literate and debt-free Indians provided they abandoned their traditional way of life and adopted a civilized life as a "citizen". The Act had as its premise "that by eventually removing all legal distinctions between Indians and non-Indians through the process of enfranchisement, it would be possible in time to absorb Indian people fully into colonial society" (RCAP, 1996b, p. 249). This was followed by the *Management of Indian Lands and Property Act (Indian Land Act)* in 1860, which transferred exclusive authority for Indians, lands reserved for Indians, and Indian affairs from the Crown to the colonies, and then the new Dominion of Canada under the 1867 *Constitution Act* (*British North America Act*).

Assimilation became the fundamental principle of federal policy through the *Gradual Enfranchisement Act* in 1869, which aimed to remove any special distinction or rights of First Nations people to assimilate them into settler society. This marked the beginning of federal government efforts to legislate and regulate First Nations' identity (APPA, 2019). Between 1869 and 1985, an Indian woman marrying a non-Indian man would be enfranchised (AFN, 2020a).

2.2.4 The *Indian Act*

The *Indian Act* was introduced in 1876 to consolidate all previous regulations pertaining to Indians and provide greater authority to the Department of Indian Affairs. The Act enabled the Department to (CIRNAC, 2017):

- Intervene in a wide variety of band issues including governance structure;
- Make sweeping policy decisions, including who was considered to be a "Status Indian";
- Manage Indian lands (see **Section 2.2.6**), resources, and moneys;
- Control access to intoxicants, including alcohol; and,
- Take measures to promote "civilization", including mandating Indigenous children into government-sanctioned schools (see **Section 2.2.7**).

The *Indian Act* was based on the premise that it was the Crown's responsibility to protect Indian interests and thus the Crown would act as a "guardian" until such time that Indians could fully integrate into society (CIRNAC, 2017).

The Act has largely excluded Métis individuals since its enactment. The 1876 *Indian Act* simplified and further restricted the definition of "Indian" compared to definitions in earlier legislation (see **Section 2.2.3**). It excluded Métis who had received "half breed scrip" (individual land grants to Métis on the prairies beginning in the 1870s). It also excluded the children of Indian women who married non-Indian men (including Métis men). These exclusions effectively served to reduce the size of the category of Indian while increasing the size of the non-Indian category, which, in turn, reduced the amount of land necessary for Indians and enabled increasing settlement by Euro-Canadians (Hayter, 2017). Amendments to the Act beginning in 1879 increasingly excluded Métis people, with far reaching exclusions added through amendments up to and including 1951 (Teillet, 2013). While the result has been that Métis people have been largely excluded from the Act, many individuals who self-identify as Métis are today registered as Indians under the *Indian Act.*

According to Hanson (2009a) and CIRNAC (2017), throughout its history, the *Indian Act* has been highly invasive and paternalistic, and increasingly restrictive, imposing ever-greater controls on First Nations peoples. Between 1876 and 1920, individuals were automatically enfranchised and removed from their band lists if they (AFN, 2020a):

- Got a university degree and joined the medical or legal professions;
- Got any university degree and met the "fit" or "civilized" enfranchisement requirements; or,
- Became a priest or minister.

An amendment to the Act in 1880 marked the beginning of gender-based restrictions to First Nations status – women lost their Indian status if they married and non-Indian man (Hanson, 2009a). In the 1880s, a new system of band councils and governance was imposed, with the final authority resting with Indian agents. Outright bans on spiritual and cultural ceremonies were also imposed.

An amendment in 1927 forbid fundraising by First Nations for the purpose of pursuing a land claim without the permission of the Department of Indian Affairs, preventing First Nations from pursuing land claims of any kind (CIRNAC, 2017). It was not until significant amendments in 1951, as Canadian society became more aware of the concept of human rights following World War II, that (Hanson, 2009a):

- It was no longer illegal to practice Indigenous customs and culture;
- First Nations people were allowed to enter pool halls, gamble, appear off-reserve in ceremonial dress, and organize and hire legal counsel; and,
- First Nations women were allowed to vote in band councils.

Gender-based restrictions in the Act were in place until amendments were undertaken in 1985 to align with the equality rights guaranteed by Section 15 of the *Charter of Rights and Freedoms* (Bill C-31). The amendments enabled women who had previously lost their Indian status as a result of marriage to a non-Indian to regain it, as well as their children's status, and prevented a person's marriage from affecting their receipt or loss of status. However, the amendments created new forms of discrimination with the introduction of a "second-generation cut-off". Several cases were brought to court and as a result, Bill C-3 was passed in 2011 to address these issues and enable Indian status to grandchildren of women who regained status in 1985 (AFN, 2020b). Enfranchisement was also not abolished until the 1985 amendments.

2.2.5 Treaties

Canada undertook a series of treaties with First Nations with the aim of extinguishing title to large swaths of Indigenous land to enable settlement and resource development in western and northern Canada (Archives of Ontario, n.d.), and to reduce possible conflicts between First Nations and settlers (CIRNAC, 2017). When the Dominion of Canada was created in 1867, the Province of Ontario was a fraction of the size of the present-day province, and both legislation and the signing of treaties with Indigenous groups served to incrementally increase the landmass of Ontario (CIRNAC, 2021, as cited in Tsuji & Tsuji, 2021).

The Anishinaabeg and Omushkegowuk of the region are signatories to the Robinson-Superior Treaty (1850) and James Bay Treaty Number 9 (1905).

Although the Project is wholly contained in James Bay Treaty 9 boundaries, information on the Robinson-Superior Treaty is included in **Section 2.2.5.1.** as some of the Indigenous communities that are part of the Project Consultation and Engagement Program are signatories to the Robinson-Superior Treaty. While most Indigenous communities and groups in the area of the proposed Project are signatories to James Bay Treaty Number 9, an overview of the Robinson-Superior Treaty is presented first, in line with the chronological order of the treaties.

2.2.5.1 Robinson-Superior Treaty

Anishinaabeg requests for a treaty began in the 1840s when copper and iron deposits were discovered on the south and north shores of Lake Superior and the government started to issue mining leases; by 1846, 64 mineral licenses had been issued on the south shore of the lake, and surveying of the north shore had begun. In response, the Anishinaabeg and Métis seized the Montreal Mining Company site at Mica Bay, Lake Superior in 1849, forcing the government to negotiate treaties (Hele, 2020).

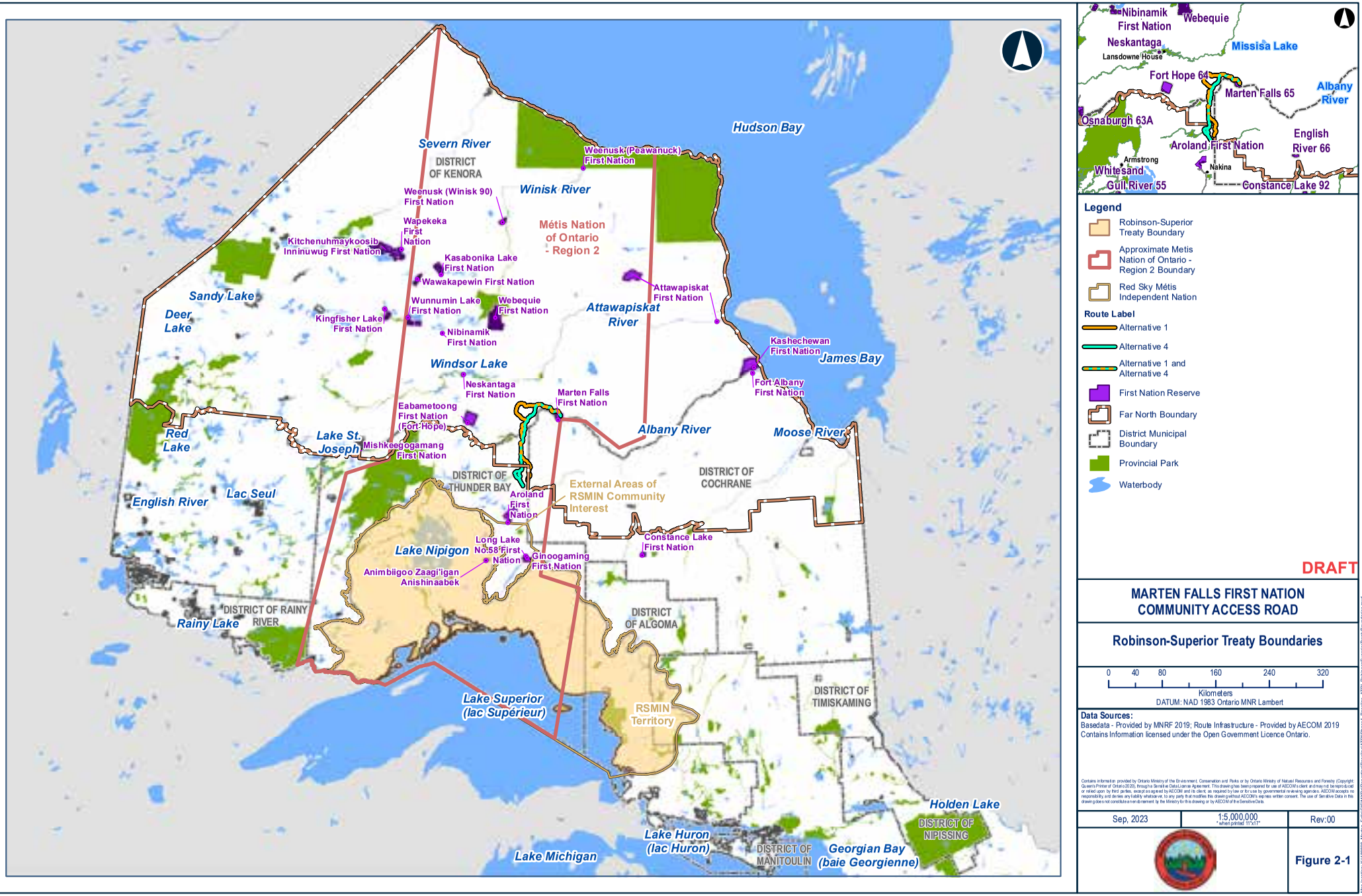
As of May 2023, there is an ongoing Ontario Superior Court trial related to the Robinson-Superior Treaty and the escalator clause for annuities. Communities associated with the treaty are seeking compensation for nearly 150 years of annuities without any increase in payments (Hopkins, 2023).

In September 1850, the Anishinaabeg of the Upper Great Lakes signed two separate but interconnected treaties: the Robinson-Superior Treaty, and the Robinson-Huron Treaty. These treaties provided Canada East and Canada West (the future Quebec and Ontario, respectively) with access to the north shores of Lake Huron and Lake Superior for settlement and mineral extraction. In exchange, the Anishinaabeg gained recognition of hunting and fishing rights, a one-time payment of £2000, an annual payment or annuity of £500 and £600 (respectively), and large reserves set aside specifically for First Nations from the surrender of specific lands for each signatory community. The treaties also contained an "escalator clause" for the annuity, which meant that the Crown would increase the annuity as revenues from lands increased (Hele, 2020).

While the recognition of the Métis in the Robinson-Superior Treaty was urged by the Indians (Gale, 1998), they were omitted as the treaty commissioner had no mandate to deal with the Métis (MNO, 2023a). The treaty commissioners informed the Métis that they were not empowered to deal with them as collective, and they could only choose to identify as either Indian or white for the purposes of the treaty (Teillet, 2013). The Hudson's Bay Company did pay some "half breeds" annuities under the treaty between 1851 and 1875, as recorded in treaty annuity lists for the Lake Superior region (MNO, 2023a). However, all Métis were later excluded from the annuity lists when the Government of Ontario argued an error had been made when some Métis were included as beneficiaries in the treaty (McNab, 1985, cited in Peressini, 2000). As noted by Peressini (2000), this action established a precedent for the exclusion of the Métis from Aboriginal rights in Ontario.

The Robinson-Superior Treaty covers the north shore of Lake Superior from Batchewana Bay to Pigeon River at the western end of the lake, and the lands to the north up to the Hudson Bay watershed (**Figure 2-1**). Indigenous peoples residing in the area covered by the treaty at the time of signing include ancestors of the Animibiigoo Zaagi Igan Anishinaabek First Nation, Long Lake #58 First Nation, and the Red Sky Métis Independent Nation.

The Robinson treaties were the first to lead to the surrender of huge tracts of land with different and disparate Indigenous groups; previous treaties in Upper Canada negotiated for relatively small and compact parcels of land. They also established payments to individual band members instead of yearly lump sums paid to the band, formalized the setting aside of reserve lands for each individual signing group, and acknowledged ongoing rights to hunt and fish throughout traditional territories including a provision that lands could be "taken up" by the Crown for settlement, mining, lumbering, trading, or other purposes (referred to as the Taken Up Clause). These treaties became the model for subsequent treaties (CIRNAC, 2013), including the James Bay Treaty Number 9.



Legend

- Robinson-Superior Treaty Boundary
- Approximate Metis Nation of Ontario - Region 2 Boundary
- Red Sky Métis Independent Nation

Route Label

- Alternative 1
- Alternative 4
- Alternative 1 and Alternative 4
- First Nation Reserve
- Far North Boundary
- District Municipal Boundary
- Provincial Park
- Waterbody

DRAFT

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Robinson-Superior Treaty Boundaries

0 40 80 160 240 320
Kilometers
DATUM: NAD 1983 Ontario MNR Lambert

Data Sources:
Basedata - Provided by MNRF 2019; Route Infrastructure - Provided by AECOM 2019
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Figure 2-1

Map location: K:\18888 Marten Falls\GIS\MXDs\Reporting\Baseline\ATR\Phase1_Baseline_ATR_RobinsonSuperiorTreatyBoundaries.mxd
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2.2.5.2 James Bay Treaty Number 9

By the late 1800s, many Indigenous peoples, including the Anishinaabeg and Omushkegowuk of the region, were facing significant challenges including:

- Declining animal resources;
- Starvation;
- Illnesses brought by Europeans; and
- Unwelcome poachers and mining prospectors with the newly established railroads.

With problems worsening, some Indigenous peoples of the region began to press Canada to enter a treaty, with an aim of ensuring protection and economic security as settlement and development intensified. While initial requests for a treaty were not supported by Canada, the discovery of minerals in the region, combined with interests in further expansion of the railway network, timber development, and hydro-electric production, led to negotiations of the James Bay Treaty Number 9 (Treaty 9) (Archives of Ontario, n.d.).

Similar to the Robinson-Superior Treaty, Treaty 9 set aside reserve lands for First Nations and granted them annuities and the continued right to hunt and fish on unoccupied Crown lands in exchange for Aboriginal title (CIRNAC, 2017), and the surrender of over 230,000 km^2 of territory (OCCC, 1986). In addition, the treaty included: schools and teachers to educate First Nations children on reserve; and ceremonial and symbolic items such as medals, flags, and clothing. During negotiations, First Nations were encouraged to settle on reserve lands, take up agriculture, and receive an education (CIRNAC, 2017).

Treaty 9 was unique among the numbered treaties in that there was a requirement for the concurrence of the Province of Ontario given extended boundaries of the province west and north to the Albany River. However, based on oral history and available written records, the Indigenous signatories were not informed of the negotiations between Canada and Ontario with respect to the treaty (Armstrong, 2008, as cited in Tsuji & Tsuji, 2021). The terms of the treaty were finalized in advance by the Dominion of Canada and the Province of Ontario, and presented to Indigenous leaders; government representatives were not permitted to change the terms during the treaty expedition. The Ontario government had a series of demands, including that one of the three commissioners would represent the province, and that no Indigenous reserves in the treaty territory would be located in areas with hydro-electricity development potential greater than 500 horsepower (Archives of Ontario, n.d.).

Treaty 9 was the first major treaty in Ontario in which treaty signing took place in many locations rather than one (Archives of Ontario, n.d.). During the treaty expedition in 1905 and 1906, treaty commissioners travelled to trading posts along the rivers in what is now northern Ontario and met with Cree and Ojibway peoples. While the Indigenous people encountered at the trading posts at the time of the expedition were not necessarily part of a “band”, they were designated as such for administrative convenience. Each trading post was to give advance warning as to when the treaty party would arrive, but as it turned out, many Indigenous people were not present upon their arrival (OCCC, 1986).

The intent of the commissioners was to describe the contents of the treaty, establish reserves and associated boundaries, and obtain the signatures of Indigenous leaders. At each stop, the commissioners requested the community to select representatives who heard the treaty explained to them by interpreters (generally Hudson's Bay Company employees or clergy), as the document was provided in English only. Most community members received an $8 gift and the promise of a $4 annuity in perpetuity. It was noted in the Treaty 9 Commissioners' official report that the reserves were generally selected by the commissioners after conference with Indigenous people (Tsuji & Tsuji, 2021), but very little was actually described within the report (Morrison, 1986). Commissioners neither provided a full version of the treaty translated into the languages of the local Indigenous peoples, nor did they leave the document or a copy for review (Archives of Ontario, n.d.).

Treaty 9 covers most of present-day Ontario north of the height of land dividing the Great Lakes watershed from the Hudson and James Bay drainage basins (**Figure 2-2**). Signatories to Treaty 9 between 1905 and 1930 included the following:

- Marten Falls Band of Oji-Cree (Marten Falls First Nation);
- Osnaburgh Band of Ojibway (Mishkeegogamang First Nation);
- Fort Hope Band of Oji-Cree (Eabametoong First Nation, Neskantaga First Nation, Nibinamik First Nation, and Webequie First Nation);
- English River Band of Oji-Cree (Constance Lake First Nation);
- Fort Albany Band of Cree (Fort Albany First Nation, Kashechewan First Nation, Aroland First Nation);
- Long Lake Band of Ojibway (Ginoogaming First Nation);
- Big Trout Lake Band of Oji-Cree (Kasabonika Lake First Nation, Kingfisher First Nation, Kitchenuhmaykoosib Inninuwug First Nation, Wapekeka First Nation, Wawakapewin First Nation, and Wunnumin Lake First Nation);
- Winisk Band of Cree (Weenusk First Nation); and,
- Attawapiskat Band of Cree (Attawapiskat First Nation).

Ontario's northern border was extended from the Albany River to its present day location in 1912, leading Indigenous peoples in the newly acquired areas to petition the government for a treaty. Formal adhesions to Treaty 9 were made in 1929-1930 as a result (Archives of Ontario, n.d.).

Treaty 9 was considered to be one of the least generous of the numbered treaties: the monetary gifts and annuities were much lower than Treaty 8 or Treaty 10, and there was to be no distribution

of ammunition or net twine, no farm implements or cattle, no carpentry tools, and no salaries of clothing for the chiefs and councillors (Ry, Miller, & Touch, 2000, as cited in Long, 2011). In addition, as noted by Long (2010), Treaty 9 historians contend that the treaty was flawed due to the lack of oversight by the people who drafted it, and it may have been the first of the numbered treaties that lacked the oversight of the Colonial Office in Great Britain. The conditions and factors present when the treaty was signed were also problematic (Archives of Ontario, n.d.; OCCC, 1986):

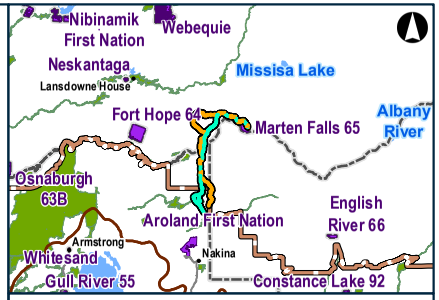
- The treaty commissioners could not speak any of the local Indigenous languages;
- Many Indigenous signatories didn't speak, read or write English so interpreters selected by the commissioners were used;
- Indigenous peoples lacked an understanding of the Canadian legal system and were not provided with lawyers to advise them; and,
- The worldviews, culture, history, and ways of knowing land ownership of Indigenous signatories and the commissioners were very different.

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

- The treaty would last as long as the sun shines, the grass grows, and the winds blow; and,
- Traditional and cultural activities of Anishinaabe and Mushkegowuk signatory communities would be protected.

The Indigenous signatories understood, through oral promises, that the treaty would help them achieve *Mino-Bimaadiziwin* and *Mino-Pimatisiwin* (Archives of Ontario, n.d.).

Archival records also suggest that the commissioners did not explain the "Taken Up Clause" (see **Section 2.2.5.1**) – if they had, it is possible that Indigenous representatives would never have signed the document (Archives of Ontario, n.d.).



Legend

- Treaty 9
- Robinson-Superior Treaty Boundary
- Approximate Metis Nation of Ontario - Region 2 Boundary
- Red Sky Métis Independent Nation

Route Label

- Alternative 1
- Alternative 4
- Alternative 1 and Alternative 4
- First Nation Reserve
- Far North Boundary
- District Municipal Boundary
- Provincial Park
- Waterbody

DRAFT

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Treaty 9 Boundaries

0 40 80 160 240 320
Kilometers
DATUM: NAD 1983 Ontario MNR Lambert

Data Sources:
Basedata - Provided by MNRF 2019; Route Infrastructure - Provided by AECOM 2019
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Figure 2-2

Map location: K:\18888_Marten Falls\GIS\MXD\Reporting\Baseline_ATR\Phase1_Baseline_ATR_Treaty9.mxd
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2.2.6 Damming and Diversion

Today, not all of the water that would normally flow to Hudson's Bay remains within the watershed. The damming and diverting of waterways in the area has occurred at various scales over time. Demand for water in the Great Lakes region for shipping and hydropower has led to diversion from the Albany River watershed to the Great Lakes in the form of three key projects: one from the Kengami River; one from Lake St. Joseph; and one from the Ogoki River (Garrick, 2020). The Long Lake Diversion Project included the construction of the Kenogami Lake Dam and the Long Lake Diversion Dam, undertaken in 1937. The Ogoki Diversion Project, in the early 1940s included the construction of the Waboose and Summit Dams to divert water to Lake Superior through Lake Nipigon. The Lake St. Joseph Diversion Project was built to divert water from Lake St. Joseph to Lac Seul in the late 1950s (Garrick 2020; Creger, 2018). In discussion about the potential development of more waterway diversion projects in the 1960s, Marten Falls First Nation Councillor Sam Achneepineskum commented "Our community would have been a lake where it is now… I think that is part of the reason why Nishnawbe Aski Nation came to be, all the chiefs got together and they started to push back on trying to kill the project. It was called Damn the Dams" (Garrick, 2020, p. 15).

2.2.7 The Reserve System

The reserve system concept evolved from the early settlements created by missionaries. As more newcomers were arriving, they began occupying the traditional territories of Indigenous peoples in increasing numbers, and reserves were initially considered a pragmatic solution to land disputes and conflicts between Indigenous peoples and settlers. As treaties began to be reached with Indigenous peoples, provisions were included for the creation of reserves. The reserve system was formalized under the *Indian Act*, which permitted the government to determine the land base of First Nations in the forms of reserves set aside for their exclusive use (Hanson, 2009b).

While Treaty 9 specified that First Nations would choose the location of their reserves, the Ontario Order-in-Council later changed the terms – the commissioners would now decide, and one of the three treaty commissioners would be appointed by the Government of Ontario (Matheson, 1905a, as cited in Tsuji & Tsuji, 2021). The size of the reserves was based on the number of people in the band; however, the population data at the time for these communities could not be considered accurate and many people were not at the trading post during treaty deliberations because of the late start to the treaty expedition (Tsuji & Tsuji, 2021). This led to many reserve locations and sizes being determined based on local settler demand. Even in areas covered by the numbered treaties, reserve size was calculated differentially, ranging between 160 and 640 acres per family of five (Smith, 2009, as cited in Smith, 2016).

As noted by Smith (2016), even as the land base of First Nations was reduced though the reserve system, reserves were still vulnerable to surrounding land uses. Demands for mineral, forest, and agricultural lands; the construction of transportation routes or military sites; and other purposes that arose, often led to the alienation of reserve lands under the jurisdiction of the Canadian Government.

While consent from First Nations was often sought, this consent was regularly acquired under what could be considered questionable circumstances. The sale of reserve lands was consistently presented as being in the long-term interest of the First Nation community, yet railway and corporate executives, and other members of the settler elite (including Indian Affairs Department staff and other public officials), often gained possession of alienated reserve lands (Smith, 2016).

The creation of the reserve system had far-reaching implications for Indigenous peoples, including the Anishinaabeg and the Omushkegowuk. As noted previously, the land base of First Nations was significantly reduced: the reserve system dispossessed the Anishinaabeg of all but one percent of their traditional territory (Pitawanikwat, 2009). Under the reserve system, which provided First Nations with fragments of their ancestral territory, Indigenous residents held the right to occupancy only, which ownership and title remained in the hands of the Crown (Smith, 2016).

As noted by Hanson (2009b), the reserve system was essentially a government-sanctioned displacement of First Nations people, with reserves dividing up not only lands but also peoples and communities that had existed for hundreds, if not thousands, of years. Many families and clans that had hunted, gathered, and celebrated together for generations were abruptly and arbitrarily joined with other families and clans, disrupting long-established social networks and kinship systems that determined who could hunt, fish, and gather in particular areas (Hanson, 2009b).

Amendments to the *Indian Act* led to a requirement for First Nation reserve residents to secure a permit before selling or giving away any goods located or produced on reserves or by reserve residents (Smith, 2016), further restricting the lives of Indigenous peoples. This disruption of traditional networks and the significant changes to Indigenous traditional lifeways contributed to disproportionate levels poverty on many reserves; however, leaving reserves often meant facing discrimination, relinquishing one's First Nations status, and / or losing or jeopardizing connections to family and territory (Hanson, 2009b).

2.2.8 Residential School System

One of the most infamous consequences of the *Indian Act* was the promotion of the residential school system for Indigenous children. This was an extensive school system set up by the Canadian government and administered by churches, with intent to: indoctrinate Indigenous children into Euro-Canadian and Christian ways of living; and assimilate them into mainstream Canadian society (Hanson *et al.*, 2020). Duncan Campbell Scott, Head of Indian Affairs from 1913 to 1932, famously said in 1920 that "the goal of the Indian Residential School is to kill the Indian in the child" (Wilson & Hodgson, 2018).

The system originated from the mission system in the 1600s, when missionaries made plans to establish schools and farming settlements to try to educate, change, and settle Indigenous peoples. However, managing the schools and associated supplies proved challenging for the missionaries to carry out alone (OCCC, 1986). Following confederation, Canada's first Prime Minister, John A. Macdonald, commissioned a study of industrial schools established for Indigenous children in the United States, and a recommendation to follow their approach to "aggressive civilization" led to the creation and funding of the residential school system (Hanson *et al.*, 2020), although some schools were funded by provincial governments or by the various religious orders (Union of Ontario Indians, 2013). An amendment to the *Indian Act* in 1894 made it mandatory for Indigenous children to attend school (TRC, 2015a). Further amendments to the *Indian Act* in 1920 and 1933 reinforced the requirement for every Indian child between the ages of 7-16 to attend a residential school, and led to the legal guardianship of Indian children attending a school being assumed by their principals upon the often forcible surrender of legal custody by their parents (Union of Ontario Indians, 2013).

The residential school system was primarily located off-reserve (and often far from Indigenous communities), and children generally attended for 10 months of year, although some children lived at the school year round (Union of Ontario Indians, 2013). A primary purpose of the schools was to systematically dissolve all aspects of Indigenous cultures and languages. English, and in some cases French, were the only languages allowed. Indigenous languages and practices were forbidden, with punishments – often severe ones – for children who broke these rules (TRC, 2015a). Students had their long hair cut short as a way to strip away their personal and cultural identities, and they were stripped of their clothing and dressed in uniforms (Hanson *et al.*, 2020). Their days were long and strictly regimented between academic learning, religious prayer, and manual labour and tasks (Union of Ontario Indians, 2013). Boys and girls were kept separate, and as a result, siblings rarely interacted, further weakening family ties (Hanson *et al.*, 2020).

It is estimated that over 150,000 Indigenous children attended one of the almost 140 residential schools established by Canada and the Catholic, United, Anglican, and Presbyterian churches across the country between 1857 and 1996 (CIRNAC, 2017); 16 of these schools operated in Ontario (Auger, 2005). Some Métis children also attended residential schools (APPA, 2019). Children living in the Treaty 9 area attended residential schools at Moose Factory, Chapleau, Pelican Lake, and Fort Albany (Archives of Ontario, n.d.). The St. Anne's Residential School in Fort Albany ran from 1910 to 1963, and was attended by children from the Fort Albany, Weenisk, Attawapiskat, Fort Hope, and Ogoki (Marten Falls First Nation) communities. It is estimated that by 1945, approximately 170 children attended the school, with half of their days spent doing schoolwork and the other half spent on manual labour and domestic tasks (Auger, 2005).

The residential school system struggled with funding, often resulting in poor and unsuitable nutrition, unsanitary conditions, and inadequate medical care. With crowded dormitories, infectious diseases like tuberculosis were rampant, often leading to death. The education received was generally insufficient as many teachers assumed that Indigenous children were unfit for anything more than a basic education which focused on practical skills and religious training.

Messages of the inferiority of Indigenous peoples, their culture, and lifeways were commonplace (TRC, 2015a). Emotional and psychological abuse was commonplace, physical abuse was considered standard punishment, and sexual abuse was common (Hanson *et al.*, 2020). Survivors of the school at St. Anne's in Fort Albany have described serious physical and sexual abuse at the hands of school staff (Roman, 2013), leading to criminal charges of former school staff in the 1990s. The abuses combined with the poor living conditions resulted in an extremely high death toll. In 1907, government medical inspector P.H. Bryce reported that 24 percent of previously healthy Indigenous children across Canada were dying in residential schools, and this figure did not include children who died at home where they were frequently sent when critically ill (Hanson *et al.*, 2020).

2.2.9 The Sixties Scoop

The Sixties Scoop refers to the mass removal of Indigenous children, including Métis children, from their families into the child welfare system, without the consent of families or communities in most cases. As the government began phasing out compulsory residential school education in the 1950s and 1960s, residential schools persisted as a boarding school, primarily for children whose families were deemed unsuitable to care for them. An amendment to the *Indian Act* in 1951 enabled the province to provide services to Indigenous peoples that were not available federally, including child protection (Hanson, 2009c).

Provincial social workers assigned to reserves often assessed child safety and welfare by mainstream cultural standards, without adequate education and training to recognize the problems rooted in generations of trauma related to residential schools. As a result, thousands of Indigenous children were removed from their homes and placed into the child welfare system starting in the 1960s and continuing up to 1990 (TRC, 2015a). By the 1970s, roughly one third of all children in care were Indigenous (Johnston, 1983, as cited in Hanson, 2009c). Many children lived in institutionalized care, or floated between foster homes, where incidences of physical and sexual abuse were not uncommon but often covered up (Fournier & Crey, 1997, as cited in Hanson, 2009c). Similar to the impacts of residential school, the ensuing cultural suppression (denial of their Indigenous identity) and abuse among Indigenous children in the welfare system led to significant impacts on psychological and emotional health (Hanson, 2009c).

2.2.10 The *Constitution Act, 1982* and Aboriginal Rights

Between 1977 and 1981, the federal government entered into discussions with the provinces to reform and take authority of the Constitution from the British government. Aboriginal political organizations were unsuccessful in getting a seat at the negotiations table, and the first proposal for the Constitution put forward in 1981 excluded Aboriginal and Treaty Rights. However, several months of lobbying by First Nations, Inuit, and Métis organizations led to the inclusion of two clauses in Section 35 of the Constitution: recognition of “existing Aboriginal and Treaty Rights”; and, definition of Aboriginal peoples that included all three groups (CIRNAC, 2017). The presence of the word “existing” means that section 35 only applies to Aboriginal and Treaty Rights that were not extinguished when the *Constitution Act, 1982* came into effect. Therefore, if a right was previously extinguished (e.g., through surrender to the Crown), it is not revived by Section 35 (Centre for Constitutional Studies, 2021).

While attempts were made to define existing Aboriginal Rights between 1983 and 1987, they remained undefined because of disagreements between Canada, Indigenous groups, and the provinces. As a result, responsibility to define the extent and scope of Aboriginal Rights, and to direct government policies and programs so that they respect these rights and prevent infringement on them, has fallen to the courts (CIRNAC, 2017).

Several Supreme Court cases have reaffirmed Indigenous rights to harvesting activities. The *R. v. Sparrow* (1990) was a precedent-setting case and the first decision by the Supreme Court to interpret Section 35. In 1984, Ronald Sparrow from the Musqueam Indian Band was arrested for fishing with a net longer than was permitted by his food fishing license. The Supreme Court of Canada ruled that Musqueam's Aboriginal Right to fish had not been extinguished and was an existing right. The court also ruled that the government cannot override or infringe on these rights without justification. This ruling led to what is now known as the "*Sparrow* Test", which sets out a list of criteria that determines whether a right is existing, and if so, how a government may be justified to infringe on it (Salomons & Hanson, 2009).

The *R. v. Van der Peet* (1996) case was pivotal in further defining Aboriginal Rights under Section 35. Dorothy Van der Peet, a member of the Stó:lō Nation, was charged with selling salmon that had been caught under a food-fishing license. The court ruled that fishing constitutes an Aboriginal Right, but the sale of the fish does not. The ruling led to what is now known as the "*Van der Peet* Test" or the "Integral to a Distinctive Culture Test", which establishes ten criteria that must be met for a practice to be affirmed and protected as an Aboriginal Right (Hanson & Salomon, 2009):

1. The perspective of Aboriginal peoples themselves.
2. The precise nature of the claim (what is being claimed as a right).
3. The practice, custom, or tradition must be of central significance to the society in question.
4. The Aboriginal Right must have continuity with the practices, customs and traditions that existed prior to contact.
5. Courts must take challenges with evidence into account (e.g., oral history of Indigenous peoples rather than written records).
6. Claims must be specific and not general.
7. The practice, custom, or tradition must be of independent significance to the group (i.e. central to the group's identity).
8. The practice, custom, or tradition be distinctive (i.e., characteristic part of the culture).
9. European influence is only relevant if the practice, custom, or tradition is integral to the Indigenous society because of that influence.
10. Courts must take into account both the relationship of Aboriginal peoples to the land and their cultures.

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

2.2.10.1 Métis Rights

The rights of Métis communities and individuals were historically excluded or simply ignored by the government, contributing to vulnerabilities and marginalization (Teillet, 2013). Miner (2022) notes that Métis providing for their families and communities were often charged with poaching and illegal fishing throughout the 20th century. The rights of the Métis were not formally recognized until Section 35 of the *Constitution Act, 1982.*

Since the early 2000s, two major Supreme Court of Canada decisions have initiated the long process of defining Métis rights, as well as highlighted the complexities associated with defining Métis identity in

the context of these rights. The first was *R. v. Powley* (2003), which forever transformed Métis harvesting rights. Two Métis hunters, Steve Powley and his son were charged with hunting a moose near Sault Ste. Marie without a license under the Ontario *Game and Fish Act*. They pleaded not guilty and asserted their Aboriginal Right to hunt. After a decade of court proceedings and a series of appeals by the Crown, the Supreme Court confirmed that as Métis people and members of a Métis community, the Powleys' right to hunt in the area was protected by Section 35 (Teillet, 2013). The evidence in the *Powley* case also showed that after the economic migration of Métis from the Great Lakes to the prairies in the early 19th century, a significant Métis population remained in the Great Lakes-Boundary Waters regions of Ontario (Teillet, 2013).

During the *Powley* case, the Supreme Court determined that the appropriate way to define Section 35 Métis rights is to modify the test used to define the Aboriginal Rights of First Nations, as determined *R. v. Van der Peet* (1996). The test to define Métis rights is now called the Powley Test and it includes ten components (Teillet, 2013):

1. The characterization of the right, including reason for harvesting (e.g., for food, for ceremonial purposes, etc.), the location of harvesting and other contextual information.
2. Verification of membership in the contemporary Métis community.
3. Identification of the historic rights-bearing Métis community with a distinctive collective identity that existed prior to when Euro-Canadians effectively established political and legal control in that area.
4. Identification of the contemporary rights-bearing community that is a continuation of the historic community.
5. The historical timeframe for the practice, which must have been undertaken post-contact but before Euro-Canadian political and legal control.
6. Whether the practice was integral to the claimant's distinctive culture.
7. Whether the practice is continue by the Métis community.
8. Whether the right was extinguished by the Crown by constitutional enactments, federal legislation, or by agreement with the Aboriginal people.
9. Whether the right was infringed upon for any reasons.
10. If the right was infringed upon, whether the infringement was justified.

In 2016, following a 17-year court battle, the Supreme Court of Canada ruled in the *Daniels v. Canada* case that Métis and Non-Status Indian are considered "Indians" under Section 91(24) of the *Constitution Act, 1867* (Gaudry, 2009). This interpretation means that the federal government holds the legal responsibility to legislate on issues related to Métis and Non-Status Indians rather than provincial governments. The case ended a long standing situation of legal uncertainty where neither levels of government took responsibility for the Métis and Non-Status Indians (Roy, 2021). The Supreme Court commented that Métis and Non-Status peoples had been essentially in a "jurisdictional wasteland with significant and obvious disadvantaging consequences" (Daniels v. Canada, 2016, para. 14). While the ruling does not grant Indian Status, as defined by the *Indian Act*, to Métis and Non-Status peoples, the ruling has resulted in new discussions and negotiations with the federal government over land claims, rights, self-governance, and access to education, health programs, and other government services (Roy, 2021).

Canadian legal definitions of Métis have further complicated the situation with respect to Métis Rights. The *Powley* case established who can legally qualify for Métis Rights and specific criteria to be considered Métis: the individual must self-identify as Métis, have an ancestral connection to a Métis community, and be accepted by that community as a member. However, in the *Daniels* case the Federal Court defined Métis as "a group of native people who maintained a strong affinity for their Indian heritage without possessing Indian status" (cited in Teillet, 2013). As noted by Teillet (2013), this definition separated individuals from Aboriginal collectives and held that there is no need for any ancestral connection to a Métis group and no need for community acceptance, and ultimately eliminated the Métis as a separate Aboriginal people. Regardless, the criteria of the *Powley* decision still define which Métis communities have Aboriginal Rights.

The Powley Test has been identified as problematic in that the criteria for being Métis is exclusionary to urban Métis families who may have lived in the city for generations, as well as people who have mixed Aboriginal and non-Aboriginal ancestry yet are not connected to a contemporary Métis society. This has contributed to tensions between different Métis groups (Ouellet & Hanson, 2009), and heated debate among many Métis people in Canada (Gaudry, 2009). As noted by Ouellet and Hanson (2009), it is expected that "the issue of Métis identity will continue to be the topic of much debate and discussion since Métis Rights depend on identifying the people who are entitled to such rights, and then specifying what those rights are" (para. 6).

2.2.11 Legislative Developments

In the period following the signing of Treaty 9, further British and later Canadian Governments laws, regulations, and policies on northern Ontario, contributed to growing intervention and regulation of Indigenous peoples by both the federal and provincial governments. This section reflects on some of the key legislative developments that have governed natural resource and land use, and the associated effects on the rights of Indigenous peoples in the region. It is important to note that this section is not exhaustive nor reflective of all legislation that may have impacted Indigenous peoples in the region.

2.2.11.1 Fish & Game Regulations

At the time of the Robinson treaties (1850), there was very little, if any, competition for fish resources from European fisherman, particularly in Lake Superior and areas to the north. There was also no comprehensive legislation pertaining to fish in place at the time. For varying periods of time, and depending on the location, the government generally did not restrict the full and free privilege to fish provided for by the Robinson treaties. However, changes occurred with the passage of comprehensive fisheries legislation and the drafting of subsequent treaties, including Treaty 9 (Hansen, 1991).

The first passage of comprehensive fisheries legislation came in 1857 with the *Fisheries Act*, under which the Department of Crown Lands became responsible for fisheries in Upper and Lower Canada. The Act did not contain any specific references to Indigenous people. An amendment in 1859 provided for the first time for special fishing

Treaty 9 was negotiated between Canada and Ontario at a time when federal-provincial jurisdiction over fisheries was well established. One of the treaty's provisions full reflected the state of fisheries legislation, in that the right to hunt, trap and fish is subject to regulations that may be made by "the government of the country".

licenses and leases on lands belonging to the Crown, with no specific reference to Indigenous people. Shortly after this, an agreement between the Department of Crown Lands and the Indian Department "for the protection of the interest of native tribes" was reached (as cited in Hansen, 1991, pg. 6). The agreement suggested that Indigenous people were considered subject to the regulations of the Act since they were exempt from paying fees for fishery leases anyways. However, they were exempt in cases of fishing for domestic consumption only, and they were subject to the regulations otherwise (i.e., when fishing commercially or for trade). Thus, fishing rights were being interpreted as domestic consumption fishing rights only (Hansen, 1991).

Amendments to the *Fisheries Act* in 1865 provided a regulation with respect to Indigenous fisheries for the first time. The regulation specifically referred to the allowance of 'certain Indians' to fish for their own use as food, reinforcing the interpretation of Indigenous fishing rights as rights related to domestic fishing purposes only. It also added a new component – an open season – which reflected developing conservation principles (Hansen, 1991). After confederation, Canada implemented the first federal *Fisheries Act* in 1868. The Act maintained the provisions of the preceding acts, including the licensing of Indians to fish for their own use. In addition, Indian fishermen were considered to be subject to all regulations (Hansen, 1991).

The government of Ontario was not involved in the legislative aspects of resource management until 1885 with the passage of the *Ontario Fisheries Act*. It contained several provisions from the federal act, and like his federal counterpart, the Ontario Commissioner of Crown Lands was authorized to establish licensing (Hansen, 1991). In 1890, a royal commission on game and fish was appointed to make recommendations with respect to these resources in the province.

The overlapping jurisdictional issues with respect to federal and provincial fisheries legislation were eventually resolved through the courts, where it was ruled that Canada had the authority to enact legislation for inland fisheries and Ontario had proprietary interests in fisheries and the authority to issue licenses for fisheries in the province (Hansen, 1991).

The expansion of the railway network led to new settlement in the region, which in turn led to an increase in the number of sportsman and tourists visiting the region and increased pressures on fish and wildlife. Upon recommendation by the commission, Ontario created the *Game and Fisheries Act* in 1892, replacing the previous fisheries legislation. In turn, the Act intensified enforcement for First Nations in Ontario (Calverley, 2009).

Under the new legislation, a series of law changes were enacted to address declining game populations, including: a new range of closed seasons for some of the most desirable species, such as deer, moose, and elk; new seasons for game birds; and complete hunting bans on certain species. In addition, new license requirements were introduced for non-residents and system of game overseers were established to enforce game laws and penalties (Calverley, 1999). Regardless of these efforts, wildlife populations continue to decline (Bate, 2023).

Initially, the *Game and Fisheries Act* contained a clause exempting treaty Indian hunters from the legislation based on their Treaty Rights. However, the clause referencing Treaty Rights was eventually removed from the Act in 1914 and by 1927, all hunting exemptions for First Nation hunters had been removed from the Act – all "persons" affected by the Act were now defined to include "Indians". By this time, game laws in Ontario included complete hunting bans on moose and deer, bag limits, quotas, required licensing, and hunting seasons (Bate, 2023). As a result of the hunting regulations, Indigenous hunters' control over resources, secured through treaty, was restricted, impacting their cultural lifeways.

A jurisdictional challenge arose with the application of the provincial Act to Indigenous peoples with Treaty Rights, which were under federal jurisdiction. Indian Affairs began to take increased interest in securing Indigenous peoples harvesting rights, as Indian Agents increasingly became allies to communities in the north.

As noted by Calverley (1999), after almost three decades of complaints, letters and petitions from the Anishinaabeg, some Indian Agents came to understand Indigenous perspectives on the application of provincial legislation; in part, the Act was taking food out of the mouths of Indigenous people. In terms of game depletion, the agents generally believed the increase in settler hunter and sportsman were the main conservation threat. Indian Affairs generally adopted a more proactive approach in relation to Indigenous hunting and trapping rights for a period. However, Indian Affairs was not completely opposed to regulating Indigenous hunting, and they would not openly challenge the Ontario government over treaty rights (Calverley, 1999).

In response to the *Sparrow* ruling (see **Section 2.2.9**), the Ontario Ministry of Natural Resources issued an *Interim Enforcement Policy on Aboriginal Hunting and Fishing* in 1991 that states Aboriginal people harvesting game or fish for personal consumption or social or ceremonial purposes in their treaty areas or traditional lands will generally not be prosecuted. However, this policy was meant to be an interim measure and when the province enacted a new *Fish and Wildlife Conservation Act* in 1997, neither it, nor the detailed regulations under it, make any reference to Treaty or Aboriginal Rights to harvest.

2.2.11.2 The Registered Trapline System

In response to declining populations of fur-bearing species, and complaints from Indigenous trappers about other trappers encroaching into their territories, the government of Ontario issued new game regulations under the *Game and Fisheries Act* of 1946 that included the creation of the Registered Trapline System (Finch, 2020; Sutherland, 2020). While it was first implemented in southern Ontario, by 1948 the regulations applied to the north. Traplines established in the north were based on watersheds rather than the township system used in the south, as directed by the Department of Indian Affairs (Finch, 2020).

In the years following the introduction of the system, Indigenous trapping was impacted by several key factors such as new wildlife laws, changing lifeways, increased wage labour opportunities, increasing government aid, and multiple outbreaks of tularaemia, an infectious disease that affects beaver and muskrat (Finch, 2020). Input from Indigenous communities, including concerns that the established

trapping seasons did not work in the north because of the different climate in the James Bay region, were not reflected in trapping regulations (Sutherland, 2020). In addition, the Registered Trapline System involved licenses, registration, and quotas, all of which was foreign to Indigenous trappers (AMEC, 2004b, as cited in Tsuji *et al*., 2011).

2.2.11.3 Ontario *Far North Act*

In response to the need to balance development potential with conservation in the north, the provincial government launched the *Far North Planning Initiative* in 2008 (Bowie, 2017). The purpose of the initiative was to direct economic development, support conservation, and address Aboriginal and Treaty Rights through the development of community-based land use plans for the Far North region – an area that represents over forty percent of the province (MNR, 2011, as cited in Bowie, 2017).

The purpose of the 2010 *Far North Act* is to provide community-based land use planning in the Far North region that (*Far North Act*, 2010, s.1):

- Sets out a joint planning process between First Nations and Ontario;
- Supports the environmental, social and economic objectives for land use planning for the peoples of Ontario; and,
- Is done in a manner that is consistent with the recognition and affirmation of existing Aboriginal and treaty rights.

The land use planning process established under the Act entails the development of a terms of reference by a First Nations community interested in participating, which must then be approved by the Minister of Natural Resources, who then designates a planning area for the Community Based Land Use Plans (*Far North Act*, 2010, s. 9). The plans are intended to include maps that show historical and contemporary Indigenous use in the area. Communities can designate areas of significant cultural value such as burial sites, waterways and travel routes to be protected, caribou migration routes and areas to be considered open for or closed to mineral exploration. At least one protected area must be identified through the planning process (*Far North Act*, s. 9(9)(c)(d)). However, the plans must be jointly approved by the First Nation and the Ministry,

and once the final plan is approved, all decisions to authorize land use activities must be consistent with the land-use designations in the plan. For First Nations communities in the Far North, community-based land use plans signify inherent jurisdiction over lands and the authority to make decisions on contested land uses (Scott *et al*., 2018).

The legislation has been contested by First Nations and their regional organizations based on the level of and approach to consultation undertaken by the province, and concerns about how the recommendations provided by First Nations were incorporated. While amendments were made, including the addition of "joint bodies" that could be established with interested First Nations, the province retains ultimate decision-making powers related to amendments, policy documents, and exemption orders related to land use strategies (Gardner *et al*., 2012).

The Act was recently amended in December 2021, following the recommendations identified in a joint process with Nishnawbe Aski Nation and the Ministry of Northern Development, Mines, Natural Resources and Forestry, and in consultation with First Nations and stakeholders in the region. Amendments were made to "encourage collaboration between Ontario and First Nations on land use planning and foster economic growth in the region while maintaining critical cultural and environmental protections" (Environmental Registry of Ontario, 2021).

2.3 Cumulative Effects to Aboriginal and Treaty Rights and Interests

For roughly seven generations nearly every Indigenous child in Canada was sent to a residential school. They were taken from their families, tribes and communities, and forced to live in those institutions of assimilation. The results while unintended have been devastating. We witness it first in the loss of Indigenous languages and traditional beliefs. We see it more tragically in the loss of parenting skills, and, ironically, in unacceptably poor education results. We see the despair that results in runaway rates of suicide, family violence, substance abuse, high rates of incarceration, street gang influence, child welfare apprehensions, homelessness, poverty, and family breakdowns. Yet while the government achieved such unintended devastation, it failed in its intended result. Indians never assimilated.

– Honourable Justice Murray Sinclair speech to the United Nations, 2010

The long history of colonialism in Canada and associated actions, legislation, and policy has involved both recognition of, and infringement on, the Aboriginal and / or treaty rights of Indigenous peoples in the region and across the country. This history has also been described as constituting cultural genocide (TRC, 2015b). The traditional lifeways, culture, and language of Indigenous peoples, including the Anishinaabeg, Omushkegowuk, and Métis of the region, have been forever transformed, in part because of centuries of displacement from their traditional land bases and use of resources. When combined with ongoing colonial structures and approaches that continue to overlap with the Aboriginal and Treaty Rights and Interests of Indigenous peoples, these changes impact cultural continuity and well-being as the ability of Indigenous peoples to transmit Indigenous knowledge, culture, and lifeways out on the land is increasingly challenged.

Colonial systems of governance and justice that have superseded and / or failed to respect the inherent jurisdiction of Indigenous peoples, and the spirit and intent of the treaties with the Crown, have been imposed on Indigenous peoples in the region for centuries (Anishinabek Nation Legal Department, 2018). Moreover, attention to Indigenous men rather than women and the application of patriarchal assumptions and approaches by European traders, missionaries, and political leaders have exacerbated violations to Indigenous governance by overlooking a segment of the population (i.e., women) that prior to contact, held important roles in leadership.

The impacts go well beyond Aboriginal and / or Treaty Rights and Interests. While Canada has become a member of the world's leading nations, Indigenous peoples, including the Anishinaabeg and Omushkegowuk, continue to experience disproportionate inequities to the general Canadian population (OCCC, 1986). As noted by Matheson *et al*. (2022), the ongoing implications of various systemic structures experienced by Indigenous peoples has resulted in poor housing conditions, food insecurity, and the absence of potable water on some reserves. Many Indigenous people continue to experience the long term and often debilitating impacts of residential schools, and those that survived were often unprepared to succeed in the market economy or to pursue traditional activities such as hunting and fishing. In many cases, family connections were permanently broken. The overall suicide rate among First Nations communities is about twice that of the total Canadian population (TRC, 2015a). Indigenous peoples face higher rates of infant mortality, a greater burden of disease, and reduced life expectancy (Smylie & Firestone, 2016). In addition, Indigenous peoples are significantly overrepresented in the Canadian criminal justice system (RCAP, 1996, as cited in Government of Canada, 2023). Despite all of these atrocities and outcomes, Indigenous peoples are reclaiming their rights and reconnecting to their cultural roots.

2.4 Reconciliation and Looking to the Future

In more recent decades, there is increased awareness about colonization and its ongoing effects on Indigenous peoples. These efforts began with the establishment of the Royal Commission on Aboriginal Peoples in 1990, whose mandate was to study the evolution of the relationship between Indigenous peoples, the government of Canada, and Canadian society as a whole (Doerr, 2006). The Commission released a five-volume report in 1996 that ultimately noted that a complete restructuring of the relationship between Indigenous peoples and non-Indigenous peoples in Canada is needed (Doerr, 2006); the findings of the Commission's report have informed this one.

In 2008, the Truth and Reconciliation Commission was established as part of the Indian Residential School Settlement Agreement. The Commission was established to guide Canadians through the difficult facts of the residential school system, and to "lay the foundation for lasting reconciliation across Canada" (Moran, 2015, para. 1). The Commission conducted community hearings across the country to hear from Indigenous peoples directly. A six-volume final report documents the experiences of Indigenous peoples and identifies 94 Calls to Action to advance the process of reconciliation was released in 2015; the findings of the Commission's report have also informed this one. .

While there has been a recent focus, including efforts and actions on reconciliation with Indigenous peoples, many Indigenous communities, including Marten Falls First Nation, continue to experience day-to-day challenges with access to basic human rights including health services, education, personal and community safety, food security, and more. For Marten Falls First Nation, the development of the Community Access Road is an act of reconciliation – it helps to address access to basic rights while providing an opportunity to support Marten Falls First Nation's self-determination and their ability to pursue economic prosperity, social and community well-being and cultural continuity.

03

Kingfisher Lake First Nation

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

The information in this section of the report is from secondary sources given that at the time of writing, limited to no information on Kingfisher Lake First Nation's rights and interests had been provided to the Proponent. Kingfisher Lake First was, and continues to be invited to share Indigenous Knowledge and information on Indigenous land and resource use relate to the proposed Project.

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

Imagining Access – Why the Project?

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

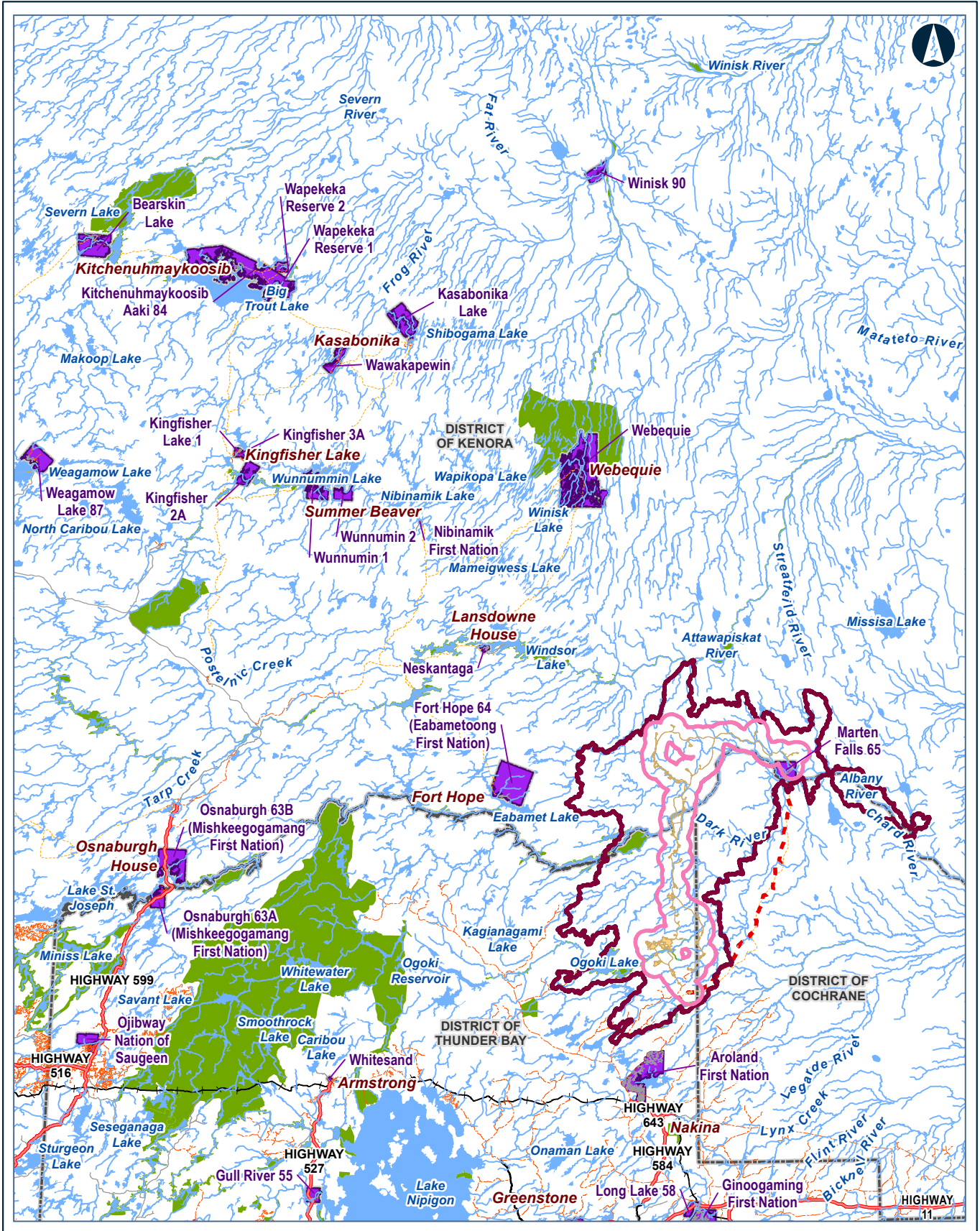
3.1 Community Profile

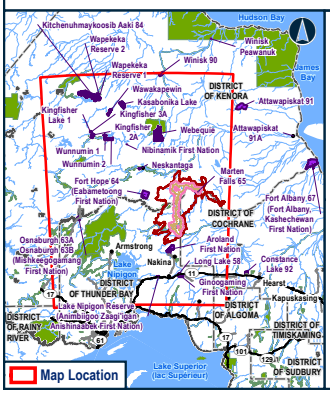
Kingfisher Lake First Nation is an Oji-Cree community located about 350 km northeast of Sioux Lookout and 40 km west of Wunnumin Lake (**Figure 3-1**). The community became a permanent settlement in 1964 (Shibogama First Nations Council, n.d.a.).

Kingfisher Lake First Nation has 631 registered members. Of these, 563 (89%) live in reserve in the community, and the remaining 68 (11%) live off-reserve elsewhere (Government of Canada, 2023a).

Kingfisher Lake First Nation is a remote fly-in community, with seasonal winter road access. The community depends predominantly on-air transportation. On a seasonal basis, the community can be accessed using winter road, winter trails, and / or waterways (Shibogama First Nations Council, n.d.a.). Winter roads indirectly and directly connect Kingfisher Lake First Nation to Wapekeka First Nation, Kitchenuhmaykoosib Inninuwug First Nation (also known as Big Trout Lake), Wawakapewin First Nation, and Kasabonika First Nation. The winter roads also connect these First Nations communities to more southern towns, with all-season roads, including Pickle Lake, and further Sioux Lookout, Dryden, and Ignace (NADF, n.d.).

Sections 3.1.1 to **3.1.5** provide information about Kingfisher Lake 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
- 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.

DRAFT

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

General Location of Kingfisher Lake First Nation

0 10 20 40 60 80
Kilometres

Datum: NAD 1983 CSRS UTM Zone 16N

Nov, 2023	1:1,750,000 * when printed 11"x17"
Rev:00	

Figure 3-1

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3.1.1 Pre-Contact History

The ancestors of Kingfisher Lake First Nation have always carefully preserved and utilized their homelands which surround the current community of Kingfisher Lake First Nation. Kingfisher Lake First Nation ancestors treated their rights to hunting, trapping, fishing, gathering, culture, and language with respect and great care (Shibogama First Nations Council, n.d.a.). Ancestors of the Nishnawbe-aski Nation (a political organization in which Kingfisher Lake First Nation is a part of) lived off the lands and moved with the seasons and availability of game in small family groups. Several extended families would gather in settlements during the summers to harvest the lakes and land and for traditional celebrations. Survival and protection were ensured by a complex clan system. Each person was responsible for contributing (e.g., nurture the young, gather food, administer medicines, etc.) (Timpson & Semple, 1997).

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 time of contact between the ancestors of Kingfisher Lake First Nation and the Europeans is unknown, but it is believed that they had already engaged in the fur trade prior to 1803. In 1803, the North West Company established a trading post at Big Trout Lake and in 1807 the Hudson's Bay Company opened a post near the ruins of the "Canadian House" (presumed to be a trading post, post, or outpost) (Hinshelwood, 1996). The location of this Hudson's Bay Post is unclear; however, this "Canadian House" is presumed to be the one that was reported to be "on the river which leads to Eabamet Lake", already abandoned in 1777 when recorded by a Hudson's Bay Company employee (Bundy, n.d. p.10).

In 1808, Big Beaver House (an outpost) was established by the Hudson's Bay Company, approximately 12 km southwest of the present-day location of Kingfisher Lake First Nation reserve at Big Trout Lake. Kingfisher Lake people frequented Big Beaver House for community activities, trading fur, and freight hauling equipment (Shibogama First Nations Council, n.d.a.). Big Trout Lake was a gathering place for First Nation communities in the surrounding area. Families would hunt and trap in the wilderness and gather to stock up at the trading post for another year. Families would be outfitted at the Hudson's Bay Post with food and other items and trappers would erase their debt with their furs, as recorded in company ledgers (Timpson & Semple, 1997). The main trading post at Big Beaver House, most of the community, and the Hudson's Bay Company was destroyed in a forest fire (year of the fire is not currently confirmed). As a result, the community was abandoned (Wunnumin, n.d.).

In 1947, the Trapline Registration and Fee Program was enacted, and forced the people of Kingfisher Lake First Nation to delineate trapping boundaries from their ancestral hunting areas (Shibogama First Nations Council, n.d.a.).

During the time of Treaty 9, Kingfisher Lake First Nation was considered to be part of Kitchenuhmaykoosib Inninuwug First Nation (Shibogama First Nations Council, n.d.a.). Kitchenuhmaykoosib Inninuwug First Nation signed Treaty 9 in 1929, as such Kingfisher Lake First Nation are considered to have signed the treaty at this time.

After the signing of the 1929 adhesion to Treaty 9, First Nations in the area became increasingly associated and identified with fixed places or community sites. Prior to this period, sites and locations of importance were much further spread across the territory (Sieciechowicz, 1986). Members of Kingfisher Lake First Nation stayed in one location initially from the establishment and presence of schools, nursing stations, and cooperative stores, and then further by the increasing growth of small, local, community-owned businesses by the 1980s (Sieciechowicz, 1986). By the early 1960s, the village at Big Trout Lake was discovered not to be a suitable living situation for the many families and communities brought together there. The strain of close community living and the difficulties from residing so far from their lands led many families to leave Big Trout Lake and establish their own communities. The locations for these new communities were usually chosen to be at the site of their summer meeting places or at other ancestral locations (Sieciechowicz, 1986). At the time of Sieciechowicz's (1986) writing, several of these newer community settlements were undergoing further fracturing. In some cases, some families regrouped in new communities while others left to join kinsmen and women in established communities (Sieciechowicz, 1986).

The leaders of Kingfisher Lake First Nation decided to establish a permanent community in 1964, approximately 32 km northeast of Big Beaver House. As part of the process, people moved to the current location of the reserve lands. In 1975, Kingfisher Lake First Nation formally gained band status (Shibogama First Nations Council, n.d.a.).

In 1984, the Shibogama First Nation Council was formed by Kingfisher Lake First Nation, along with other neighbouring First Nations (Shibogama First Nations Council, n.d.a.).

Between 1985 and 1995 the 27 remote trapping and hunting First Nations in northwestern Ontario saw rapid economic and social change. Within the Nishnawbe Aski Nation, the Shibogama communities, in which Kingfisher Lake First Nation is a member, had one of the highest youth suicide rates over a ten-year period in the 1980s-1990s. To address the crisis, Shibogama developed a strategy called Tasekaywin Meniwin (Community Wellness) which provided community level solutions (Timpson & Semple, 1997).

In 2022, Kingfisher Lake First Nation announced the ground-breaking ceremony for their new school facility, which will accommodate kindergarten through Grade 10 and is sized to accommodate 153 students. Additionally, the project included a teacherage subdivision with four duplexes and two bungalows, and a significant playfield development (Kingfisher Lake First Nation, 2022).

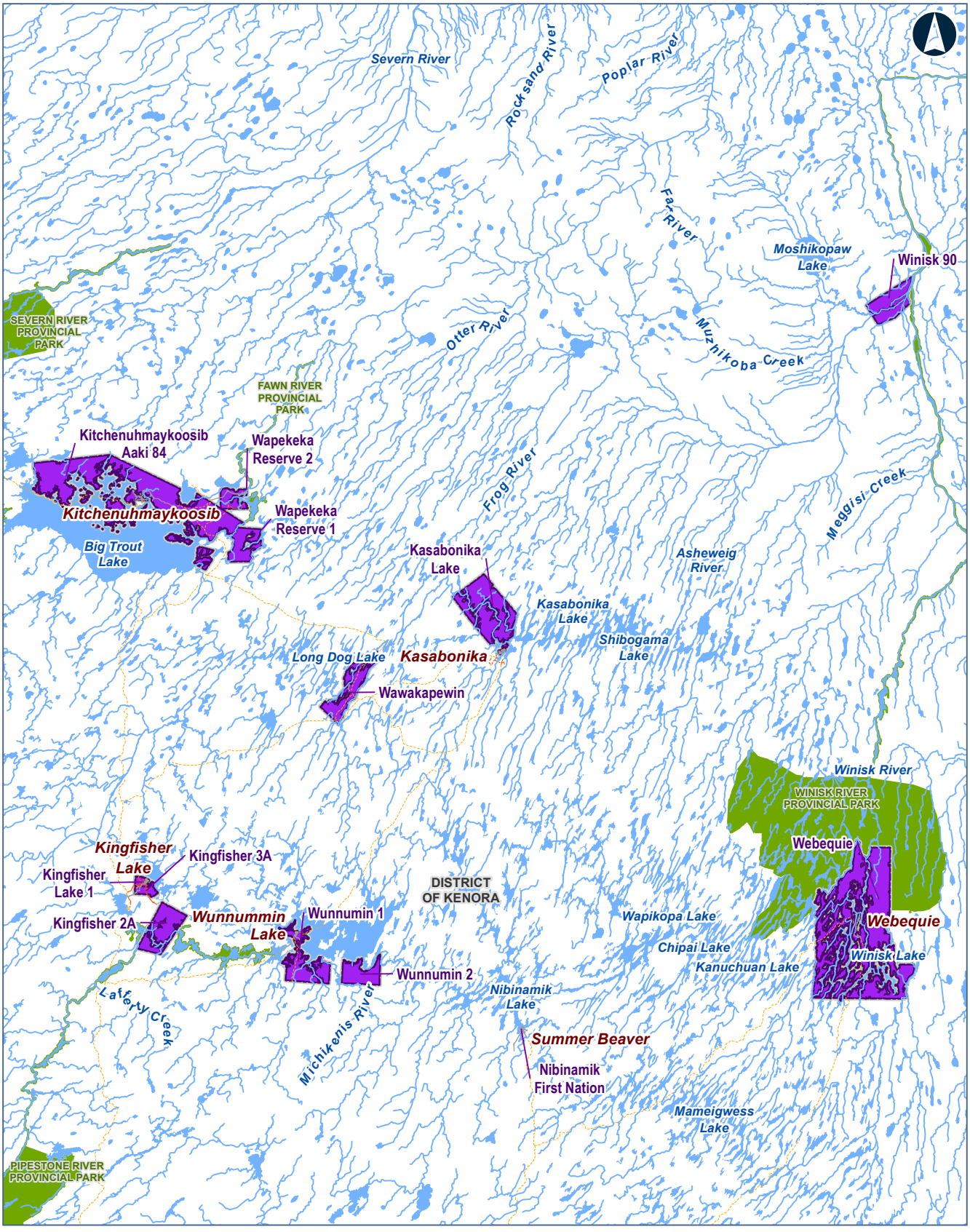
On November 8, 2022 Kingfisher Lake First Nation was connected to the provincial power grid through the Wataynikaneyap Power transmission system. Twenty-four First Nations are majority owners in the 1,800 km Wataynikaneyap Power Transmission Line project. The Project will eventually connect 17 First Nations to the Ontario power grid. According to Kingfisher Lake First Nation Chief Eddie Mamakwa, “access to reliable energy will lead to many improvements for [Kingfisher Lake First Nation] people and the community. Schools, households, and businesses have been negatively impacted by frequent power outages. Improvements in healthcare, education, food security, and technology will no longer be constrained by the limited capacity of the diesel generators” (Wataynikaneyap Transmission Project, 2022).

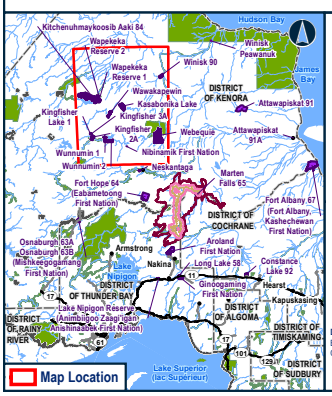
A more comprehensive overview of the post-contact context, including the fur trade, early legislation and policy and associated impacts on Indigenous peoples, the numbered treaties established in the region, perspectives on Aboriginal Rights, and legislative developments that have governed natural resource and land use, is provided in **Section 2.2**.

3.1.3 Reserve Lands

Kingfisher Lake First Nation has three reserves located approximately 350 km northeast of Sioux Lookout and 40 km west of Wuunumin Lake (**Figure 3-2**) ((Shibogama First Nations Council, n.d.a.; Government of Canada, 2023b):

- Kingfisher 2A – 5,444.70 ha in size;
- Kingfisher 3A – 921.90 ha in size; and
- Kingfisher Lake 1 – 596 ha in size.





Legend

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

General Features

- Local Road
- Winter Road
- Resource / Recreation Road
- Watercourse
- District Municipal Boundary
- Waterbody
- Provincial Park

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

DRAFT

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Kingfisher Lake First Nation Reserve Lands

0 5 10 20 30 40
Kilometres

Datum: NAD 1983 CSRS UTM Zone 16N

Nov, 2023	1:850,000 * when printed 11"x17"
Rev:00	

Figure 3-2

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3.1.4 Language

Kingfisher Lake First Nation is an Oji-Cree speaking community. Oji-Cree is the primary language within the community. Efforts have been made to retain the Oji-Cree language. More than half of the community is fluent in English (Shibogama First Nations Council, n.d.a.).

According to the 2016 Census (Statistics Canada, 2019):

- Approximately 83% of the population has knowledge of Indigenous language(s);
- Approximately 78% of the population reported the Indigenous languages(s) as their mother tongue (the first language they learned and still know); and
- Approximately 80% of the population speak Indigenous languages at home.

3.1.5 Governance

Kingfisher Lake First Nation is a signatory to Treaty 9. They were originally affiliated with Big Trout Lake First Nation (Kitchenuhmaykoosib Inninuwug First Nation) but received their own First Nation status in 1975. See **Section 2.2.5.2** for more information on Treaty 9.

Kingfisher Lake First Nation has a Custom Electoral System with a two-year cycle. Leadership includes a Chief, Deputy Chief, Head Councillor, and three other Councillors (Government of Canada, 2023c).

Kingfisher Lake First Nation is part of the Shibogama First Nation Tribal Council, which is a member of the Nishnawbe Aski Nation (Shibogama First Nations Council, 2023).

3.2 Understanding of Rights and Interests in Relation to the Project

Sections 3.2.1 and **3.2.2** describe the current understanding of Kingfisher Lake 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 Kingfisher Lake 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 Kingfisher Lake First Nation asserts its Treaty 9 and Section 35 rights. According to the Declaration of Nishnawbe-Aski (The People and the Land), the following rights apply to Nishnawbe-Aski Nation communities (NAN, 1977):

- The right to receive compensation for our exploited natural resources;
- The right to receive compensation for the destruction and abrogation of our hunting, fishing and gathering rights;
- The right to renegotiate our Treaty as understood by our people, land and resources; and
- The right to approach other world nations to further the aims of the Cree and Ojibway Nations of Treaty No. 9.

As a member of the Nishnawbe Aski Nation, it is likely that these rights may also be declared by Kingfisher Lake First Nation.

According to the Elder's Proclamation of the Shibogama First Nations Tribal Council, the following rights, commitments, and general directions regarding policy related to economic development, inter-community governmental affairs, and lands and resources development apply to Shibogama First Nations Tribal Council communities (Shibogama First Nations Council, n.d.b.):

- Health is a treaty right;
- Establish sound environmental practices and measures for their grandchildren and future generations;

- Encourage and support the orderly, environmentally sound, and sustainable development of natural resources;
- Maintain unfettered access to practice their treaty and / or aboriginal rights to hunting, fishing, trapping and gathering;
- Teach their children the traditional values and practices in relation to wildlife, waterfowl, and marine life;
- Not to tolerate the misuse and abuse of natural resources;
- Recommend Chiefs and Councils to establish government to government protocol arrangements with the Ontario government on all matters pertaining to lands and resources, including revenue sharing;
- Encourage their grandchildren to secure their rightful place in society through learning and education, including and beyond secondary education;
- To get their young people to learn and to keep one of the foundation stones of their traditional values, which is to share with one another; and
- Remind their Chief of each of their First Nations to respect one another and to always try to reach a consensus on any given issue, particularly that are common in nature to all of their First Nations.

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

At a minimum, it is assumed that Kingfisher Lake First Nation Aboriginal and / or Treaty rights related to the proposed Project include the right to hunt, trap, fish, and gather materials that are of importance to Kingfisher Lake First Nation cultural traditions and lifeways, as well as the right to cultural continuity and wellbeing (ability to practice and transmit cultural traditions). These rights are considered Valued Components, which means that they are important elements of Aboriginal and / or Treaty Rights that have the potential to be affected by the proposed Project. The potential impacts of the proposed Project on these Valued Components / rights will be assessed in the future.

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

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

3.2.2 Interests Related to the Project

Information on interests presented below, is largely based on the following source of information:

- The renewed *Musselwhite Agreement* (2001) between Musselwhite Mines and the First Nation communities of Kingfisher Lake, North Caribou Lake, Cat Lake, Wunnumin Lake, the Windigo First Nations Council, and the Shibogama First Nations Council (Natural Resources Canada, 2015).

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

- First Nations employment and training (Natural Resources Canada, 2015);
- Economic and business development (Natural Resources Canada, 2015);
- Social, cultural, and community support (Natural Resources Canada, 2015);
- Environmental protection, including wildlife management (Natural Resources Canada, 2015); and
- Heritage and cultural sites (Natural Resources Canada, 2015).

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

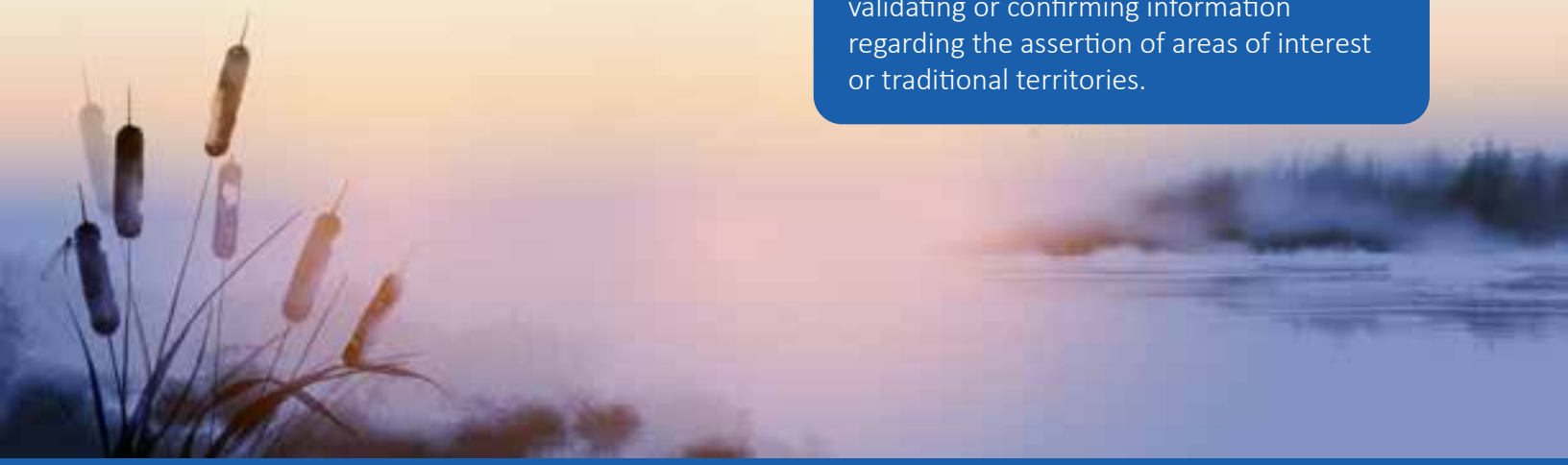
3.3 Area of Interest

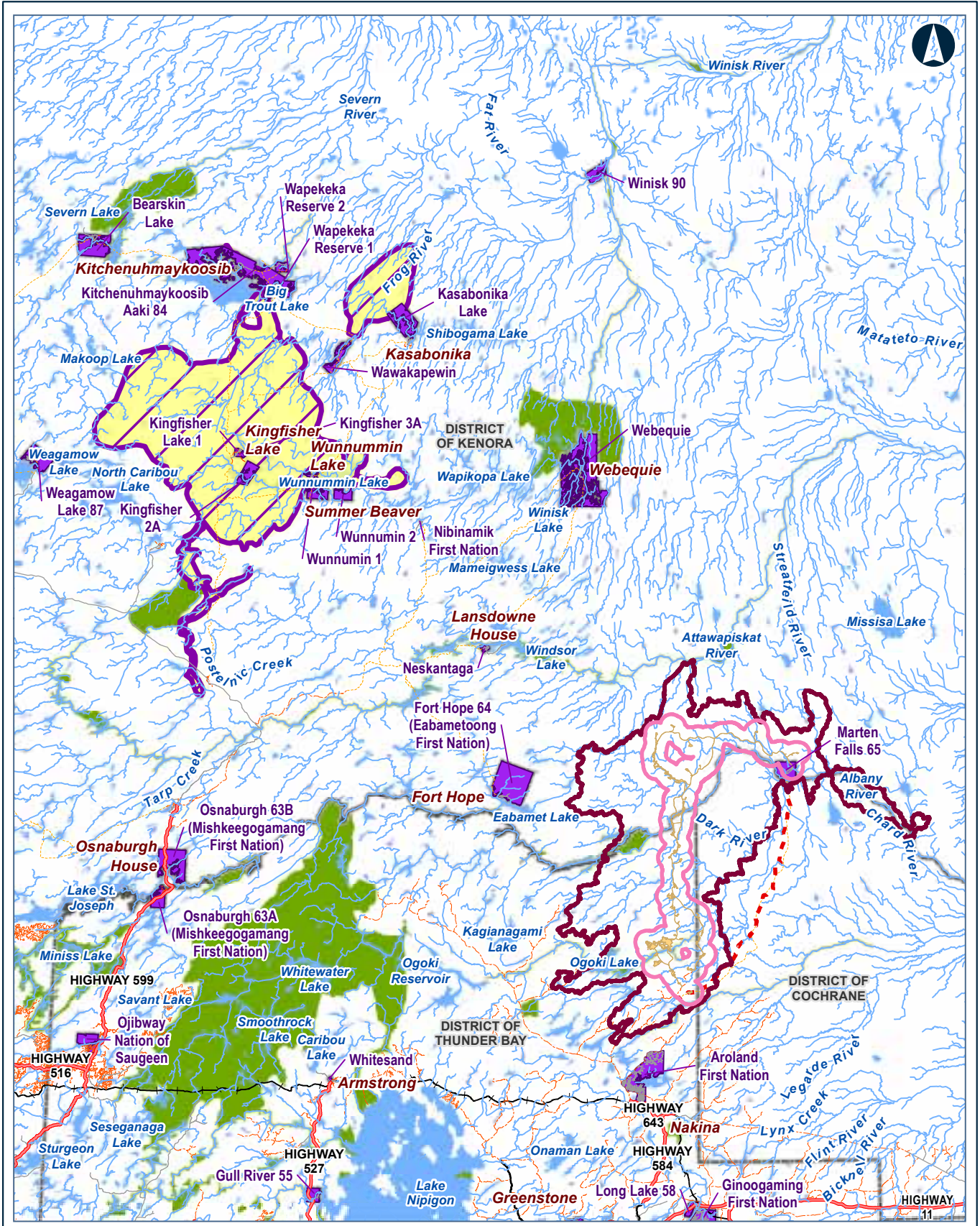
A preliminary Area of Interest has been identified for Kingfisher Lake First Nation, as shown in **Figure 3-3**. The preliminary Area of Interest is intended to identify where Kingfisher Lake First Nation may exercise / hold Aboriginal and / or Treaty Rights and Interests that are relevant to the proposed Project.

The preliminary Area of Interest for Kingfisher Lake First Nation is based on the Land Utilization map delineated in the the Kayahna Region Land Utilization and Occupancy Study (Sieciechowicz, 1985) which demonstrates Kingfisher Lake First Nation's intensity of land utilization for trapping, fishing, hunting, and fowling.

The preliminary Area of Interest for Kingfisher Lake First Nation does not overlap with the Project Development Area or the Local or Regional Study Areas for the proposed Project (**Figure 3-3**).

The Impact Assessment Agency of Canada (2023), notes that an Indigenous community's "long-standing connection to, use of, or occupation of an area is indicative of a community's rights". It is the Proponent's understanding that an Indigenous community can assert an area of interest or traditional territory and that these assertions may consider many factors including but not limited to trapping areas, hunting sites, harvesting areas, wildlife habitat and migration, travel routes, watersheds, etc. However, these assertions "may not be well understood by all parties, they may raise uncertainty as they lack information, or there may be differing interpretations" (IAAC, 2023). Therefore, it is important to note that for the purposes of identifying a preliminary Area of Interest where an Indigenous community may exercise / hold Aboriginal and / or Treaty Rights and Interests for the proposed Project, Marten Falls First Nation is strictly presenting information that has provided to them by an Indigenous community or has been identified in publicly available data sources. By presenting this information, Marten Falls First Nation is neither validating or confirming information regarding the assertion of areas of interest or traditional territories.





Legend

- Preliminary Area of Interest for the Proposed Project
- First Nation Reserve
- ATRI Local Study Area
- ATRI Regional Study Area
- Project Development Area
- Kingfisher Lake First Nation Land Utilization (Kayahna Region Land Utilization and Occupancy Study, 1985)

General Features

- Highway
- Major Road
- Local Road
- Winter Road
- Resource / Recreation 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; Land Utilization - Provided by Kayahna Tribal Area Council Kayahna Region Land Utilization and Occupancy Study (1985). Contains Information licensed under the Open Government Licence Ontario.

DRAFT PRELIMINARY DOCUMENT

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Kingfisher Lake First Nation
Area of Interest

0 10 20 40 60 80
Kilometres

Datum: NAD 1983 CSRS UTM Zone 16N

Nov, 2023	1:1,750,000 * when printed 11"x17"
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Figure 3-3

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3.4 Use of Lands, Waters, and Resources for Traditional Purposes

Available information on Kingfisher Lake 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 Kingfisher Lake First Nation. Information on Kingfisher Lake 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):

- *The Kayahna Region Land Utilization and Occupancy Study* (1985) by the Kayahna Tribal Area Council, describes areas used by Kitchenuhmaykoosib Inninuwug First Nation community members for hunting, fishing, trapping, and travel.

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

- The most recent information available was collected almost 30 years ago, therefore all information could be considered past use;
- There was no information on present-day land, water, and resource use by Kingfisher Lake First Nation available at the time of writing;
- Information on the role of members within the community (e.g., women, men, elders, youth, people with disabilities) is provided, where possible;
- For the purposes of the future Environmental Assessment / Impact Statement, it is assumed that the general practices and preferences of Kingfisher Lake First Nation community members described in this report are still relevant to the community today;
- While the information presented here includes historical information on volumes harvested, information on the present-day preferred quantity and quality of resources is not available; and
- Information on resource thresholds that the community requires to exercise their rights is limited or absent.

Kingfisher Lake First Nation relied upon rivers, especially the Pipestone and Ashweig Rivers and the reviver connecting Wunnammin Lake and Maria Lake (Sieciechowicz, 1985).

Additional information on the cumulative effects that may have already interfered with the ability of Kingfisher Lake 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

Trapping territory was less extensive than hunting territory; however, there is much correlation between areas used for trapping and those used for hunting (Sieciechowicz, 1985). Hunting is a more generalized activity than trapping. For example, "one should not purposely hunt into another's lands, but one can track or follow game into another's lands; one can also hunt on a trip through another's lands" (Sieciechowicz, 1985, p. 39).

Hunting

From 1925 to 1965, there were four areas with high land utilization for hunting: two small areas south of Maria Lake; a large area to the west of Big Beaver House, which attracted a large number of moose because it had been burnt over; and an area south of Big Beaver House and south of the Pipestone River. There was a preference for hunting northwest and north of the Kingfisher Lake, as areas to the south were used by North Spirit Lake and North Caribou Lake peoples. The use of lands north of Wunnammin Lake and to the east along Winisk River signified the social connectedness between Kingfisher Lake First Nation and Wunnammin Lake First Nation. Areas to the north are utilized between Wapekeka Lake First Nation and Kasibonika Lake First Nation (Sieciechowicz, 1985).

There was slight overlap of hunting areas with Long Dog Lake and Wunnummin Lake groups of the lands utilized within Kingfisher Lake First Nation homelands. As forest growth revitalized between south of Kingfisher Lake, the productivity of the area between Big Beaver House and Fennell Lake decreased. Hunting occurred in the area north of Forester Lake (Sieciechowicz, 1985).

Trapping

Prior to the 1930s trapping was focused around Big Beaver House. Trapping areas were generally in an east-west orientation cutting across different ecological zones (Sieciechowicz, 1985).

From 1925 to 1948, areas around the lakes along the Pipestone River, including Maria Lake were used for trapping. The area between Maria Lake and Wunnummin Lake, was used by households from both Kingfisher Lake First Nation and Wunnummin Lake First Nation. This pattern of integrated land use was supported by marriages between members of both communities. As these areas are used by kinsmen located in adjoining communities, there was / is no conflict over land utilization. There is not a strong boundary between Kingfisher Lake First Nations and Wunnummin Lake First Nation, other than Maria Lake (Sieciechowicz, 1985).

From 1949 to 1975, trapping occurred to the north of Maria Lake and within Big Trout Lake homelands, including at the southeast corner of Big Trout Lake (Sieciechowicz, 1985).

Fowling

Fowling, hunting, and trapping were closely associated, as migratory birds were taken during hunting and fishing trip along the rivers. Occasionally blinds were constructed at favorite spots, including on Forester Lake and along the Ashweig River. Within trapline areas, non-migratory birds were taken. On day journeys, near campsites or along the lake, children often shot smaller species of birds. For many species of migratory fowl, including for loons, which were considered a delicacy, the larger lakes were important (Sieciechowicz, 1985).

A summary of wildlife of potential importance to Kingfisher Lake First Nation for hunting and trapping based on the report by Gordon (1983) is provided in **Table 3-1**. As noted previously, this is a preliminary report and translations will be updated.

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

Common Name	Oji-Cree Translation	Cree Translation
BIG GAME AND FURBEARERS		
Moose	*mooz*	
Woodland Caribou	*atik*	
Beaver	*amik*	
Muskrat	*wajaashk*	
Fisher	*ajiiq*	
Mink	*shakweshi*	
Otter		
Wolf		
Fox		
Lynx	*mizhih'bizhiw, piizhoo*	
BIRDS		
Common Loon		
Canada Goose	*nikah*	
Duck	*shesheeb*	
Spruce Grouse	*mijikozhe / mijikobenni / mitikobenni/pine*	
Ruffled Grouse	*papashki*	

3.4.2 Fishing

Fishing was of great importance to Kingfisher Lake First Nation. In the Kingfisher Lake area, the larger lakes (names unknown) were utilized by more than 66% of households. The larger lakes were used for both commercial and domestic consumption fishing. Households selectively utilized the lakes that they had access to. Domestic fishing occurred in smaller lakes, rivers, and creeks within trapping areas. While the men trapped, women were often responsible for setting nets. However, men also set nets, either alone or with their families (Sieciechowicz, 1985).

Commercial fishing was very important to several households and the larger lakes were fished for commercial sale. However, by the late 1970s commercial fishing was closed due to the discovery of high levels of mercury in fish. For commercial fishing paid by the Freshwater Fish Marketing Board, crews were prearranged with specific individual responsible for catches. Fishing arrangements were informal for domestic consumption fishing and could change as situations evolve (Sieciechowicz, 1985).

Commercial fishing for sturgeon occurred along some sections of the Pipestone River and Ashweig River. Some men were flown in by fishing companies for this fishery. In this fishery, sturgeon were caught and kept live in a pool, and picked up by plane every few days. This form of fishing posed a threat of extinction to sturgeon so it was abolished in 1948. Wunnumin Lake was also fished commercially and remained an important lake for fishing for the people of Kingfisher Lake First Nation. Travel routes to Big Trout Lake, Menako Lake, and Obustiga Lake were also fished (Sieciechowicz, 1985).

A summary of fisheries of potential importance to Kingfisher Lake First Nation based on the reports by Sieciechowicz (1985) is provided in **Table 3-2**.

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

Common Name	Oji-Cree Translation	Cree Translation
Sturgeon	*nameh*	

3.4.3 Berry and Plant Gathering

Anishinaabe resource management in Northwestern Ontario was reflected in historical cultural landscapes including wild rice fields, blueberry fields, maples stands, garden islands, oak savannas, and hay fields (Davidson – Hunt, 2003).

A summary of berries and plants of potential importance to Kingfisher Lake First Nation based on the reports by Boulet et al., as cited in LeBlanc (2014) and Davidson- Hunt (2003) is provided in **Table 3-3**.

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

Common Name	Oji-Cree Translation	Cree Translation
BERRIES		
Cranberries		
Blueberries	*miinesan, makomiinasan, minan*	
Choke cherries		
Strawberries		
OTHER PLANTS		
Cattail Roots		
Seeds		
Rose hips		
Maple		
Oak		
Wild rice		

3.4.4 Travel

Kingfisher Lake First Nation is connected by waterways of the Pipestone River from Wunnumin Lake and Pickle Lake (wunnumin, n.d.).

Kingfisher Lake First Nation had strong connections with communities in Wunnammin Lake, Big Trout Lake, and others from Osnaburgh House. The communities would meet in the Menako Lake – Obustiga Lake Region. Along the Pipestone-Pineimuta River route, there were many traditionally important meeting places, where groups from North Caribou Lake, Windigo Lake, and Weagomow Lake would come together. (Sieciechowicz, 1985).

The main summer travel routes For Kingfisher Lake First Nation include (Sieciechowicz, 1985):

- The Pipestone-Pineimuta River Route from Kingfisher Lake to traditional meeting areas;
- Kingfisher Lake to Big Trout Lake along the Ashweig River;
- Kingfisher Lake to Nemeigusabins Lake along the Ashweig River (with portages);
- Canoe route from Kingfisher Lake to Menako Lake and the Obustiga Region, through Big Beaver House;
- Ungraded road route from Obustiga Lake to Pickle Lake, Pickle Crow, and Osnaburgh House;
- Kingfisher Lake to Wunnammin Lake, through Maria Lake; and
- Kingfisher Lake to Wunnammin Lake, through Big Beaver House, along the Pipestone River.

Kingfisher Lake First Nation used some travel routes for visiting with family or friends, including (Sieciechowicz, 1985):

- Kingfisher Lake to Lansdowne House;
- Kingfisher Lake to North Caribou Lake; and
- Kingfisher Lake to Long Dog Lake; kingfisher Lake to Bearskin Lake.

Some of the summer travel routes were used in late summer through early fall or late in the trapping season, including some of

the routes west of Kingfisher Lake. These routes were used by people who preferred to stay out on the land late into the season (Sieciechowicz, 1985).

Winter travel routes were primarily used to access trapping areas northwest and southeast of Kingfisher Lake, southwest of Big beaver House, and north of Maria Lake and generally travelled by skidoo. These winter travel routes include (Sieciechowicz, 1985):

- Kingfisher Lake to Big Beaver House;
- Kingfisher Lake to Wunnammin Lake; and
- A tractor trailer route from Big Beaver house to Big Trout Lake to transport supplies.

3.4.5 Habitation – Village Sites, Camps, and Cabins

Habitation refers to sites and areas where Kingfisher Lake First Nation community members and / or their ancestors have lived, and may include village sites, camp sites and areas, and cabins. At the time of writing, there is no information on habitation sites and areas of importance for Kingfisher Lake First Nation.

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

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

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

It is important to note that the purpose of this preliminary existing conditions report, is to develop an understanding of where Kingfisher Lake First Nation is using the lands, waters, and resources for traditional purposes. This is not an assessment of potential impacts to Aboriginal and /or Treaty Rights. The assessment on potential impacts will be completed in future stages of the Environmental Assessment / Impact Statement.

The Proponent recognizes that the proposed Project has the potential to influence the exercise of Aboriginal and / or Treaty Rights outside of the Regional Study Area. This is particularly relevant in the case of wildlife and water valued components given the movement of these important resources. This lens will be applied in the future stages of the Impact Assessment / Environmental Assessment.

The assessment of potential impacts on the use of lands, waters, and resources for traditional purposes will also be informed by the results of other relevant Valued Component assessments (e.g., wildlife, vegetation, fish and fish habitat, etc.). It will also be informed by additional inputs from the Indigenous Knowledge and / or Consultation Programs.

3.5.1 Hunting and Trapping

3.5.1.1 Project Development Area

Based on available information on areas used by Kingfisher Lake First Nation members for hunting and trapping in **Section 3.4.1**, and given that the preliminary Area of Interest for Kingfisher Lake First Nation does not overlap with the Project Development Area (**Figure 3-1**), it is likely that Kingfisher Lake First Nation does not exercise these rights within the Project Development Area.

3.5.1.2 Local Study Area

Based on available information on areas used by Kingfisher Lake First Nation members for hunting and trapping in **Section 3.4.1**, and given that the preliminary Area of Interest for Kingfisher Lake First Nation does not overlap with the Local Study Area (**Figure 3-1**), it is likely that Kingfisher Lake First Nation does not exercise these rights within the Local Study Area.

3.5.1.3 Regional Study Area

Based on available information on areas used by Kingfisher Lake First Nation members for hunting and trapping in **Section 3.4.1**, and given that the preliminary Area of Interest for Kingfisher Lake First Nation does not overlap with the Regional Study Area (**Figure 3-1**), it is likely that Kingfisher Lake First Nation does not exercise these rights within the Regional Study Area.

3.5.2 Fishing

3.5.2.1 Project Development Area

Based on available information on areas used by Kingfisher Lake First Nation members for fishing in **Section 3.4.2**, and given that the preliminary Area of Interest for Kingfisher Lake First Nation does not overlap with the Project Development Area (**Figure 3-1**), it is likely that Kingfisher Lake First Nation does not exercise these rights within the Project Development Area.

3.5.2.2 Local Study Area

Based on available information on areas used by Kingfisher Lake First Nation members for fishing in **Section 3.4.2**, and given that the preliminary Area of Interest for Kingfisher Lake First Nation does not overlap with the Local Study Area (**Figure 3-1**), it is likely that Kingfisher Lake First Nation does not exercise these rights within the Local Study Area.

3.5.2.3 Regional Study Area

Based on available information on areas used by Kingfisher Lake First Nation members for fishing in **Section 3.4.2**, and given that the preliminary Area of Interest for Kingfisher Lake First Nation does not overlap with the Regional Study Area (**Figure 3-1**), it is likely that Kingfisher Lake First Nation does not exercise these rights within the Regional Study Area.

3.5.3 Berry and Plant Gathering

3.5.3.1 Project Development Area

Based on available information on areas used by Kingfisher Lake First Nation members for berry and plant gathering in **Section 3.4.3**, and given that the preliminary Area of Interest for Kingfisher Lake First Nation does not overlap with the Project Development Area (**Figure 3-1**), it is likely that Kingfisher Lake First Nation does not exercise these rights within the Project Development Area.

3.5.3.2 Local Study Area

Based on available information on areas used by Kingfisher Lake First Nation members for berry and plant gathering in **Section 3.4.3**, and given that the preliminary Area of Interest for Kingfisher Lake First Nation does not overlap with the Local Study Area (**Figure 3-1**), it is likely that Kingfisher Lake First Nation does not exercise these rights within the Local Study Area.

3.5.3.3 Regional Study Area

Based on available information on areas used by Kingfisher Lake First Nation members for berry and plant gathering in **Section 3.4.3**, and given that the preliminary Area of Interest for Kingfisher Lake First Nation does not overlap with the Regional Study Area (**Figure 3-1**), it is likely that Kingfisher Lake First Nation does not exercise these rights within the Regional Study Area.

3.5.4 Travel Routes

3.5.4.1 Project Development Area

Based on available information on travel routes used by Kingfisher Lake First Nation members for traditional activities in **Section 3.4.4**, and given that the preliminary Area of Interest for Kingfisher Lake First Nation does not overlap with the Project Development Area (**Figure 3-1**), it is likely that travel routes do not occur within the Project Development Area.

3.5.4.2 Local Study Area

Based on available information on travel routes used by Kingfisher Lake First Nation members for traditional activities in **Section 3.4.4**, and given that the preliminary Area of Interest for Kingfisher Lake First Nation does not overlap with the Local Study Area (**Figure 3-1**), it is likely that travel routes do not occur within the Local Study Area.

3.5.4.3 Regional Study Area

Based on available information on travel routes used by Kingfisher Lake First Nation members for traditional activities in **Section 3.4.4**, and given that the preliminary Area of Interest for Kingfisher Lake First Nation does not overlap with the Regional Study Area (**Figure 3-1**), it is likely that travel routes do not occur within the Regional Study Area.

3.5.5 Habitation – Village Sites, Camps, and Cabins

3.5.5.1 Project Development Area

Based on available information on habitation sites and areas used by Kingfisher Lake First Nation in **Section 3.4.5**, and given that the preliminary Area of Interest (**Figure 3-1**) for Kingfisher Lake First Nation does not overlap with the Project Development Area, it is likely these sites do not exist within the Project Development Area.

3.5.5.2 Local Study Area

Based on available information on habitation sites and areas used by Kingfisher Lake First Nation in **Section 3.4.5**, and given that the preliminary Area of Interest (**Figure 3-1**) for Kingfisher Lake First Nation does not overlap with the Local Study Area, it is likely these sites do not exist within the Local Study Area.

3.5.5.3 Regional Study Area

Based on available information on habitation sites and areas used by Kingfisher Lake First Nation in **Section 3.4.5**, and given that the preliminary Area of Interest (**Figure 3-1**) for Kingfisher Lake First Nation does not overlap with the Regional Study Area, it is likely these sites do not exist within the Regional Study Area.

3.6 Understanding of Perspectives on Cultural Continuity and Wellbeing

Sections 3.6.1 to **3.6.4** describe the available information on Kingfisher Lake First Nation and / or Anishinaabe perspectives on cultural continuity and wellbeing. The information is general to Kingfisher Lake First Nation and / or the Anishinaabeg. Information on Kingfisher Lake First Nation and / or Anishinaabe perspectives on cultural continuity and wellbeing in relation to the proposed Project is provided in **Section 3.7**.

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

- Davidson – Hunt & Berkes article *Learning as you journey: Anishinaabe perception of social-ecological environments and adaptive learning* (2003) which explore linkages between adaptive learning and social-ecological resilience; and
- Gonzales et al.'s 2023 research paper *Indigenous Elders' Conceptualization of Wellbeing: An Anishinaabe Worldview Perspective* (2023) which describes the self- healing capacity of Indigenous peoples through culture and language revitalization.

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 Kingfisher Lake First Nation have the potential to impact the ability to Kingfisher Lake 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 Kingfisher Lake people to continue their experiences on the land, and the many benefits these experiences provide, have the potential to impact cultural continuity and wellbeing;
- **A sufficient level of lands, waters, and resources for traditional use:** The continuation and wellbeing of Kingfisher Lake First Nation culture requires a sufficient level of and access to preferred lands, water, and resources; and
- **The ability to practice and pass on language and cultural traditions:** Cultural continuity and wellbeing requires that Kingfisher Lake 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, Spiritual, and Historical 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. In northwestern Ontario, examples of historical Anishinaabe cultural landscapes that reflect resource management systems, include maple stands, wild rice fields, oak savannas, blueberry fields, hay fields, garden islands, pictographs, camping sites, burial sites, etc. (Davidson-Hunt, 2003). It is also recognized that Kingfisher Lake people, as Oji-Cree, have their own intimate relationships with the water, and women are the keepers of the water (Chiefs of Ontario, 2008).

3.6.2 Continued Experiences on the Land

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

Being out on the land also:

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

For the Anishinaabeg, the land provides life, and is their life. The land, and experiences on it, are also important for cultural and general wellbeing because they provide (Davidson – Hunt & Berkes, 2003):

- **Guidance:** Elders spoke of the knowledge revealed to people in the form of gifts, plants to be used for medicines peace, and other beings who allow people to become better fisherman, hunters, or healers, through familiarity with, and acute awareness of, the landscape. They also spoke of how when traveling, the person who leads the way is who knows the land best.

- **Spirituality and connection:** Elders spoke of the ceremonies which are necessary to show respect for what someone is about to undertake. For example, they spoke of how when harvesting a lot of birch bark, something should be left, such as tobacco and cloth. They spoke of how they would go out as a group to harvest blueberries, fish, and wild rice, in the summer.
- **Health:** Elders spoke of the healing aspects of nature and the medicines provided by the lands. They also spoke of the connection between dreams and the identification of plants to sure people.
- **Values and relations:** Elders spoke of how the best ways to learn are from people who know the land, like uncles, aunties, dad, and mom, and not from a book. They also spoke of how land-based, and historical knowledge is learned through stories that are told.

3.6.3 Sufficiency of Lands, Waters, and Resources

In Anishinaabe culture, knowledge was progressively revealed to individuals, through guided experience, while out on the land. Learning occurred through experience on the land, guided by a knowledgeable individual, while engaging in experiences that are collective. Because landscapes change, knowledge and learning was adaptive and considered the interrelationships that occurred on the land. The Anishinaabe language recognizes the relationships between biological and physical features. The Anishinaabeg adjusted cultural and social activities to changes that occurred in the landscape, through acute awareness of the land and experience eon the land, marked by the language (Davidson – Hunt & Berkes, 2003).

Anishinaabe ways of life and land- based activities and the values they support, depended on healthy ecosystems, including water (McGregor, 2009). Water was recognized “as the lifeblood of the earth” and in turn, essentially the lifeblood of the people (McGregor, 2009, p. 37). Because water was an important part of spiritual life for the Anishinaabe people, pollution threatened their cultural survival. Communities in Northern Ontario have experienced serious water quality issues related to contamination. Further, water supported other relations to the Anishinaabeg, including medicines (i.e., plants), people, animals, birds, etc. and water was supported by the rain, the fish, and the earth (McGregor, 2009).

Moose was a traditional food for the Anishinaabeg. Moose was important for subsistence, maintaining culture and traditions, and for community identity. There was a decline in moose populations over time. Changes in the moose population affected ways of life, well – being, and food security. For example, people relied more on store bought food, they had to travel further to harvest moose, and there was a decline in practicing and passing on knowledge of, ceremonies and traditions surrounding the moose harvest (Priadka et al., 2022).

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 et al, 2023). Being able to go out on the land allows for cultural traditions, stories, and language to be transmitted across and between generations (Tsuji et al., 2023). Elders play an important role in transferring knowledge and sharing oral history and stories that provide teachings on how to live a good life, and how to live in a good way (Gonzalez, 2023).

Anishinaabe knowledge is gained through experience on the land and through Elder's teachings. Anishinaabe common knowledge refers to knowledge, skills, and practices that are widely know and freely shared within the boreal forest Anishinaabe communities. Much of this common knowledge is shared through conversation during land-based pursuits, including harvesting, hunting, and fishing. Common knowledge can also be shared story telling during land-based journeys (Davidson-Hunt et al., 2013).

Ways to acquire special knowledge include: personal experience on the land; fasting; dreaming; apprenticeship; and relationships with non-human beings. Anishinaabeg are given specific gift(s) by the Creator. However, these gift(s) must be nourished through personal experience, including through interactions with knowledge specialists and time spent cultivating them on the land (Davidson-Hunt et al., 2013).

Shibogama First Nations Council promotes environmental practices and measures that support the opportunity for future generation to enjoy the lands and resources in the same way that they are enjoyed today. Children require access to natural resources to learn traditional practices and values, in relation to marine life, waterfowl, and wildlife, from their parents. For knowledge to be passed between generations, unfettered access is required to practice Aboriginal and treaty rights to hunt, fish, and trap. Traditional culture values and work ethic are passed on through knowledge sharing (Shibogama First Nations Council, n.d.).

Additional information on the cumulative effects that have already interfered with the ability of Kingfisher Lake people to practice and transmit their culture is provided in **Sections 2.2** and **2.3**.

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 Kingfisher Lake First Nation cultural continuity and wellbeing factors in relation to the proposed Project. It is expected that these factors will form the foundation for the assessment on Kingfisher Lake First Nation's cultural continuity and wellbeing.

It is recognized that Kingfisher Lake First Nation's cultural continuity and wellbeing is closely related to land, water, and resource use for traditional purposes. As noted in **Section 3.5**, it is assumed that Kingfisher Lake First Nation's land, water, and resource use for traditional purposes does not occur within the Project Development Area, Local Study Area, or the Regional Study Area for the assessment.

It is important to note that the purpose of this preliminary existing conditions report, is to develop an understanding of what is important for Kingfisher Lake First Nation cultural continuity and wellbeing. This is not an assessment of potential impacts to Aboriginal and /or Treaty Rights. The assessment on potential impacts will be completed in future stages of the Environmental Assessment / Impact Statement.

The assessment of potential impacts on Cultural Continuity and Wellbeing will also be informed by the results of other relevant Valued Component assessments (e.g., visual, noise, air etc.). It will also be informed by additional inputs from the Indigenous Knowledge and / or Consultation Programs.

3.7.1 Protection of Cultural, Spiritual, and Historical Sites and Areas

Sections 3.7.1.1 to **3.7.1.3** provide an overview of cultural, spiritual, and / or historical sites and areas in relation to the Project Development Area and the Local and Regional Study Areas.

It is likely that the protection of waterways is important to Kingfisher Lake First Nation for the protection of cultural areas, and for cultural continuity and wellbeing. This lens will be applied to the assessment on Kingfisher Lake First Nation's cultural continuity and wellbeing.

3.7.1.1 Project Development Area

As noted in **Section 3.6.1**, there is no information available on the specific locations of spiritual, cultural, and / or historical sites and areas of importance to Kingfisher Lake First Nation. However, given that the preliminary Area of Interest for Kingfisher Lake First Nation does not overlap with the Project Development Area (**Figure 3-1**), it is likely that these sites and areas do not occur within the Project Development Area.

3.7.1.2 Local Study Area

As noted in **Section 3.6.1**, there is no information available on specific locations of spiritual, cultural, and / or historical sites and areas of importance to Kingfisher Lake First Nation members. However, given that the preliminary Area of Interest (**Figure 3-1**) for Kingfisher Lake First Nation does not overlap with the Local Study Area, it is likely that these sites and areas do not occur within the Local Study Area.

3.7.1.3 Regional Study Area

As noted in **Section 3.6.1**, there is no information available on specific locations of spiritual, cultural, and / or historical sites and areas of importance used by Kingfisher Lake First Nation members. However, given that the preliminary Area of Interest for Kingfisher Lake First Nation does not overlap with the Regional Study Area (**Figure 3-3**), it is likely that these sites and areas do not occur in the Regional Study Area.

3.7.2 Continued Experiences on the Land

Based on the information available and presented in **Section 3.6.2**, it is likely that the following is important to Kingfisher Lake First Nation for the continued experiences on the land, and for cultural continuity and wellbeing:

- Access to quiet and undisturbed areas of solitude for peaceful and calming experiences on the land;
- Connection to the landscape, ancestors, and community members by being able to access preferred and ancestral sites and areas for cultural practices, including traditional gathering sites and areas and meeting places, and historical family or village sites and areas; and
- Being able to maintain community and kinship ties and values through community social traditions like the spring goose hunt and cultural traditions like sharing meat.

This lens will be applied to the assessment on Kingfisher Lake 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 Kingfisher Lake First Nation and for cultural continuity and wellbeing, and for the ability of Kingfisher Lake people to honour their role as custodians of their lands:

- A sufficient level and quality of lands, waters, and resources, as well as access to these resources; and
- Being able to practice traditional land governance.

This lens will be applied to the assessment on Kingfisher Lake 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 Kingfisher Lake First Nation for the continued practice and transmission of cultural traditions:

- Being able to have intergenerational experiences on the land to practice language and traditions;
- Being able to practice cultural traditions in the preferred way (i.e., preferred resources and methods in the preferred times of year); and
- Being able to have continued access to and use of important teaching sites and areas, including place names and sites and areas of importance based on oral history.

This lens will be applied to the assessment on Kingfisher Lake 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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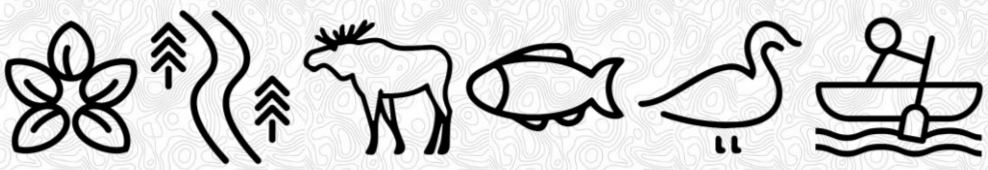
MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

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

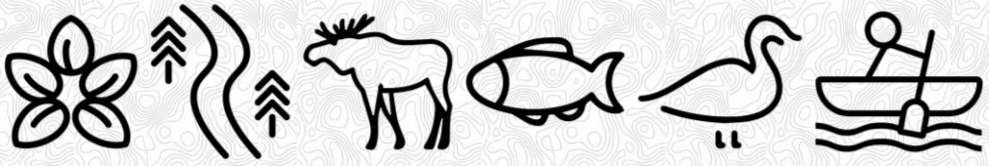
Notices and Other Information Releases

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/.



10. Kingfisher Lake First Nation

Table 10-1: Community Profile

Key Identifiers	Details
Location:	PO Box 57, Kingfisher Lake, ON P0V 1Z0
Tribal Council:	Shibogama First Nations Council
Treaty:	9
Project Team Lead:	Iain Quigley

Figure 10-1: Kingfisher Lake First Nation Distribution of Communication

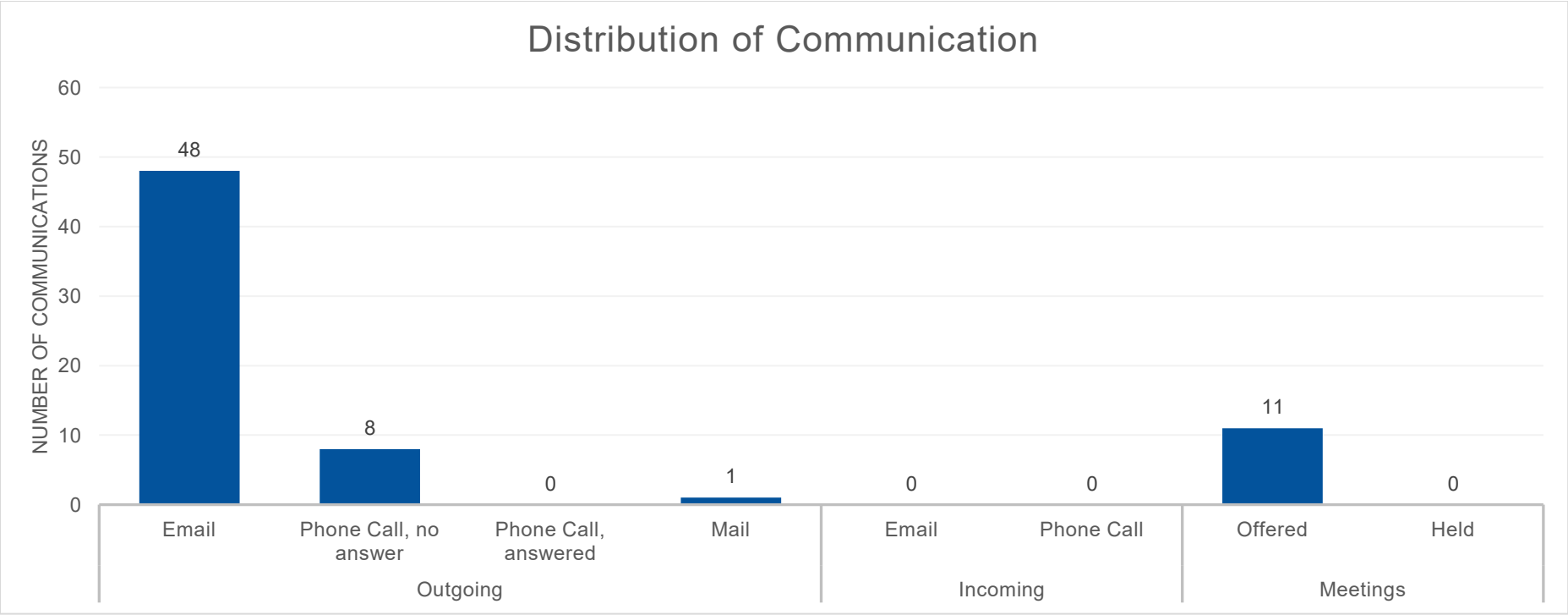


Table 10-2: Summary of Participation During Milestone 4

Activity	Status
Date of last outgoing communication from MFFN CAR Project Team (email or phone):	August 26, 2025 (Email)
Date of last incoming communication from community (email or phone):	N/A
Participating in Indigenous Knowledge (IK) Program:	Status of IK Sharing Agreement: N/A
	Status of IK Funding Agreement: N/A
	IK information provided: N/A
Participating in Community Coordinator Program / Community Capacity Funding Program:	N/A
Provided comments on the Draft Environmental Assessment (EA) / Impact Statement (IS):	No
Provided comments on the community-specific Aboriginal and / or Treaty Rights and Interests (ATRI): Draft Impact Assessment (IA) Report:	No
Provided comments on the Community Well-Being Report:	No
Provided comments on the milestone progress reports:	No

Table 10-3: Key Consultation and Engagement Activities Undertaken During Milestone 4

Date	Consultation and Engagement Activity
Aug 01, 2024	July 2024 E-blast distributed via email.
Sep 04, 2024	August 2024 E-blast distributed via email.
Sep 18, 2024	Fall 2024 Groundwater and Geochemistry Program Update distributed via email.
Sep 19, 2024	Phone and email outreach about project updates including upcoming Fall 2024 field studies. A meeting was offered.
Sep 25, 2024	Letter and frequently asked questions (FAQ) shared via email regarding the circulation of the Draft EA / IS. A link to a questionnaire to identify a key contact and preferences related to the review process was also included.
Oct 03, 2024	September 2024 E-blast distributed via email.
Oct 28, 2024	Phone and email outreach about Project updates including the Draft EA / IS report questionnaire.
Nov 05, 2024	October E-blast distributed via email.
Nov 05, 2024	Update on the discontinuation of the Community Coordinator Program and the offer for community capacity funding.
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.
Dec 18, 2024	2024 Year in Review E-blast distributed via email.
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 a reminder about the Draft EA / IS questionnaire and a request for feedback on the Milestone #3 Progress Report. A meeting was offered.
Jan 15, 2025	2025 Winter Field Notice distributed via email.
Jan 21, 2025	Phone and email outreach about Project updates, including the release of the EA / IS, the request for feedback on the Milestone #3 Progress Report and the upcoming Three Road Projects Gathering and Expo. 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.

Date	Consultation and Engagement Activity
Feb 19, 2025	Notification of availability of Draft EA / IS on website distributed via email.
Feb 19, 2025	Assessment Summary: Draft EA / IS hard copy shipped to Kingfisher Lake First Nation.
Feb 20, 2025	Email outreach about Project updates, including the release of the Draft EA / IS and the passing of the deadline for Milestone #3 Progress Report comments. A meeting was offered.
Mar 04, 2025	February 2025 E-blast distributed via email.
Mar 27, 2025	Email and phone outreach about Project updates, including the upcoming webinar series and the ongoing review period for the Draft EA / IS. 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 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. 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.
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 PIC #6.
May 26, 2025	Notification for Public Information Centre #6 distributed 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.
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 29, 2025	Email outreach regarding Project updates including the upcoming distribution of the Draft RoCE for Indigenous communities and ongoing field studies.
Jul 31, 2025	Stage 2 Archaeological Assessment update distributed via email.
Aug 07, 2025	July 2025 E-blast distributed via email.
Aug 26, 2025	Email outreach regarding Project updates including a new video about cumulative effects and follow up on the community-specific ATRI: Draft IA Report.

Table 10-4: Summary of Feedback Received and Response / Action – Kingfisher Lake First Nation

Topic / Issue Raised	Specific Issue Raised	Communication Channel	Response / Action	Addressed in the EA / IS
Consultation Methods, General Project, Field Studies	Baseline Studies ■ In August 2020, Kingfisher Lake First Nation noted they were interested in information sharing regarding environmental baseline studies (existing conditions).	■ Phone ■ Email	■ Throughout the Assessment Process, the MFFN CAR Project Team continued to follow up with and send Project updates including: Field Notices, field program discussion guides, informational videos, and webinars on value components, as part of their ongoing engagement and consultation. Kingfisher Lake First Nation has not provided any additional comments or feedback related to their initial request in August 2020. ■ On February 19, 2025, the MFFN CAR Project Team shared the Draft EA / IS with Kingfisher Lake First Nation which included information on existing conditions. Kingfisher Lake First Nation had until June 23, 2025, to review and provide feedback. ■ As of September 5, 2025, no comments were received on the Draft EA / IS by Kingfisher Lake First Nation.	■ Existing Conditions and Field program results for individual disciplines are available in **Section 8**.

Table 10-5: Consultation and Engagement Log – Kingfisher Lake First Nation

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
August 01, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation with the July 2024 E-blast. The E-blast provided an overview of MFFN CAR's past, current and upcoming activities including, summer field studies involving geotechnical investigations and the groundwater and geochemistry program, as well as in-community meetings with Aroland First Nation and Marten Falls First Nation. Links to the E-blast, MFFN CAR's website and the route selection update video were included.
September 04, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation with the August 2024 E-blast. The E-blast provided an overview of MFFN CAR's past, current and upcoming activities including the Draft EA / IS, the completion of Summer Field Programs, as well as information regarding the upcoming Fall Public Information Centres. Links to the E-blast, MFFN CAR's website and the recorded webinars for the completed Summer Field Programs were included.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
September 18, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Daniel Sainnawap (Head Councillor) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation with the 2024 Fall Groundwater and Geochemistry Program Update. The update provided the dates, September 28 - October 5, 2024, that field crews are scheduled to carry out groundwater sampling and a notice was provided regarding the increase in traffic and noise within the study area during this time. Links to the field notice and MFFN CAR's website were included.
September 19, 2024	Phone		x	■ Eddie Mamakwa (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Kingfisher Lake First Nation indicating the sign up for the Project newsletter, and that Project social media accounts would be provided in a follow up email. The MFFN CAR Project Consultant also noted that the Fall 2024 field study notices were shared on September 18, 2024 and encouraged Kingfisher Lake First Nation to reach out if they had any questions or to set up a meeting. Chief Eddie Mamakwa, Kingfisher Lake First Nation, could not be reached and a voicemail was left.
September 19, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kingfisher Lake First Nation providing Project updates for the MFFN CAR for September. The MFFN CAR Project Consultant shared a link to sign up for the Project newsletter to stay updated on ongoing activities and links to Project social media platforms. The MFFN CAR Project Consultant mentioned the Fall 2024 field notices were distributed on September 18, 2024, and that they were available for any questions or further discussions about the field studies or any related items.
September 25, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner) ■ Paul MacInnis (Ministry of Energy and Mines) ■ Sasha McLeod (Ministry of the Environment, Conservation and Parks) ■ Dorothy Moszynski (Ministry of the Environment, Conservation and Parks)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kingfisher Lake First Nation 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 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 Kingfisher Lake First Nation 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.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
October 03, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Daniel Sainnawap (Head Councillor) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation with the September 2024 E-blast. The E-blast provided an overview of MFFN CAR's past, current, and upcoming activities, including the release of the Draft EA / IS to Indigenous communities, the National Day for Truth and Reconciliation, information about Fall Field Programs, and the celebration of the Preferred Route. Links to the E-blast and MFFN CAR's website were included.
October 28, 2024	Phone		x	■ Eddie Mamakwa (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Kingfisher Lake First Nation to provide project updates for October 2024. The MFFN CAR Project consultant indicated a link to a questionnaire would be reshared, previously shared on September 25, 2024, to identify a key contact and preferences related to the review of the Draft EA / IS. The call was not answered and a voicemail was left.
October 28, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Kingfisher Lake First Nation to provide project updates for October 2024, following up on an earlier phone call. The MFFN CAR Project consultant reshared a link to a questionnaire, previously shared on September 25, 2024, to identify a key contact and preferences related to the review of the Draft EA / IS.
November 05, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kingfisher Lake First Nation to provide an update on the MFFN CAR Community Coordinator Program. The MFFN CAR Project Consultant shared that the timing window for participation in the program had passed and it is being discontinued and replaced with a one-time capacity funding payment 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.
November 05, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Daniel Sainnawap (Head Councillor) Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation with the October 2024 E-blast. The E-blast provided an overview of MFFN CAR's past, current, and upcoming activities, including a new What We Heard video, an update on the ATRI Study Areas, MFFN Community Meeting, and the date for the Upcoming Webinar: Building the Community Access Road. Links to the E-blast and MFFN CAR's website were included.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
November 20, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Daniel Sainnawap (Head Councillor) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation with an announcement for the Building the Community Access Road Webinar on Tuesday November 26, 2024. A link to register and the opportunity to ask questions ahead of time was included. For those unable to attend, a recording will be available online and the link was included in the email.
November 26, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Daniel Sainnawap (Head Councillor) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation with a reminder for the Building the Community Access Road Webinar on Tuesday November 26, 2024. A link to register and the opportunity to ask questions ahead of time was included. For those unable to attend, a recording will be available online and the link was included in the email.
November 29, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kingfisher Lake First Nation, 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 Record of Consultation. The MFFN CAR Project Consultant also reminded Kingfisher Lake First Nation to fill out the questionnaire related to the Draft EA / IS review preferences and provided a link to the questionnaire. A meeting to discuss the reports was offered and confirmation the reports could be successfully downloaded was requested.
December 18, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Daniel Sainnawap (Head Councillor) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation with the 2024 Year In Review E-blast. The E-blast provided an overview of MFFN CAR's past, current, and upcoming activities, including a holiday message from Chief Bruce 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	Phone		x	■ Eddie Mamakwa (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Kingfisher Lake First Nation to provide year-end updates and upcoming 2025 activities. Correspondence included a reminder about the Draft EA / IS questionnaire, the request for feedback on the Milestone #3 Progress Report, and the Community Capacity Funding Agreement. The phone call was not answered, and a voicemail was left.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
December 19, 2024	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed Kingfisher Lake First Nation with year-end updates and upcoming 2025 activities, following up on a previous phone call. 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. They reminded Kingfisher Lake First Nation to complete a questionnaire to identify a key contact for accessing the Draft EA / IS Report, scheduled for release in 2025, and included a questionnaire link. Feedback was requested on the community-specific section of the Milestone #3 Progress Report, distributed on November 29, 2024, by February 14, 2025. Feedback options included email, phone, or scheduling a meeting. A reminder on the transition of the Community Coordinator Program to capacity funding was provided.
January 15, 2025	Email		x	■ Eddie Mamakwa (Chief) ■ Daniel Sainnawap (Head Councillor) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation with the 2025 Winter Field Notice. The Field Notice provided an update to the Atigwag / Caribou Collar Removal Program and highlighted that field work has been scheduled to manually remove atigwag / caribou GPS radio tracking collars between February 10 to 28, 2025. Links to the MFFN CAR's website, webinar recordings and videos were included.
January 21, 2025	Phone		x	■ Eddie Mamakwa (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Kingfisher Lake First Nation, providing updates on the MFFN CAR and upcoming activities, including preparations for the release of the Draft EA / IS. The phone call was not answered, and a voicemail was left providing project details and also noting that a summary email would be provided. The MFFN CAR Project Consultant provided event details, instructions on how to register, and noted 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) would be provided. The MFFN CAR Project Consultant also offered to book in-person meetings outside of the event timeframe.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
January 21, 2025	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kingfisher Lake First Nation, to follow up on an earlier phone call and to provide updates on the MFFN CAR and upcoming activities, including preparations for the release of the Draft EA / IS. 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 encouraged Kingfisher Lake First Nation to complete a questionnaire to identify a key contact and preferences for accessing the Draft EA / IS document. A link to the questionnaire was provided. The email clarified that if the questionnaire is not completed, a link to the Draft EA / IS (~20,000 pages) hosted on a website will be sent by default. The MFFN CAR Project Consultant invited Kingfisher Lake First Nation 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 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.
January 28, 2025	Phone		x	■ Eddie Mamakwa (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Kingfisher Lake First Nation to follow up on the Three Road Projects Gathering and Expo. The call was not answered and a voicemail was left. The MFFN CAR Project Consultant provided the dates to both the Thunder Bay and Timmins events, noting that there is funding available for participants. The MFFN CAR Project Consultant provided their phone number and noted that they were happy to answer any questions that Kingfisher Lake First Nation may have.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
February 10, 2025	Email		x	■ Eddie Mamakwa (Chief) ■ Daniel Sainnawap (Head Councillor) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation with the January 2025 E-blast. The E-blast provided an update on the Community Access Road including: The Draft EA / IS, 2025 Three Road Projects Gathering and Expo, a new video on understanding project effects and mitigation, a reminder for the Winter 2025 Field Notice and information on the Indigenous Knowledge Program. Links to the MFFN CAR website, understanding project effects and mitigation video and the field notice were included.
February 13, 2025	Email		x	■ Eddie Mamakwa (Chief) ■ Daniel Sainnawap (Head Councillor) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation 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 Well-being Technical Report. It was highlighted that any concerns raised by Indigenous communities and groups would be documented in the Final EA / IS Report.
February 19, 2025	Email		x	■ Eddie Mamakwa (Chief) ■ Daniel Sainnawap (Head Councillor) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation announcing that the Draft EA / IS and supporting documents are now available online. The MFFN CAR Project Team outlined the timeline for review of the Draft EA / IS and stated that the final date for comments and feedback is June 18, 2025. Methods of contact, including website, email, mailing address and phone number were provided to submit comments or feedback.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
February 19, 2025	Mail – Outgoing		x	■ Eddie Mamakwa (Chief) ■ Daniel Sainnawap (Head Councillor) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team shipped the Assessment Summary: Draft EA / IS hard copy to Kingfisher Lake First Nation.
February 20, 2025	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kingfisher Lake First Nation 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 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. Additional information regarding the Draft RoCE and other Milestone reports was provided.
March 04, 2025	Email		x	■ Eddie Mamakwa (Chief) ■ Daniel Sainnawap (Head Councillor) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation with the February 2025 E-blast. The E-blast provided an update on the Community Access Road including: The Draft EA / IS release to Indigenous communities, community meetings with Marten Falls First Nation, 2025 Three Road Projects Gathering and Expo and information on upcoming engagement activities including Public Information Centre #6 and webinars. Links to the MFFN CAR website were included.
March 27, 2025	Phone		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Kingfisher Lake First Nation, to provide updates on the MFFN CAR Project including the Draft EA / IS, and upcoming webinars. The call was not answered, and a voicemail was left noting that a follow up email would be sent and provided the MFFN CAR Project Consultant's new phone number.
March 27, 2025	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kingfisher Lake First Nation, to provide updates on the MFFN CAR Project including the Draft EA / IS, and upcoming webinars. 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 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.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
April 03, 2025	Email		x	■ Eddie Mamakwa (Chief) ■ Daniel Sainnawap (Head Councillor) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation with the March 2025 E-blast. The E-blast provided an update on the Community Access Road including: The public release of the Draft EA / IS, the Prospectors and Developers Association of Canada 2025 Convention and upcoming spring 2025 webinars. Links to the MFFN CAR webinar archive and website were included.
April 10, 2025	Email		x	■ Eddie Mamakwa (Chief) ■ Daniel Sainnawap (Head Councillor) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation announcing that the Community Well-Being Report is now available online, and those who requested hard copies will receive them shortly after. The MFFN CAR Project Team outlined the timeline for review of the Draft EA / IS and stated that the final date for comments and feedback is June 23, 2025. Methods of contact, including website, email, mailing address and phone number were provided to submit comments or feedback.
April 30, 2025	Phone		x	■ Eddie Mamakwa (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant called Kingfisher Lake First Nation, to provide updates for the MFFN CAR Project. The call was not answered, and a voicemail was left noting that a follow up email would be provided.
April 30, 2025	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kingfisher Lake First Nation following up on an earlier voicemail, to provide updates on the MFFN CAR Project including upcoming events and engagement opportunities and updates on the Draft EA / IS. 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, 2025, in Thunder Bay and May 29, 2025, 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 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 held on May 6, 2025, and provided a link to register.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
April 30, 2025	Email		x	■ Eddie Mamakwa (Chief) ■ Daniel Sainnawap (Head Councillor) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation with a reminder for the new webinar series on the Draft EA / IS. The reminder provided information on upcoming webinars, including: Community Well-Being, Land: Ungulates (Moose and Caribou), Water: Fish and Fish Habitat and People: Land and Resource Use. Links to the MFFN CAR website and to register for the Community Well-Being webinar were included.
May 06, 2025	Email		x	■ Eddie Mamakwa (Chief) ■ Daniel Sainnawap (Head Councillor) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation with a reminder for the Community-Well Being webinar. The reminder provided the time and access to the virtual webinar, in addition to information on upcoming webinars, including: Land: Ungulates (Moose and Caribou), Water: Fish and Fish Habitat and People: Land and Resource Use. Links to the MFFN CAR website and to register for the Community Well-Being webinar were included.
May 08, 2025	Email		x	■ Eddie Mamakwa (Chief) ■ Daniel Sainnawap (Head Councillor) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation with the April 2025 E-blast. The E-blast provided an update on the Community Access Road including: The public release of the Draft EA / IS, a new video on the introduction to the Draft EA / IS, Valued Components: Impact of the Community Access Road on Ungulates webinar and other upcoming webinars and an invitation to Public Information Centre #6. Links to the MFFN CAR Draft EA / IS website, project website, introduction to the Draft EA / IS video, webinar registration portal and social media pages were included.
May 20, 2025	Email		x	■ Eddie Mamakwa (Chief) ■ Daniel Sainnawap (Head Councillor) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation inviting recipients to register for the upcoming Fish and Fish Habitat webinar on Thursday May 22, 2025, from 4 to 5 p.m. EST. A reminder for the upcoming webinar on June 5, 2025, was also provided. Links to the registration page for the webinar and the location to view previous webinars were included.
May 22, 2025	Phone		x	■ Eddie Mamakwa (Chief)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant phoned Kingfisher Lake First Nation to provide updates on the MFFN CAR Project including upcoming events, engagement opportunities, and updates on the Draft EA / IS. The phone call was not answered, and a voicemail was left noting that a follow up email would be provided.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
May 22, 2025	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kingfisher Lake First Nation, following up on an earlier phone call, to provide updates on the MFFN CAR Project including upcoming events, engagement opportunities, and updates on the Draft EA / IS. The 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 also provided a reminder for PIC #6, happening May 26, 2025, in Thunder Bay, and May 29, 2025, 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, 2025, at 4:00 p.m. EST, and noting that the People: Land and Resource Use webinar will occur on June 5, 2025.
May 26, 2025	Email		x	■ Eddie Mamakwa (Chief) ■ Daniel Sainnawap (Head Councillor) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation inviting recipients to attend the upcoming Public Information Centre #6 on May 26 and 29, 2025, in Thunder Bay and Geraldton, respectively. An informational poster for the event and a poster for the release of the Draft EA / IS release to the public was attached, and the date, time and location of each event were included in the body of the email. A link to the event information page was included.
June 05, 2025	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation inviting recipients to register for the upcoming People: Land and Resource Use webinar on Thursday, June 5, 2025, from 4 to 5 p.m. EST. An invitation to reach out if Kingfisher Lake First Nation is interested in a meeting to talk about any of the topics covered in the webinar series was also included. Links to the registration page for the webinar and the location to view previous webinars were included.
June 11, 2025	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation with the May 2025 E-blast. The E-blast provided an update on the Community Access Road including: the upcoming conclusion of the Draft EA / IS review period on June 23, 2025, new webinar recordings and informative videos, public materials from Public Information Centre #6 held May 26 and 29, 2025, and National Indigenous History Month. Links to the MFFN CAR Draft EA / IS website, project website, webinar recordings, videos, Public Information Centre #6 materials and social media pages were included.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
June 26, 2025	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kingfisher Lake First Nation, 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 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.
July 10, 2025	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team ■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant emailed the community-specific ATRI: Draft IA Report to Kingfisher Lake First Nation. The MFFN CAR Project Consultant noted that the Draft 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 Draft Report outlined the assessment process for ATRI related to the Project, which focused specifically on Kingfisher Lake First Nation. The MFFN CAR Project Consultant noted the review period for the Draft Report is 90 calendar days and that if no feedback was received by October 8, 2025, the Draft 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 Kingfisher Lake First Nation. A meeting was offered to discuss the community-specific ATRI: Draft IA Report and answer any questions.
July 15, 2025	Email		x	■ Eddie Mamakwa (Chief) ■ Daniel Sainnawap (Head Councillor) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation with the June 2025 E-blast. The E-blast provided an update on the Community Access Road including: the conclusion of the Draft EA / IS review period on June 23, 2025, and upcoming 2025 Field Studies. Links to the MFFN CAR project website and social media pages were included.

Communication Date	Method of Engagement	In	Out	Contact Name (Title)	Project Team	Summary
July 16, 2025	Email		x	■ Eddie Mamakwa (Chief) ■ Daniel Sainnawap (Head Councillor) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation with corrections to the June 2025 E-blast email including, the correct link for the June E-blast and attaching the Summer 2025 Field Notice. Links to the MFFN CAR project website, June 2025 E-blast, Summer 2025 Field Notice and MFFN CAR social media pages were included.
July 29, 2025	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kingfisher Lake First Nation to provide July Project updates for MFFN CAR. The email noted that the Draft RoCE for Indigenous communities is planned to be released in Fall of 2025, and methods of providing feedback on the Draft RoCE for Indigenous communities will be released at that time. The summer 2025 field notice was provided noting that the three ongoing field programs include Stage 2 Archaeological Assessment, groundwater well decommissioning, and geotechnical investigations. A follow up on the community-specific ATRI: Draft IA Report, which was originally circulated on July 10, 2025, was also provided.
July 31, 2025	Email		x	■ Eddie Mamakwa (Chief) ■ Daniel Sainnawap (Head Councillor) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation with an update on Field Work regarding the Stage 2 Archaeological Assessment. The email informed recipients that the field work will take place from August 7, 2025, to August 25, 2025, (pending weather and / or site conditions). Recipients were informed that those located within the study area may notice an increase in air traffic as field crews will be accessing sites by helicopter. Links to the Field Notice, MFFN CAR project website and social media pages were included.
August 07, 2025	Email		x	■ Eddie Mamakwa (Chief) ■ Daniel Sainnawap (Head Councillor) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Team	■ The MFFN CAR Project Team sent an email to Kingfisher Lake First Nation with the July 2025 E-blast. The E-blast provided an update on the Community Access Road including: the latest on the Draft EA / IS, Plain Language Summaries available in five languages, New Video: Understanding Cumulative Effects, a reminder of the Draft EA / IS Series and upcoming 2025 Field Work. Links to the MFFN CAR project website, plain language summaries, technical reports, Cumulative Effects video, webinar recordings, Field Notice and social media pages were included.
August 26, 2025	Email		x	■ Eddie Mamakwa (Chief) ■ Mike Mamakwa (Land Use Planner)	■ MFFN CAR Project Consultant	■ The MFFN CAR Project Consultant sent an email to Kingfisher Lake First Nation to provide August 2025 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.

B10. Kingfisher Lake First Nation

B10.1 Outgoing Community Specific Correspondence

B10.1 Outgoing Community Specific Correspondence

Quigley, Iain <[redacted]>

MFFN CAR - September Project Updates

1 message

Quigley, Iain <[redacted]> Thu, Sep 19, 2024 at 10:07 AM
To: [redacted]
Cc: [redacted], "McEwen, Kate" <[redacted]>
Bcc: Lucia Jara Moreno <[redacted]>

Good morning Chief Mamakwa,

Please see below for Project updates on the Marten Falls First Nation Community Access Road for September:

Stay up to date:
To stay updated on ongoing activities for the MFFN CAR, sign up for our newsletter here: Contact Us - Marten Falls First Nation (martenfallsaccessroad.ca)

Follow us on Facebook, LinkedIn and Instagram.

Fall 2024 Field Studies:
The fall 2024 field notices were shared on September 18, 2024. If you have any questions about these studies, or would like to discuss them further please do not hesitate to reach out.

As always if you have any questions or would like to set up a meeting to discuss any of these items, please contact me and I will be happy to help.

Thank you,
Iain

--

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Platinum member

Iain Quigley
Dillon Consulting Limited
[redacted]
www.dillon.ca

Miles, Jodi [redacted]

MFFN Community Access Road – About the Draft EA / IS

Miles, Jodi [redacted] Wed, Sep 25, 2024 at 4:45 PM
To: [redacted]
Cc: [redacted] Iain Quigley <[redacted]>, Qasim Saddique [redacted], Jennifer Bruin [redacted], Bob Baxter [redacted], Lawrence Baxter [redacted], "MacInnis, Paul (MINES)" [redacted], [redacted], [redacted]
Bcc: Lucia Jara Moreno [redacted], MFFN Community Access Road Project Team [redacted]

Dear Chief Mamakwa,

I am emailing you on behalf of Iain Quigley, who is away on vacation. Please find attached a letter and frequently asked questions (FAQ) regarding the circulation of the Draft Environmental Assessment / Impact Statement Report (Draft EA / IS) for the Marten Falls First Nation Community Access Road for your community's review and comment. The Draft EA / IS, and supporting documents, will describe how the preferred route was determined and identify how the proposed Community Access Road may affect the social, cultural, economic and natural environment.

As we prepare to submit the Draft EA / IS, we want to ensure your community has easy access to the documents and has identified a key community contact to help guide the review process. Please fill out this questionnaire to identify a key contact and preferences related to the review process: [redacted]

We will be in touch in the Fall to discuss these matters with you but if you have any questions or concerns in the meantime, please do not hesitate to contact myself, or Iain upon his return.

Sincerely,

Jodi Miles,
On Behalf of the MFFN CAR Project Team

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Platinum member

Jodi Miles
Dillon Consulting Limited
[redacted]
www.dillon.ca

2 attachments

[redacted]f
344K

FAQ - Draft EA IS - September 2024.pdf
1042K

September 25, 2024

[redacted]

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

Dear Chief Eddie Mamakwa,

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,

[redacted]

Qasim Saddique
Project Director

Lawrence Baxter
Senior Community Member Advisor

Cc:

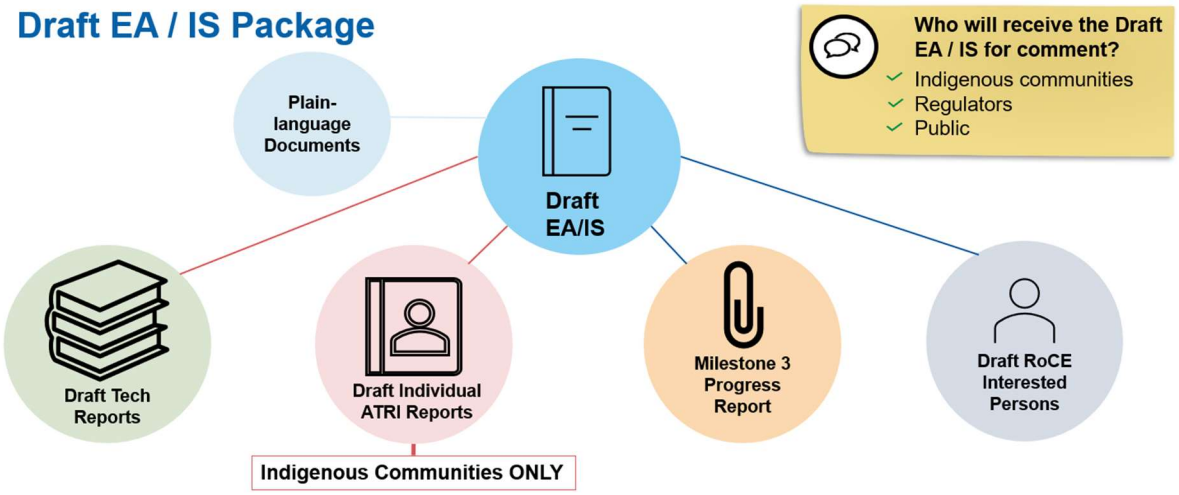
- Qasim Sadique, Project Director, MFFN Community Access Road Project Team
- Lawrence Baxter, Senior Community Advisor, MFFN Community Access Road Project Team
- Bob Baxter, Senior Community Member Advisor, MFFN Community Access Road Project Team
- Jennifer Bruin, Technical Advisor, MFFN Community Access Road Project Team
- 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
- Mike Mamakwa, Land Use Planner, Kingfisher Lake 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.

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Quigley, Iain <[redacted]>

MFFN CAR - October Project Updates

Quigley, Iain [redacted]> Mon, Oct 28, 2024 at 1:26 PM
To: [redacted]
Cc: [redacted], "McEwen, Kate" <[redacted]>
Bcc: Lucia Jara Moreno <[redacted]>

Good afternoon,

I hope this email finds you well. Please see below for October project updates related to the Marten Falls First Nation Community Access Road project:

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]

Kind regards,
Iain

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[redacted]
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Quigley, Iain <[redacted]>

MFFN CAR - Capacity Funding

1 message

Quigley, Iain <[redacted]> Tue, Nov 5, 2024 at 1:37 PM
To: [redacted]
Cc: [redacted], Lucia Jara Moreno <[redacted]>

Good afternoon Chief Mamakwa,

This email is to update you on the proposed Marten Falls First Nation (MFFN) Community Access Road and capacity funding available to your community.

To ensure we support your community as we move into the review of the Draft Environmental Assessment / Impact Statement (EA / IS), we would like to offer a **one-time lumpsum capacity funding payment** [redacted] These funds are intended to support your engagement in the Project; we believe that this approach will provide your community with the flexibility to allocate the funds as you see fit and ensure that their use matches your needs.

If you so chose to, these funds could support your review and comment gathering on the Draft EA / IS by elders and / or youth, for example. During the review period of the Draft EA / IS the Project Team will continue to make themselves available to help support you upon request (e.g. with Project materials and information, and meetings as required).

If this capacity funding is of interest to you, please respond to this email before **February 28, 2025**, identifying which business entity the payment should be made to, and we will provide a funding agreement for your review.

Please let me know if you have any questions.

Thank you,
Iain

--

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Platinum member

Iain Quigley
Dillon Consulting Limited
[redacted]
www.dillon.ca

Quigley, Iain [redacted]

MFFN CAR - Milestone #3

1 message

Quigley, Iain [redacted] Fri, Nov 29, 2024 at 9:06 AM
To: [redacted]
Cc: [redacted]
Bcc: Lucia Jara Moreno [redacted]

Dear Chief Mamakwa,

I hope this email finds you well.

The Milestone #3 Progress Report for the Marten Falls First Nation Community Access Road has been drafted and is ready for review. The following link includes the Report and associated appendices to view or download, for Kingfisher Lake First Nation:[redacted]

The Milestone #3 Progress Report covers June 1, 2023, to July 31, 2024.

We welcome any edits or comments to your community-specific section by **February 14, 2025**, before the reports are incorporated into the Draft Record of Consultation.

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

If you have any questions or would like to schedule a meeting to discuss the reports and timeline, please reply to this email. We also kindly ask if you could let us know if you received this email and can view / download the documents successfully.

If you have any questions or comments about the Community Access Road, please reply to this email.

Sincerely,
Iain
--

Iain Quigley
Dillon Consulting Limited
[redacted]
www.dillon.ca

DILLON CONSULTING

Quigley, Iain <[redacted]>

MFFN CAR - December Project Updates

1 message

Quigley, Iain <[redacted]> Thu, Dec 19, 2024 at 9:34 AM
To: [redacted]
Cc: [redacted]
Bcc: "Zielbauer, Kyla" <[redacted]>, Jodi Miles <[redacted]>

Good morning Chief Mamakwa,

I just left you a voicemail, but also wanted to provide a follow up email of December Project updates:

- **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

- **Transition of the Community Coordinator Program to Capacity Funding**

On November 5 we had sent an email outlining the transition of the previous community coordinator program to capacity funding. This is a reminder that a one-time lump sum payment of $25 000 is available to support your community with the review of the Draft EA / IS. If you are interested in this funding, please confirm that you are by **February 28, 2025.**

- **Please fill out our survey!**

In September, we sent you an email with a letter and FAQ in preparation for the release of the Draft EA / IS. As we prepare to submit the Draft EA / IS, we want to ensure your community has easy access to the documents and has identified a key community contact to help guide the review process.

Please fill out this questionnaire to identify a key contact and preferences related to the review process: [redacted]

- **Milestone #3 Progress Report Feedback**

On November 28 / 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 and Happy Holidays,
Iain

--

Iain Quigley
Dillon Consulting Limited
[redacted]
www.dillon.ca

Quigley, Iain <[redacted]>

MFFN CAR - January Project Updates

1 message

Quigley, Iain <[redacted]> Tue, Jan 21, 2025 at 1:20 PM
To: [redacted]
Cc: "Zielbauer, Kyla" <[redacted]>

Good afternoon Chief Mamakwa,

I just left you a voicemail but wanted to provide a summary email of the items discussed as well, please see below:

- **Prepare for the release of the Draft EA / IS**
  - As we approach the release of the Draft EA / IS, we would like to provide 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.**
  - **Please fill out our survey!**
    - We want to ensure your community has easy access to the documents and has identified a key community contact to help guide the review process.
    - **Please fill out this questionnaire to identify a key contact and preferences related to the review process:** [redacted]
    - If you do not fill out the survey and identify a preferred method of receiving the document, we will send you a link to a website that hosts the Draft EA / IS document. Please note, the Draft EA / IS is expected to be ~20 000 pages.
  - **Book a meeting!**
    - We are here to assist you in the review process of the Draft EA / IS. Please reach out if you would like to book an in-person or virtual meeting to discuss the Draft EA / IS. We understand the size of the document (~20 000 pages) can be overwhelming and we 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.
- **Milestone #3 Progress Report Feedback**
  - On November 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.**

If you would like to discuss any of these updates, please do not hesitate to reach out.

Thank you,
Iain

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Platinum member

Iain Quigley
Dillon Consulting Limited
[redacted]
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Quigley, Iain <[redacted]>

Upcoming Release of the Draft Environmental Assessment / Impact Statement - February 18, 2025

1 message

Marten Falls First Nation Community Access Road - Draft Environmental Assessment / Impact Statement <[redacted]> Thu, Feb 13, 2025 at 5:57 PM
To: [redacted]
Cc: [redacted], "Quigley, Iain" <[redacted]>

Dear Chief Eddie Mamakwa,

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: [redacted]

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.

--

Marten Falls First Nation Community Access Road - Draft Environmental Assessment / Impact Statement
Website: [redacted]
Email: [redacted]

Phone: 1 800-764-9114

Quigley, Iain <[redacted]>

MFFN CAR - February Project Updates

1 message

Quigley, Iain <[redacted]> Thu, Feb 20, 2025 at 12:36 PM
To: [redacted]
Cc: [redacted], "Zielbauer, Kyla" <[redacted]>

Good afternoon Chief Mamakwa,

Please see below for February MFFN CAR Project updates:

- **Draft Environmental Assessment / Impact Statement (EA / IS) available for Indigenous Community review**
  - **MFFN CAR Draft EA / IS Email**
    - As you may already be aware, the Draft EA / IS is now available for Indigenous community review. All information pertaining to the Draft EA / IS will come from a separate email account [[redacted]]. Please ensure you send your questions and comments on the Draft EA / IS to this email address.
  - **Book a meeting!**
    - We are here to assist you in the review process of the Draft EA / IS. Please reach out if you would like to book an in-person or virtual meeting to discuss the Draft EA / IS. We understand the size of the document (~20,000 pages) can be overwhelming and are here to support you with review.

- **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.

    Later this year, a Draft RoCE will be produced, which will contain the Milestone #3 Report, as well as the other milestone reports, the Interim RoCE and engagement since August 2024. Indigenous communities will have an additional opportunity to provide feedback for the time period covered by the Milestone #3 Report during their review of Draft RoCE.

As always if you have any questions or there is anything I can help with, please reach out.

Thank you,
Iain

--

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Quigley, Iain <[redacted]>

MFFN CAR - March Project Updates

1 message

Quigley, Iain <[redacted]> Thu, Mar 27, 2025 at 1:52 PM
To: [redacted]
Cc: [redacted], Kyla Zielbauer <[redacted]>

Good afternoon Chief Mamakwa,

Please see below for MFFN CAR project updates for March.

- **Draft Environmental Assessment / Impact Statement (EA / IS) available for Indigenous Community review**
  - **MFFN CAR Draft EA / IS Email**
  - The Draft EA / IS is now available for Indigenous community review. All information pertaining to the Draft EA / IS will come from a separate email account [[redacted]]. **Please ensure you send your questions and comments on the Draft EA / IS to this email address.**
  - **Book a meeting!**
    - We are here to assist you in the review process of the Draft EA / IS. Please reach out if you would like to book an in-person or virtual meeting to discuss the Draft EA / IS. We understand the size of the document (~20,000 pages) can be overwhelming and are here to support you with review.
- **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**!

If you wish to discuss anything further please reach out!

Thank you,
Iain

--

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Quigley, Iain <[redacted]>

MFFN CAR - April Project Updates

1 message

Quigley, Iain <[redacted]> Wed, Apr 30, 2025 at 1:39 PM
To: [redacted]
Cc: [redacted] Kyla Zielbauer <[redacted]>

Good afternoon Chief Mamakwa,

Please see below for April project updates from the Marten Falls Community Access Road Project.

• Draft Environmental Assessment / Impact Statement (EA / IS) Updates

- **Public Review Period Now Starting**

• The Draft EA / IS is now available for public review. Comments and feedback can be provided via the Project website, email or by letter mail.

- **Book a Meeting**
  - We are here to assist you in the review process of the Draft EA / IS. Please reach out if you would like to book an in-person or virtual meeting to discuss the Draft EA / IS. We understand the size of the document (~20,000 pages) can be overwhelming and are here to support you with review.
- **Community Well-Being Report**
  - On April 16, 2025, the Community Well-Being Report was released for review by Indigenous communities and groups.
- We are halfway through the review process of the Draft EA / IS. Please keep in mind that the review process **concludes on June 23, 2025**.

• Public Information Centre #6

- We will be hosting our Public Information Centre (PIC) #6 on Monday, May 26, 2025, and Thursday, May 29, 2025, in Thunder Bay and Geraldton, respectively. The first hour of each PIC is dedicated to Indigenous community members. For more information, visit https://eais.martenfallsaccessroad.ca/get-involved/ 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 webinars in the Draft Environmental Assessment / Impact Statement Series:
  - **Land: Ungulates** - Thursday, May 8
  - **Water: Fish and Fish Habitat** - Thursday, May 22
  - **People: Land and Resource Use** - Thursday, June 5

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Quigley, Iain <[redacted]>

MFFN CAR - May Project Updates

1 message

Quigley, Iain <[redacted]> Thu, May 22, 2025 at 1:26 PM
To: [redacted]
Cc: [redacted], Kyla Zielbauer <[redacted]>

Good afternoon Chief Mamakwa,

Please see below for MFFN CAR Project Updates for May 2025:

- **Draft Environmental Assessment / Impact Statement (EA / IS) - Reminder for Final Review**
  - We are nearing the end of the review process of the Draft EA / IS. Please submit your comments and feedback via the Project website, [redacted] email or by letter mail by **June 23, 2025.**
- **Public Information Centre #6**
  - 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

If you have any questions or would like to discuss anything further please reach out.

Thank you,
Iain
--

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2025-05-06-MFFN-PIC6 poster (1).pdf
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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

[redacted]

Scan the QR to learn more, and for other ways to Get Involved.

Quigley, Iain <[redacted]>

MFFN CAR June 2025 Project Updates

1 message

Quigley, Iain <[redacted]> Thu, Jun 26, 2025 at 1:33 PM
To: [redacted]
Cc: [redacted], Kyla Zielbauer <[redacted]>

Good morning,

Please see below for MFFN CAR June 2025 Project updates:

- **Draft Environmental Assessment / Impact Statement Review Period Complete!**
  - The review period for the Draft Environmental Assessment / Impact statement (EA / IS) officially closed on June 23, 2025. We sincerely value all the feedback provided. Input on the Draft Environmental Assessment / Impact Statement (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.
  - If you have questions or if you would like to schedule a meeting to discuss, please contact us.

- **Public Information Centre #6**
  - Public Information Centre #6 was held on May 26 and 29, 2025, in Thunder Bay and Geraldton, respectively. Thank you to all those who were able to attend the meetings in person. You may review the materials on our website: https://www.martenfallsaccessroad.ca/get-involved/#pic6

- **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.

If you have any questions or would like to discuss anything further please reach out!

Thank you,

--

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Inclusiveness: Enabling belonging to draw strength from our differences.

Quigley, Iain <[redacted]>

MFFN CAR - Aboriginal and / or Treaty Rights and Interests: DRAFT Impact Assessment Report

Quigley, Iain <[redacted]> Thu, Jul 10, 2025 at 1:10 PM
To: [redacted]
Cc: [redacted], [redacted], [redacted], Qasim Saddique <[redacted]>, Jennifer Bruin <[redacted]>, Andrea Nokleby <[redacted]>, [redacted]
Bcc: Alana Vigna <[redacted]>, "Price, Katelyn" <[redacted]>

Dear Chief Eddie Mamakwa,

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,
Iain

--

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Quigley, Iain <[redacted]>

MFFN CAR - July Project Updates

1 message

Quigley, Iain <[redacted]> Tue, Jul 29, 2025 at 1:09 PM
To: [redacted]
Cc: [redacted]
Bcc: Jodi Miles <[redacted]>

Good afternoon Chief Mamakwa,

Please see below for July project updates related to MFFN CAR:

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 attached to this email.

Aboriginal and / or Treaty Rights and Interests: DRAFT 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. 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]

Thank you,
Iain

--

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Iain Quigley
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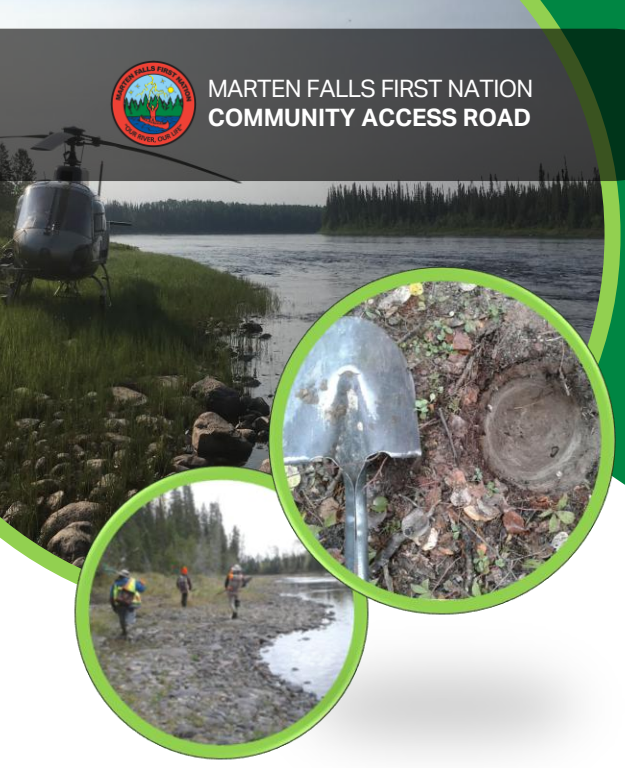
2025-07-09-MFFN-SummerFall2025Field Notice_Final.pdf
1950K

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD



Field Notice

Summer / Fall 2025 Field Notice

Issued: July 2025

What's Happening?

Field programs will be continuing into the 2025 summer and fall seasons to support the Preliminary Design and future permitting for the Marten Falls First Nation Community Access Road.

The following three field programs are outlined in this notice:

- Stage 2 Archaeological Assessment
- Groundwater Well Decommissioning
- Geotechnical Investigation

Stage 2 Archaeological Assessment

Archaeological assessments are crucial for determining the potential presence of archaeological sites and artifacts and are mandated through the Ontario Heritage Act. For the Marten Falls First Nation Community Access Road, background archaeological research (Stage 1) began in 2019 to look into archaeological potential for possible unknown sites, and some initial field surveys were conducted in 2019.

Now that the preferred route has now been chosen for the Community Access Road, archaeologists will conduct Stage 2 field surveys in the following locations in advance of geotechnical investigations:

- where the road is planned to cross waterbodies;
- at sites where bridges may be built; and
- at one potential aggregate location.

The investigations will focus on the area where geotechnical drilling will be required, and where helicopter landing sites may be created.

The archaeology team will complete the work **during the summer or fall season**. Dates have yet to be determined, though the work is expected to take approximately two weeks to complete. An update will be provided once dates are confirmed.

The stages of an Archaeological Assessment in Ontario

1. **Stage 1** – Background Study: A background study is first conducted to determine archaeological potential, which means areas where people liked to live.

2. **Stage 2** – Field Survey: Archaeologists go out and look for sites that may be impacted by construction. In Northern Ontario, this is typically completed using a test pit survey. This means a team of archaeologists dig small holes in areas of high archaeological potential and sift the soil to search for artifacts.

   If the team finds artifacts, we have a site!

3. **Stage 3** – Find Site Limits: The next step is finding the site limits. When looking for site limits the team of archaeologists digs larger 1 m by 1 m excavation units and collect the artifacts. These units are dug every 5 m until we find the site edge.

4. **Stage 4** – Excavation or Avoidance: In the final step, the site is either excavated or the development is moved to avoid and protect the site. Depending on the size and nature of the site, it might be easy to move the purposed impacts than remove the site. Some projects are easier to move around archaeological sites than others.

Geotechnical Investigation

Field crews are proposing to conduct geotechnical investigations to support preliminary exploration of potential aggregate sites and water crossing locations along the route for the Community Access Road. Geotechnical investigations will focus on aggregate sites and water crossings to assess material quantity, quality, soil suitability and groundwater monitoring.

Advance notice was initially provided for the Geotechnical Investigation in the Fall 2024 Field Notice, however, work was unable to commence at that time. Instead, it is expected that this work will be conducted **during the fall 2025 season**. An update will be provided once dates are confirmed.

Groundwater Well Decommissioning

Field crews will be decommissioning selected monitoring wells this fall as part of the Groundwater and Geochemistry program. This program has been essential for checking the health of groundwater along the proposed route for the Community Access Road. The program has tested for things like minerals, dissolved metals (such as mercury), and volatile organic compounds. By understanding current groundwater conditions, we can better predict how the road might affect the natural environment.

The wells are being decommissioned are in a location that will not support future long term monitoring of the proposed roadway. Future wells within the final right of way may be installed in accordance with the mitigations outlined in Section 9.3.4 of the Draft Environmental Assessment / Impact Statement. The report is available here: https://eais.martenfallsaccessroad.ca/

Since 2022, field crews have collected samples from the same monitoring wells each spring, summer, and fall to track seasonal changes. With the sampling now complete, field crews will proceed with decommissioning selected wells **during the fall season**. An update will be provided once dates are confirmed.

What to expect

Field crews will be accessing sites across the study area by helicopter—you may see helicopters in the area. An update will be provided if the above schedule changes due to weather or other conditions.

To learn more about our studies, view our past webinar recordings, valued component videos, Groundwater and Geochemistry Discussion Guide, and the Draft Environmental Assessment / Impact Statement on our website.

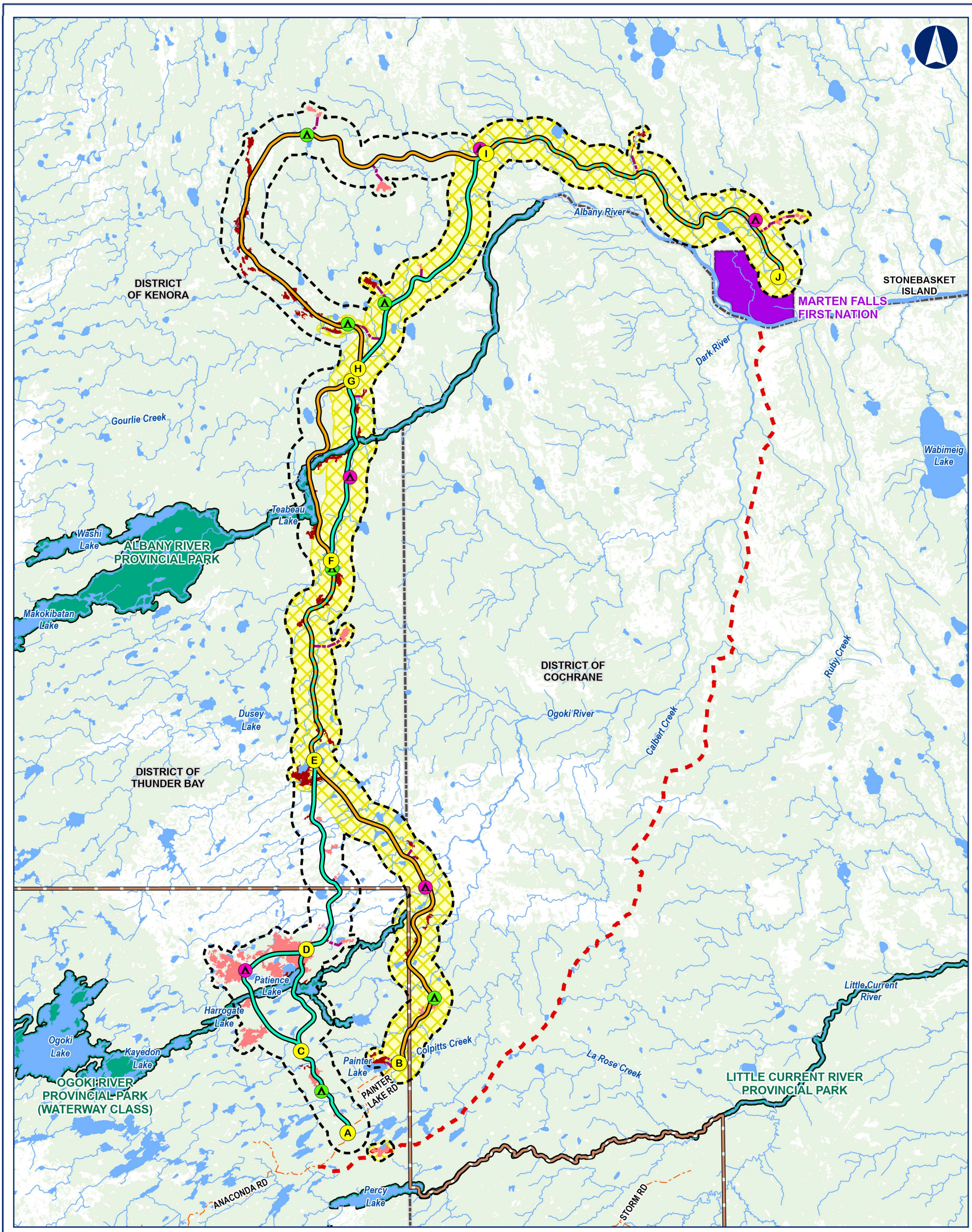
Where?

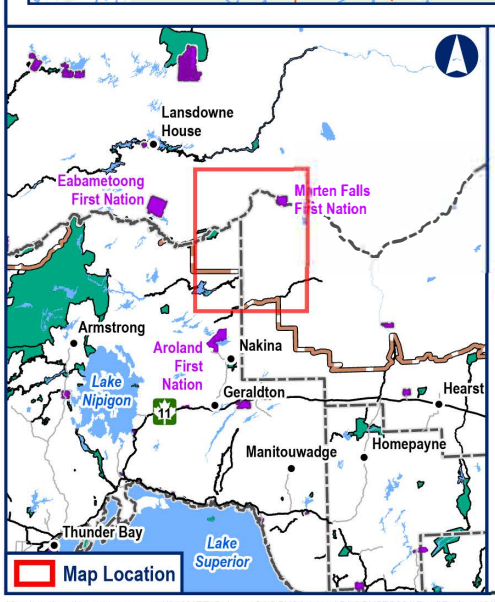
See the next page for a map of the study area.

Contact Information

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

Lawrence Baxter
Senior Community Member Advisor
Marten Falls First Nation
[redacted] | info@martenfallsaccessroad.ca
www.martenfallsaccessroad.ca





Legend

- Segment Node
- Project Study Area
- Preferred Route

Construction Disturbance Area

Route Alternatives (100 m Right-of-Way)
- Alternative 1
- Alternative 4

Potential Camp Site
- 50 Persons (108 m x 150 m)
- 200 Persons (108 m x 150 m)
- Approximate Access Road to Potential Construction Camp (10 m Width)

Potential Aggregate Source
- Bedrock
- Sand and gravel
- Approximate Access Road to Potential Aggregate Site (10 m Width)

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

Data Source:
Base Data: Provided by MNRF 2023; Route Infrastructure - Provided by AECOM 2021. Contains Information licensed under the Open Government Licence Ontario
Service Layer Credits:

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Summer / Fall 2025 Field Programs

0 5 10 20
Kilometres

Datum: NAD 1983 CSRS UTM Zone 16N

November 2024 | 1:450,000 * when printed 11"x17"

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Figure 1

Contains information provided by Ontario Ministry of the Environment, Conservation and Parks or by Ontario Ministry of Natural Resources and Forestry (Copyright: Queen's Printer of Ontario 2020), through a Sensitive Data License Agreement. This drawing has been prepared for use of AECOM client and may not be reproduced or relied upon by third parties, except as agreed by AECOM and its client, as required by law or for use by governmental reviewing agencies. AECOM accepts no responsibility, and denies any liability whatsoever, to any party that modifies this drawing without AECOM express written consent. The use of Sensitive Data in this drawing does not constitute an endorsement by the Ministry for this drawing or by AECOM of the Sensitive Data.

Map location: \\na.aecomnet.com\ifs\AMER\Calgary-CACGY3\Legacy\CACGY5FS001\Prod\Projects\60593122\171 PRJ\172 GIS\Graphics\Design\01_Reports_2024\EA-IS\PRJ_MFCAR_EA-IS_60593122.aprx Figure: MAP_Fig4-7_MFCAR_FinalRoute_60593122
Date Saved: 2024-11-13 11:07 AM User Name: Stephanie.Clark

Quigley, Iain <[redacted]>

MFFN CAR - August Project Updates

1 message

Quigley, Iain <[redacted]> Tue, Aug 26, 2025 at 2:57 PM
To: [redacted]
Cc: [redacted], Jodi Miles <[redacted]>

Good morning Chief Mamakwa,

Please see below for August project updates related to MFFN CAR:

- 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: https://vimeo.com/1096031872/90de3c9f05?fl=pl&fe=vl

- Draft Aboriginal and / or Treaty Rights and Interests: Draft 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 closes on **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]

If you have any questions or would like to discuss anything further, please do not hesitate to reach out.

Thank you,
Iain
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