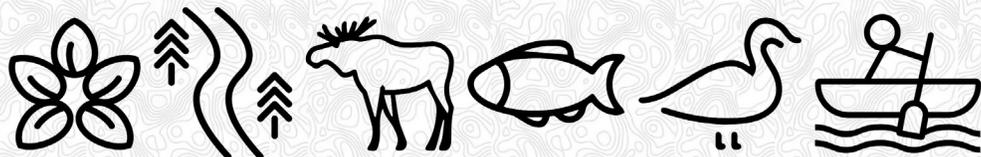


Appendix XE

Record of Consultation and Engagement



Summary of Comments and Interests Received From Indigenous Communities

October 29, 2021 – September 5, 2025

The following table provides a detailed record of the comments and interests heard during the Environmental Assessment / Impact Assessment (the Assessment Process) for the Marten Falls First Nation (MFFN) Community Access Road, from October 29, 2021, to September 5, 2025, from Indigenous communities. A comment or interest is defined as a question, statement, data and / or information brought forward by an Indigenous community, government agency, the public, or other interested persons that does not have the potential to influence the Assessment Process. All comments and interests have been provided with a response—most of the responses were provided in real-time when the comment or interest was raised (for example, at a meeting). Section references to the Final Environmental Assessment / Impact Statement are also provided for more information on the topic(s) relevant to each comment and / or interest.

The following Indigenous communities, provincial / territorial organizations, and tribal councils provided comments or noted specific interests during the Assessment Process.

1. Animbiigoo-Zaagi'igan Anishinaabek
2. Aroland First Nation
3. Attawapiskat First Nation
4. Constance Lake First Nation
5. Ginoogaming First Nation
6. Kashechewan First Nation
7. Long Lake #58 First Nation
8. Marten Falls First Nation
9. Matawa First Nations Management
10. Métis Nation of Ontario (MNO)
11. Mushkegowuk Council
12. Nibinamik First Nation
13. Nokiiwin Tribal Council
14. Red Sky Métis Independent Nation

15. Webequie First Nation

16. Weenusk First Nation

The following Indigenous communities, provincial / territorial organizations and tribal councils have not provided comments or noted specific interests:

1. Chiefs of Ontario

2. Eabametoong First Nation

3. Fort Albany First Nation

4. Independent First Nations Alliance

5. Kasabonika Lake First Nation

6. Kingfisher Lake First Nation

7. Kitchenuhmaykoosib Inninuwug First Nation

8. Mishkeegogamang First Nation

9. Neskantaga First Nation

10. Nishnawbe-Aski Nation (Grand Council Treaty #9)

11. Shibogama First Nations Council

12. Union of Ontario Indians

13. Wapekeka First Nation

14. Wawakapewin First Nation

15. Wunnumin Lake First Nation

Table 1 Comments and Interests from Indigenous Communities

Summary of Feedback and Response – Comments and Interests				
Indigenous Community	Specific Comment / Interest Raised	Details of Comment / Interest	Communication Channel	Response / Section Reference
Animbiigoo-Zaagi'igan Anishinaabek	<ul style="list-style-type: none"> Challenges to Participate 	<ul style="list-style-type: none"> At the Three Road Projects Gathering and Expo in February 2025, a representative of Animbiigoo-Zaagi'igan Anishinaabek noted the main concern holding them back from participating is from crown failure, not because of Marten Falls First Nation (MFFN) or the Community Access Road. It was noted they are currently working with Ontario on a land claim. They had not been able to provide Indigenous Knowledge because of the consultant hired by the government and the limited funding. It was noted they need time and resources to catch up and do the work. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team offered support to assist Animbiigoo-Zaagi'igan Anishinaabek with providing IK and / or participation in the consultation program. Animbiigoo-Zaagi'igan Anishinaabek has since received funding for the IK Program and funding through the Community Capacity Funding Program. Section 5 of the Final EA / IS includes information on regulators. Section 11 of the Final EA / IS includes information on consultation and the IK Program. Specific information related to Animbiigoo-Zaagi'igan Anishinaabek is in Appendix X, the Final EA / IS RoCE.
Animbiigoo-Zaagi'igan Anishinaabek	<ul style="list-style-type: none"> Road Corridor 	<ul style="list-style-type: none"> At the Three Road Projects Gathering and Expo in February 2025, a representative of Animbiigoo-Zaagi'igan Anishinaabek inquired if the road corridor was staked from an old potential rail corridor. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team confirmed that the road corridor was staked from an old potential rail corridor—the Wabassi River. The MFFN CAR Project Team explained that a railroad was proposed along this corridor, and because of the traditional knowledge received from MFFN members it was able to shape the route of the road. The information gathered for the MFFN CAR uses traditional knowledge and western science. Section 4 of the Final EA / IS includes information on engineering and design, and how the Preferred Route was selected. Section 8.3.1 and 8.3.9 of the Final EA / IS includes information on Indigenous Knowledge and land and resource use. Appendix U of the Final EA / IS, the Land and Resource Use Technical Support Document, includes information on land use.
Animbiigoo-Zaagi'igan Anishinaabek	<ul style="list-style-type: none"> Community Life in MFFN 	<ul style="list-style-type: none"> At the Three Road Projects Gathering and Expo in February 2025, a representative of Animbiigoo-Zaagi'igan Anishinaabek inquired how many members live in MFFN. It was also inquired if they pay for their own flights, and where that money comes from. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team indicated that there are approximately 300 members living in MFFN. The MFFN CAR Project team also indicated that charter flights are expensive and that members typically save their money to be able to fly in and out. Section 2 of the Final EA / IS includes information on MFFN and other transportation options.
Animbiigoo-Zaagi'igan Anishinaabek	<ul style="list-style-type: none"> Consultation with MFFN Community Members 	<ul style="list-style-type: none"> At the Three Road Projects Gathering and Expo in February 2025, a representative of Animbiigoo-Zaagi'igan Anishinaabek inquired if the MFFN CAR Project Team are still consulting with MFFN community members, and if the Proponent receives majority buy-in from community members. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team confirmed that they are still consulting and engaging with MFFN community members, and that a majority support is required for the work to continue. The power to make major decisions resides with the Community and Chief and Council. This includes, for example, the approval of the Preferred Route of the Community Access Road and approval of the Final EA / IS. A Band Council Resolution from Marten Falls First Nation was obtained for the Preferred Route in August 2024 and for the Final EA / IS in February 2026. Section 11 of the Final EA / IS includes information on consultation. Specific information related to MFFN is in Appendix X, the Final EA / IS RoCE.
Animbiigoo-Zaagi'igan Anishinaabek	<ul style="list-style-type: none"> Ring of Fire 	<ul style="list-style-type: none"> At the Three Road Projects Gathering and Expo in February 2025, a representative of Animbiigoo-Zaagi'igan Anishinaabek noted MFFN is planning for a Community Access Road but the Ontario government talks about it as the heart of the road to the Ring of Fire, which overshadows the Community Access Road. Animbiigoo-Zaagi'igan Anishinaabek representatives asked how this will be reflected in the Draft EA / IS. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team noted the EA / IS cumulative effects assessment considers the other road projects, which include the Webequie Supply Road (WSR) and Northern Road Link (NRL), as well as the upgrades to Anaconda and Painter Lake Road. Additional information will become available in a few years when the Anaconda and Painter Lake roads are upgraded, and when WSR and NRL release their Draft EA / IS. Both projects were included in the Project Inclusions List in the EA / IS. Section 6.8 of the Final EA / IS includes information on cumulative effects.

Summary of Feedback and Response – Comments and Interests				
Indigenous Community	Specific Comment / Interest Raised	Details of Comment / Interest	Communication Channel	Response / Section Reference
				<ul style="list-style-type: none"> Section 10 of the Final EA / IS includes a summary of cumulative effects covered in the Technical Support Documents.
Animbiigoo-Zaagi'igan Anishinaabek	<ul style="list-style-type: none"> Road Access and Management 	<ul style="list-style-type: none"> At the Three Road Projects Gathering and Expo in February 2025, a representative of Animbiigoo-Zaagi'igan Anishinaabek inquired what is being contemplated regarding preventing access and how users of the road will be managed. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team noted there are ongoing negotiations between MFFN and the province regarding access. Decisions and discussions on access will be the responsibility of the future owner / operator and the province. Section 7 of the Final EA / IS includes information on access. Section 7.2.5 of the Final EA / IS includes information on operations and maintenance.
Animbiigoo-Zaagi'igan Anishinaabek	<ul style="list-style-type: none"> Winter Road 	<ul style="list-style-type: none"> At the Three Road Projects Gathering and Expo in February 2025, a representative of Animbiigoo-Zaagi'igan Anishinaabek inquired if the winter road had been considered as a potential route. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team noted that the winter road was considered as a potential route, however, MFFN decided against that route due to the boggy and marshy landscape, as well as the route would need to go through the community. Section 4 of the Final EA / IS includes information on how the Preferred Route was selected.
Aroland First Nation	<ul style="list-style-type: none"> Traffic 	<ul style="list-style-type: none"> At the Three Road Projects Gathering and Expo on February 20, 2025, Aroland First Nation inquired about the estimated traffic on the road once completed. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team indicated that Appendix W of the EA / IS includes information on traffic assumptions and challenges. The MFFN CAR Project Team indicated that a previous traffic report had forecasted Annual Average Daily Traffic (AADT) of 500, while the Ministry of Transportation was suggesting an AADT of 1,000. Appendix W outlines the MFFN CAR Project Team's assumption of an estimated AADT of 700 for the north-south portion of the CAR and 100 for the east-west portion. The MFFN CAR Project Team clarified that the volumes reflected an anticipated peak traffic in 2046. Appendix W of the Final EA / IS includes information on traffic assumptions and challenges.
Aroland First Nation	<ul style="list-style-type: none"> Construction Timeline 	<ul style="list-style-type: none"> At the Three Road Projects Gathering and Expo on February 20, 2025, Aroland First Nation inquired how long it would take to build the road once construction starts. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team noted that construction could take between three to 10 years. Section 6 of the Final EA / IS includes information on construction timing.
Aroland First Nation	<ul style="list-style-type: none"> Building Costs 	<ul style="list-style-type: none"> At the Three Road Projects Gathering and Expo on February 20, 2025, Aroland First Nation inquired about the cost for building the road. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team indicated that information related to the cost of building the CAR is currently unknown and that the final number will be different from the current estimated number. The cost will be refined as engineering continues to advance. Section 6 of the Final EA / IS includes information on construction.
Aroland First Nation	<ul style="list-style-type: none"> Potential Chemical Spills on the CAR 	<ul style="list-style-type: none"> At the Three Road Projects Gathering and Expo on February 20, 2025, Aroland First Nation noted in the past their community has experienced chemical spills. Aroland First Nation noted it wiped out the trout in the rivers, taking 70 years for the trout populations to return. Aroland First Nation was unaware of what chemicals were used. Aroland First Nation inquired which chemicals could be introduced to the area should mining activities occur in the area in the future. Aroland First Nation inquired who would be responsible for accidents or drugs entering into the community. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team noted the comment on a previous chemical spill. The MFFN CAR Project Team does not have any information on chemicals related to mining activities as it is not related to the scope of the Community Access Road. In response to monitoring access into the community, the MFFN CAR Project Team noted there have been some proposed ideas such as more active policing and MFFN community members involved with continuous monitoring, however, nothing has been decided yet. Section 7 of the Final EA / IS includes information on access. Appendix T of the Final EA / IS, the Community Well-Being Technical Support Document, includes information on safety. Section 13.1 of the Final EA / IS includes information on accidents and malfunctions.
Aroland First Nation	<ul style="list-style-type: none"> Safety Measures for Drivers 	<ul style="list-style-type: none"> At the Three Road Projects Gathering and Expo on February 20, 2025, Aroland First Nation noted there needs to be safety measures implemented for the CAR, including ensuring proper insurance and valid driver's licenses are held by those using the road. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> During the Three Road Projects Gathering and Expo, the MFFN CAR Project Team noted all vehicles will need to be insured and all people driving on the road will need a driver's license. If people are not insured, then they will be in violation of the Ontario Compulsory Automobile Insurance Act and the Highway Traffic Act. Section 7.2.5 of the Final EA / IS includes information on operations and maintenance.

Summary of Feedback and Response – Comments and Interests				
Indigenous Community	Specific Comment / Interest Raised	Details of Comment / Interest	Communication Channel	Response / Section Reference
				<ul style="list-style-type: none"> • Appendix T of the Final EA / IS, the Community Well-Being Technical Support Document, includes information on safety.
Aroland First Nation	<ul style="list-style-type: none"> • Food Sampling Program 	<ul style="list-style-type: none"> • At a PIC #6 meeting on May 27, 2025, an Aroland First Nation community member expressed excitement about participating in the Country Foods Program. The importance of understanding these conditions ahead of the road were noted, and they were thankful that the work was already being considered and planned for. 	<ul style="list-style-type: none"> • In-person 	<ul style="list-style-type: none"> • The MFFN CAR Project Team thanked the community member for the information and recorded the comment. The information was shared with the community well-being team. • The Community Well-Being Technical Support Document (Appendix T) includes information about country foods. Attachment A of Appendix T has further information. • Section 11 of the Final EA / IS includes information on consultation.
Aroland First Nation	<ul style="list-style-type: none"> • Position Paper 	<ul style="list-style-type: none"> • At a PIC #6 meeting on May 27, 2025, an Aroland First Nation community member noted support for the Community Access Road but noted it must be done properly. Additionally, Aroland First Nation would release a position paper the week of June 2, 2025. 	<ul style="list-style-type: none"> • In-person 	<ul style="list-style-type: none"> • The MFFN CAR Project Team thanked the community member for the information and recorded the comment. • Section 11 of the Final EA / IS includes information on consultation. • Specific information related to Aroland First Nation in Appendix X, the Final EA / IS RoCE.
Aroland First Nation	<ul style="list-style-type: none"> • Blueberries 	<ul style="list-style-type: none"> • At a PIC #6 meeting on May 27, 2025, an Aroland First Nation community member discussed the healing properties of blueberries, specifically the use of blueberry stems for medicinal treatments in healing tea. The community member flagged the importance of collecting samples to ensure they are not negatively impacted by the road. 	<ul style="list-style-type: none"> • In-person 	<ul style="list-style-type: none"> • The MFFN CAR Project Team thanked the community member for the information and recorded the comment. At the time of the comment, the Community Access Road was collecting blueberry samples from community members for testing as part of the Country Foods Program. • The Community Well-Being Technical Support Document (Appendix T) includes information about country foods. Attachment A of Appendix T has further information. • Section 8.3.1 and 8.3.9 of the Final EA / IS includes information on Indigenous Knowledge and land and resource use. • Appendix U of the Final EA / IS, the Land and Resource Use Technical Support Document, includes information on land use.
Aroland First Nation	<ul style="list-style-type: none"> • Ongoing Consultation and Off-Reserve Engagement 	<ul style="list-style-type: none"> • At a PIC #6 meeting on May 27, 2025, an Aroland First Nation community member noted that years ago when Aroland First Nation was first consulted on the Community Access Road "they had nothing for Aroland". It was suggested that MFFN incorporate an off-reserve coordinator to assist with the Community Access Road and inquired if it had been incorporated. It was also noted that Aroland First Nation community members and MFFN members live off-reserve and they must be included in consultation. 	<ul style="list-style-type: none"> • In-person 	<ul style="list-style-type: none"> • The MFFN CAR Project Consultant noted that the Community Coordinator Program was introduced in 2022 for this purpose. • To better serve the interests of Indigenous communities in reviewing the Draft EA / IS, the Community Coordinator Program was revamped as the Community Capacity Funding Program in November 2024. Funding for the Community Capacity Funding Program was provided to Aroland First Nation. • They also acknowledged the comment regarding off-reserve members of both MFFN and Aroland First Nation and confirmed that meetings and outreach for these two communities have and continue to take place. • Section 11 of the Final EA / IS includes more information about the Community Coordinator Program / Community Capacity Funding. • Specific information related to Aroland First Nation is in Appendix X, the Final EA / IS RoCE.
Aroland First Nation	<ul style="list-style-type: none"> • Bill 5 	<ul style="list-style-type: none"> • At a PIC #6 meeting on May 27, 2025, an Aroland First Nation community member made reference to Bill 5 and the potential impact on consultation, noting that Bill 5 is controversial and First Nations are opposed to it. They also asked how Bill 5 would affect the Community Access Road now that the Draft EA / IS has been released and how it would affect Aroland First Nation and MFFN. 	<ul style="list-style-type: none"> • In-person 	<ul style="list-style-type: none"> • The MFFN CAR Consultant noted that Bill 5 is still going through legislature but is likely to pass after negotiation. It was noted that the Community Access Road will need to fulfill all of the commitments made to date. It was also noted that the Project Team does not wish to do anything differently in their approach to the Environmental Assessment / Impact Assessment as it would cause delays. Additionally, MFFN has made commitments that they intend on following through on. The MFFN CAR Consultant noted that Bill 5 is not expected to affect Indigenous consultation or the Environmental Assessment for the Community Access Road, as it is already in the final stages of the Assessment Process. It was also noted that Bill 5 was still progressing through the legislature, and the MFFN CAR Project Team did not wish to change their approach to the Assessment Process. It was noted that the Community Access Road will need to fulfill all of the commitments made to date. • Section 11 of the Final EA / IS includes information on consultation.

Summary of Feedback and Response – Comments and Interests				
Indigenous Community	Specific Comment / Interest Raised	Details of Comment / Interest	Communication Channel	Response / Section Reference
Aroland First Nation	• Community Coordinator	• At a PIC #6 meeting on May 27, 2025, an Aroland community member asked who would represent Aroland First Nation as the Community Coordinator.	• In-person	<ul style="list-style-type: none"> • The MFFN CAR Project Consultant noted that Aroland First Nation leadership will determine who would be their Community Coordinator. • Section 11 of the Final EA / IS includes more information about consultation, including the Community Coordinator Program. • Specific information related to Aroland First Nation is in Appendix X of the Final EA / IS RoCE.
Aroland First Nation	• Caribou and Cumulative Effects	• At a PIC #6 meeting on May 27, 2025, an Aroland First Nation community member was interested in the cumulative effects regarding caribou. The individual noted they had never seen a caribou and inquired why the impacts would be significant. The individual inquired where caribou herds have been identified in the study area.	• In-person	<ul style="list-style-type: none"> • The MFFN CAR Project Consultant shared general information on caribou in the study area. • General identification of caribou location(s) has been used to aid the field investigations in the Ungulates Technical Support Document (Appendix M) and is considered in Sections 8.2.7, 9.4.5, 10.3.5, 14.1.2.4, 14.1.5.4, 14.2.2.4, 14.3.2.4 and Appendix M of the Final EA / IS. • Section 6.8 of the Final EA / IS includes information on cumulative effects. • Section 10 of the Final EA / IS includes a summary of cumulative effects covered in the Technical Support Documents.
Aroland First Nation	• Areas of Concern	• At a PIC #6 meeting on May 28, 2025, a community member expressed general concerns about the areas the Community Access Road will be going through.	• In-person	<ul style="list-style-type: none"> • The MFFN CAR Project Consultant reviewed the areas of concern with the community member and showed the distance between the Community Access Road to the features of concern. The community member commented that the road was not as close as they thought. • Section 4 of the Final EA / IS includes information on the Preferred Route.
Aroland First Nation	• Traplines	• At a PIC #6 meeting on May 28, 2025, a community member noted a trapline used by her family and mentioned her plan to retire in the area, indicating a long-term connection to the area.	• In-person	<ul style="list-style-type: none"> • The MFFN CAR Project Consultant documented the area of the trapline. The information was shared with the land and resource use team. • Section 8.3.1 and 8.3.9 of the Final EA / IS include information on Indigenous Knowledge and land and resource use. • Appendix U of the Final EA / IS, the Land and Resource Use Technical Support Document, includes information on land use. • Information on Trapping and Traplines in the Project Study Area can be found in the Final EA / IS in Section 8.3.6, Section 8.3.9, and Figure 8.3-17. Additionally, Appendix U includes information on trapping in Section 5.1.6 and Figure 5-2.
Aroland First Nation	• Water Crossings and Traplines	• At a PIC #6 meeting on May 28, 2025, a community member provided information on crossings located in the south end of the Preferred Route and noted a trapline in the area.	• In-person	<ul style="list-style-type: none"> • The MFFN CAR Project Consultant recorded the area of the trapline. The information was shared with the land and resource use team. • Section 4 of the Final EA / IS includes information on the Preferred Route. • Section 8.3.1 and 8.3.9 of the Final EA / IS include information on Indigenous Knowledge and land and resource use. • Appendix U of the Final EA / IS, the Land and Resource Use Technical Support Document, includes information on land use. • Information on Trapping and Traplines in the Project Study Area can be found in the Final EA / IS in Section 8.3.6, Section 8.3.9, and Figure 8.3-17. Additionally, Appendix U includes information on trapping in Section 5.1.6 and Figure 5-2.
Aroland First Nation	• Land Uses	• At a PIC #6 meeting on May 28, 2025, an Aroland First Nation community member noted on a map where her parents' traditional area is used for canoeing, snowmobiling, and portaging. They also noted areas of interest that are present throughout.	• In-person	<ul style="list-style-type: none"> • The comment was noted by the MFFN CAR Project Team. The information was shared with the engineering team. Specific information pertaining to areas of interest and traditional area is included in the confidential Aroland First Nation Aboriginal and / or Treaty Rights and Interests: Impact Assessment Report. • Appendix Q of the Final EA / IS, the Cultural Heritage Technical Support Document, includes information on impacts to areas of interest and recreational history.

Summary of Feedback and Response – Comments and Interests				
Indigenous Community	Specific Comment / Interest Raised	Details of Comment / Interest	Communication Channel	Response / Section Reference
Aroland First Nation	<ul style="list-style-type: none"> Water Crossings 	<ul style="list-style-type: none"> At a PIC #6 meeting on May 28, 2025, an Aroland First Nation community member noted past problems with culverts causing flooding in Geraldton and preferred a bridge structure to allow boats / canoes through without flooding issues. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team noted local input from fishers, hunters, and trappers can help identify the right clearances for water crossings. While some traditional knowledge has been gathered, more details may be helpful during the detailed design phase. Hydraulic studies are conducted to assess whether culverts or bridges can handle expected water flows and designed to help reduce potential incidents of flooding. The information was shared with the engineering team. Section 7.1.2.2 of the Final EA / IS includes information on the construction and use of culverts and bridges. Culverts will be used for crossings less than 5 metres wide from one bank to another, bridges will be used for over 5 metre wide water crossings. Where feasible, navigable waters will be maintained for boat and canoe access. Section 6 and 7 of the Final EA / IS includes information on the overview of the Community Access Road, including water crossings. Section 8.1.4.2 of the Final EA / IS includes information on water crossings.
Aroland First Nation	<ul style="list-style-type: none"> Traplines and the Design and Construction 	<ul style="list-style-type: none"> At a PIC #6 meeting on May 28, 2025, a community member requested that traplines be specifically considered in the project planning. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The comment was noted by the MFFN CAR Project Team and confirmed that trapline information is used in project planning. The information was shared with the land and resource use team. Traplines within the study area were considered in the Assessment Process. Section 8.3.1 and 8.3.9 of the Final EA / IS include information on Indigenous Knowledge and land and resource use. Appendix U of the Final EA / IS, the Land and Resource Use Technical Support Document, includes information on land use. Information on Trapping and Traplines in the Project Study Area can be found in the Final EA / IS in Section 8.3.6, Section 8.3.9, and Figure 8.3-17. Additionally, Appendix U includes information on trapping in Section 5.1.6 and Figure 5-2.
Aroland First Nation	<ul style="list-style-type: none"> Increased Access Trapline Considerations Support for the Project 	<ul style="list-style-type: none"> At a PIC #6 meeting on May 28, 2025, a community member noted they support the road and how it will increase access to their land, however, traplines in the area should be considered in the design. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant thanked the community member for their support. The information was shared with the land and resource use team. The MFFN CAR Project Consultant noted that methods to discourage hunting by outsiders are being considered and shared commonly used examples (e.g., signage and traditional territory messaging at entrances). Traplines within the study area were considered in the Assessment Process. Section 7 of the Final EA / IS includes information on access. Section 8.3.1 and 8.3.9 of the Final EA / IS include information on Indigenous Knowledge and land and resource use. Appendix U of the Final EA / IS, the Land and Resource Use Technical Support Document, includes information on land use. Information on Trapping and Traplines in the Project Study Area can be found in the Final EA / IS in Section 8.3.6, Section 8.3.9, and Figure 8.3-17. Additionally, Appendix U includes information on trapping in Section 5.1.6 and Figure 5-2.
Aroland First Nation	<ul style="list-style-type: none"> Culturally Significant Areas 	<ul style="list-style-type: none"> At a PIC #6 meeting on May 28, 2025, a community member noted that many people died a long time ago from pneumonia, suggesting there could be areas of interest throughout the bush in the area. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The areas identified by the community member were documented by the MFFN CAR Project Consultant. The information was shared with the ATRI and cultural heritage teams. Information on the ATRI assessment is included in the Aboriginal and / or Treaty Rights and Interests Technical Support Document (Appendix O). Subsections on Archaeology and Cultural Heritage are included in Section 8.3.6, Section 9.5.5, and Section 10.4.4 and 10.4.5 of the Final EA / IS.

Summary of Feedback and Response – Comments and Interests				
Indigenous Community	Specific Comment / Interest Raised	Details of Comment / Interest	Communication Channel	Response / Section Reference
				<ul style="list-style-type: none"> Specific information pertaining to areas of interest and traditional area is included in the confidential Aroland First Nation Aboriginal and / or Treaty Rights and Interests: Impact Assessment Report. Appendix Q of the Final EA / IS, the Cultural Heritage Technical Support Document, includes information on impacts to areas of interest and recreational history.
Aroland First Nation	<ul style="list-style-type: none"> Impact on Traditional Foods 	<ul style="list-style-type: none"> At a PIC #6 meeting on May 28, 2025, a community member noted concern for blueberries and how they may be impacted by the activities related to the Community Access Road. The individual was happy that the Country Foods Program was testing foods prior to the start of construction to document any changes. The community member was generally concerned about unintended consequences for the land and hopes that the planning is being done properly. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant thanked the community member and recorded the comment. The information was shared with the community well-being team. The Community Well-Being Technical Support Document (Appendix T) includes information on country foods. Attachment A of Appendix T has further information.
Aroland First Nation	<ul style="list-style-type: none"> Concerned about Safety and the Road 	<ul style="list-style-type: none"> At a PIC #6 meeting on May 28, 2025, a community member noted concern about the safety of the road specifically regarding access of drugs and alcohol, the potential safety implications for women and girls, and the potential for road-use accidents that go unnoticed. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant discussed the mitigation measures related to safety concerns, and the community member was pleased to hear that these considerations were being made. The information was shared with the community well-being team. Appendix T of the Final EA / IS, the Community Well-Being Technical Support Document, includes information on socio-community and safety. Section 7.2.5 of the Final EA / IS includes information on operations and maintenance.
Aroland First Nation	<ul style="list-style-type: none"> Harvesting of Traditional Foods 	<ul style="list-style-type: none"> At a PIC #6 meeting on May 28, 2025, a community member noted some methods of traditional medicine, including the use of blueberries, dandelions, stinging nettle and tree bark for various healing purposes. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team thanked the community member for the information and recorded the comment. The information was shared with the community well-being team. The Community Well-Being Technical Support Document (Appendix T) includes information about country foods. Attachment A of Appendix T has further information. Section 6.1 of the Final EA / IS includes information on Indigenous Knowledge. Section 8.2.4 and 9.4.2 of the Final EA / IS include information on vegetation.
Aroland First Nation	<ul style="list-style-type: none"> Country Foods Program Sample Selection 	<ul style="list-style-type: none"> At a PIC #6 meeting on May 28, 2025, a community member inquired about why walleye was selected over other fish for the Country Foods Program. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant noted that walleye was common in the area, especially at the time of the year for the program. The Community Well-Being Technical Support Document (Appendix T) includes information on country foods. Attachment A of Appendix T has further information.
Aroland First Nation	<ul style="list-style-type: none"> Impact on Traditional Foods 	<ul style="list-style-type: none"> At a PIC #6 meeting on May 28, 2025, a community member shared a story about how blueberries have been sprayed by planes and that the group of people who ate those blueberries got sick. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team thanked the community member for the information and recorded the comment. The information was shared with the community well-being team. The Community Well-Being Technical Support Document (Appendix T) includes information on country foods. Attachment A of Appendix T has further information.
Aroland First Nation	<ul style="list-style-type: none"> Mitigation and Monitoring Measures 	<ul style="list-style-type: none"> At a PIC #6 meeting on May 28, 2025, a community member inquired about mitigation and monitoring for construction camps, bear proof bins and fishing and hunting. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant described the mitigation measures to the community member listed in the Draft EA / IS. Section 14 of the Final EA / IS includes mitigation measures related to construction activities. Section 9.5.7 of the Final EA / IS includes mitigation measures related to fishing and hunting.
Aroland First Nation	<ul style="list-style-type: none"> Traplines for Future Generations 	<ul style="list-style-type: none"> At a PIC #6 meeting on May 28, 2025, a community member raised concerns about traplines and their use for future generations. It was noted that although they are not used often it does not mean that they are forgotten. The next generation should have the option to use them in future. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team thanked the community member for the information and recorded the comment. The information was shared with the cultural heritage, land and resource use, and community well-being teams. Traplines have been included in the assessments for Cultural Heritage and Archaeology (Final EA / IS Section 8.3.6), Community Well-Being (Final EA / IS Section 8.3.8) and Land and Resource Use (Final EA / IS Section 8.3.9). Section 8.3.1 and 8.3.9 of the Final EA / IS include information on Indigenous Knowledge and land and resource use.

Summary of Feedback and Response – Comments and Interests				
Indigenous Community	Specific Comment / Interest Raised	Details of Comment / Interest	Communication Channel	Response / Section Reference
				<ul style="list-style-type: none"> • Appendix U of the Final EA / IS, the Land and Resource Use Technical Support Document, includes information on land use. • Subsections on Archaeology and Cultural Heritage are included in Section 8.3.6, Section 9.5.5, and Section 10.4.4 and 10.4.5 of the Final EA / IS. • Information on Trapping and Traplines in the Project Study Area can be found in the Final EA / IS in Section 8.3.6, Section 8.3.9, and Figure 8.3-17. Additionally, Appendix U includes information on trapping in Section 5.1.6 and Figure 5-2. • Appendix T of the Final EA / IS, the Community Well-Being Technical Support Document, includes information on socio-community.
Aroland First Nation	<ul style="list-style-type: none"> • Improve Community Well-Being 	<ul style="list-style-type: none"> • At a PIC #6 meeting on May 28, 2025, a community member expressed support for the Community Access Road since it will allow people to travel and will reduce the cost of living. 	<ul style="list-style-type: none"> • In-person 	<ul style="list-style-type: none"> • The MFFN CAR Project Team thanked the community member for the information and recorded the comment. The information was shared with the community well-being team. • Appendix T of the Final EA / IS, the Community Well-Being Technical Support Document, includes information on socio-community.
Aroland First Nation	<ul style="list-style-type: none"> • Areas of Interest in the Study Area 	<ul style="list-style-type: none"> • At a PIC #6 meeting on May 29, 2025, an Aroland First Nation community member identified traditional areas and areas of interest in the south end of the Community Access Road. The individual also noted the area was the traditional area of their parents and was used for outdoor activities. 	<ul style="list-style-type: none"> • In-person 	<ul style="list-style-type: none"> • The MFFN CAR Project Team thanked Aroland First Nation for the information and documented the area identified. The information was shared with the ATRI and cultural heritage teams. • Subsections on Archaeology and Cultural Heritage are included in Section 8.3.6, Section 9.5.5, and Section 10.4.4 and 10.4.5 of the Final EA / IS. • Section 6.1 and Section 11 of the Final EA / IS include information on Indigenous Knowledge. • Appendix Q of the Final EA / IS, the Cultural Heritage Technical Support Document, includes information on impacts to areas of interest and recreational history. • Specific information pertaining to areas of interest and traditional area is included in the confidential Aroland First Nation Aboriginal and / or Treaty Rights and Interests: Impact Assessment Report.
Aroland First Nation	<ul style="list-style-type: none"> • Dust from Construction 	<ul style="list-style-type: none"> • At a PIC #6 meeting on May 29, 2025, an Aroland First Nation community member raised a concern about dust on vegetation due to the road. 	<ul style="list-style-type: none"> • In-person 	<ul style="list-style-type: none"> • The MFFN CAR Project Consultant noted the mitigation measures described in the EA / IS related to dust, including the use of dust suppressants that are free of chlorides. • Section 7.2.5.2 of the Final EA / IS includes information on road maintenance, Section 9.5.4 of the Final EA / IS includes information on dust mitigation.
Aroland First Nation	<ul style="list-style-type: none"> • Noted Land Uses around Anaconda Road 	<ul style="list-style-type: none"> • At a PIC #6 meeting on May 29, 2025, an Aroland First Nation community member noted that snowmobile use, canoe travel and trapping are common in the south portion of Anaconda Road. Hunting was also reported. 	<ul style="list-style-type: none"> • In-person 	<ul style="list-style-type: none"> • The MFFN CAR Project Team thanked the community member for the information and documented the common uses of the area. The information was shared with the engineering team. • Subsections on Archaeology and Cultural Heritage are included in Section 8.3.6, Section 9.5.5, and Section 10.4.5 of the Final EA / IS. • Section 8.2.1 and 8.3.9 of the Final EA / IS include information on Indigenous Knowledge and land and resource use. • Appendix U of the Final EA / IS, the Land and Resource Use Technical Support Document discusses land use patterns. • The confidential Aroland First Nation Aboriginal and / or Treaty Rights and Interests: Impact Assessment Report discusses snowmobile and canoe travel, as well as hunting and trapping.
Aroland First Nation	<ul style="list-style-type: none"> • Risk of Contamination from Equipment and People 	<ul style="list-style-type: none"> • At a PIC #6 meeting on May 29, 2025, an Aroland First Nation community member emphasized the risk of contamination from machinery or people entering the area (e.g., to seeds) and suggested that anything coming in should be cleaned beforehand. 	<ul style="list-style-type: none"> • In-person 	<ul style="list-style-type: none"> • The MFFN CAR Project Consultant noted that mitigation measures to prevent contamination are outlined in the EA / IS, including cleaning equipment. • Section 9.4.2.3.1 in the Final EA / IS includes mitigation measures for the prevention of spreading invasive plant species.

Summary of Feedback and Response – Comments and Interests				
Indigenous Community	Specific Comment / Interest Raised	Details of Comment / Interest	Communication Channel	Response / Section Reference
Aroland First Nation	• Land Uses	• At a PIC #6 meeting on May 29, 2025, an Aroland First Nation community member noted boat use, moose hunting, traditional medicine, canoeing, and portaging around Trebell Lake, specifying that no big boats can get to this area.	• In-person	<ul style="list-style-type: none"> • The MFFN CAR Project Team thanked the community member for the information and documented the common uses of the area. The information was shared with the engineering team. • The Community Well-Being Technical Support Document (Appendix T) includes information on country foods. Attachment A of Appendix T has further information. • Section 8.3.1 and 8.3.9 of the Final EA / IS includes information on Indigenous Knowledge and land and resource use. • Appendix U of the Final EA / IS, the Land and Resource Use Technical Support Document, includes information on land use.
Aroland First Nation	• Narrow Waterways	• At a PIC #6 meeting on May 29, 2025, a community member noted that many creeks are very narrow, necessitating portaging, sometimes using logs.	• In-person	<ul style="list-style-type: none"> • The MFFN CAR Project Consultant made note of the transportation methods in the area. The information was shared with the engineering team. • Section 8.3.1 and 8.3.9 of the Final EA / IS include information on Indigenous Knowledge and land and resource use. • Appendix U of the Final EA / IS, the Land and Resource Use Technical Support Document, includes information on land use.
Aroland First Nation	• Concerns Regarding the Design of Water Crossings	• At a PIC #6 meeting on May 29, 2025, a community member shared concerns regarding the influence of the dam and stressed that the road design needs to take water level fluctuation into consideration.	• In-person	<ul style="list-style-type: none"> • The MFFN CAR Project Team thanked the community member for the information and recorded the comment. The information was shared with the engineering team. • Section 4 of the Final EA / IS includes information on the Preferred Route. • Section 7 of the Final EA / IS includes information on the design of the road. • Sections 8.1.5, 9.3.2 and 10.2.2 of the Final EA / IS include information on surface water, as well as Appendix F.
Aroland First Nation	• Support for the Project and Employment Opportunities	• At a PIC #6 meeting on May 29, 2025, several community members stated that they are supportive of the Community Access Road and believe it will promote employment.	• In-person	<ul style="list-style-type: none"> • The MFFN CAR Project Consultant thanked the community members and noted the comment. The information was shared with the community well-being team. • Appendix T of the Final EA / IS, the Community Well-Being Technical Support Document, includes information on socio-community, employment and economy.
Aroland First Nation	• Uses for Traditional Foods	• At a PIC #6 meeting on May 29, 2025, a community member noted dandelions have a lot of good health properties.	• In-person	<ul style="list-style-type: none"> • The MFFN CAR Project Team thanked the community member for the information and recorded the comment. The information was shared with the community well-being team. • The Community Well-Being Technical Support Document (Appendix T) includes information on country foods. Attachment A of Appendix T has further information.
Aroland First Nation	• Site Conditions South End of Preferred Route	• At a PIC #6 meeting on May 29, 2025, an Aroland First Nation community member provided feedback on site conditions near the south end of the route, indicating that it was very swampy and narrow. The community member indicated the area can accommodate canoeing and portaging, but not larger boats.	• In-person	<ul style="list-style-type: none"> • The MFFN CAR Project Team thanked the community member for the information and recorded the comment. The information was shared with the engineering team. • Section 8.2.1 and 8.3.9 of the Final EA / IS include information on Indigenous Knowledge and land and resource use. • Appendix U of the Final EA / IS, the Land and Resource Use Technical Support Document, includes information on land use.
Attawapiskat First Nation	• Draft EA / IS	<ul style="list-style-type: none"> • At the Three Road Projects Gathering and Expo on February 25, 2025, a representative of Attawapiskat First Nation requested a hard copy of the Draft EA / IS and appendices to be sent to the band office. • Based on the size of the hard copy Draft EA / IS at the breakout room, Attawapiskat First Nation changed the request and asked for 10 copies of the Assessment Summary Package to be mailed to the Attawapiskat First Nation band office instead. 	• In-person	<ul style="list-style-type: none"> • The MFFN CAR Project Team mailed 10 copies of the Assessment Summary Package to Attawapiskat First Nation band office. • Section 11 of the Final EA / IS includes information on consultation. • Specific information related to Aroland First Nation's request and the delivery of the package is documented in Appendix X, the Final EA / IS RoCE.

Summary of Feedback and Response – Comments and Interests				
Indigenous Community	Specific Comment / Interest Raised	Details of Comment / Interest	Communication Channel	Response / Section Reference
Attawapiskat First Nation	<ul style="list-style-type: none"> Cumulative Effects Analysis 	<ul style="list-style-type: none"> At the Three Road Projects Gathering and Expo in February 2025, a representative of Attawapiskat First Nation inquired if a cumulative effects analysis had been done, and if there was a Plain Language Summary for it. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team noted that each Plain Language Summary provided in the Draft EA / IS has a cumulative effects analysis. It was also noted that Section 10 of the Draft EA / IS included a summary of cumulative effects covered in the Technical Support Documents. Section 6.8 of the Final EA / IS includes information on cumulative effects. Section 10 of the Final EA / IS includes a summary of cumulative effects covered in the Technical Support Documents. Appendix X, the Final RoCE includes a Cumulative Effects Consultation Report.
Attawapiskat First Nation	<ul style="list-style-type: none"> Timeline for Submission and Approval for the EA / IS 	<ul style="list-style-type: none"> At the Three Road Projects Gathering and Expo in February 2025, a representative of Attawapiskat First Nation requested clarified timelines for the submission and approval of the EA / IS, particularly the Impact Assessment Agency of Canada (the Agency) timelines. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team provided details on the EA / IS submission, including Agency's timelines. Section 5 of the Final EA / IS includes information on regulators.
Constance Lake First Nation	<ul style="list-style-type: none"> Support for the CAR 	<ul style="list-style-type: none"> At the ATRI Forum #2 on November 21 and 23, 2023, some Constance Lake First Nation members noted support for the development of the Community Access Road. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team thanked the community members for the information and recorded the comment.
Constance Lake First Nation	<ul style="list-style-type: none"> Waterways 	<ul style="list-style-type: none"> At a meeting on February 22, 2025, a Constance Lake First Nation community member commented that they feel like Constance Lake First Nation has no say in this process but noted that the Albany River feeds into their streams. There is a fear of what will happen to the animals, fish and the river for recreational use. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant described that potential effects, mitigation measures and cumulative effects are considered in the Draft EA / IS. The information on surface water is summarized in Sections 8, 9 and 10 of the Draft EA / IS, while a full technical report is appended. Constance Lake First Nation flagged an interest in waterways early in the process and information was shared with the community as it became available, including sharing existing condition reports, providing updates on field studies and following up on their participation in the Indigenous Knowledge and Community Coordinator programs. Sections 8.1.5, 9.3.2 and 10.2.2 of the Final EA / IS include information on surface water, as well as Appendix F. Section 6.8 of the Final EA / IS includes information on cumulative effects. Section 10 of the Final EA / IS includes a summary of cumulative effects covered in the Technical Support Documents.
Constance Lake First Nation	<ul style="list-style-type: none"> Concern Regarding Access to the Road 	<ul style="list-style-type: none"> At a meeting on February 22, 2025, a Constance Lake First Nation community member asked who will own the road and if it will be publicly accessible. People are coming up from southern Ontario and the United States and using Constance Lake First Nation's rivers. The community is worried if there are no measures to protect access. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team confirmed that access concerns have been shared with them. They also confirmed that discussions regarding ownership and long-term operation and maintenance are ongoing between MFFN and the province. Decisions and discussions on access will be the responsibility of the future owner / operator and the province. Section 7 of the Final EA / IS includes information on access. Section 7.2.5 of the Final EA / IS includes information on operations and maintenance.
Constance Lake First Nation	<ul style="list-style-type: none"> Human Health 	<ul style="list-style-type: none"> At a meeting on February 22, 2025, the Constance Lake First Nation community representative commented that the community has seen the presence of blastomycosis in the area and noted that it used to occur only within Weenusk First Nation and has now spread to Constance Lake and the surrounding area. The Community Representative explained the illness of blastomycosis, the cause and the loss of five community members to the illness. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> MFFN CAR Project Team thanked the community member for the information and recorded the comment. The information was shared with the Climate Change Adaptation team. Section 12 of the Final EA / IS includes information on climate change, as well as Appendix Y, the Final EA / IS Climate Change and Resiliency Report. Section 8.3.1 and 8.3.9 of the Final EA / IS include information on Indigenous Knowledge and land and resource use. Appendix U of the Final EA / IS, the Land and Resource Use Technical Support Document, includes information on land use.

Summary of Feedback and Response – Comments and Interests				
Indigenous Community	Specific Comment / Interest Raised	Details of Comment / Interest	Communication Channel	Response / Section Reference
Constance Lake First Nation	<ul style="list-style-type: none"> Fish and Fish Habitat 	<ul style="list-style-type: none"> At a meeting on February 22, 2025, a Constance Lake First Nation community member commented that climate change is affecting the community and noted that bass are now found in the rivers where there were none before. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> MFFN CAR Project Team thanked the community member for the information and recorded the comment. The information was shared with Climate Change Adaptation and Fish and Fish Habitat teams. Section 12 of the Final EA / IS includes information on climate change, as well as Appendix Y, the Final EA / IS Climate Change and Resiliency Report. Sections 8.1.6, 9.3.3 and 10.2.3 of the Final EA / IS include information on fish and fish habitat, as well as Appendix G.
Constance Lake First Nation	<ul style="list-style-type: none"> Fish and Fish Habitat 	<ul style="list-style-type: none"> At a meeting on February 22, 2025, a Constance Lake First Nation community member noted concerns about the CAR and impacts to the Albany River as the Albany River feeds into their stream system. There is a fear of what will happen to the animals and fish. There are no more fish, and they can't go swimming anymore. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> MFFN CAR Project Team thanked the community members for the information and recorded the comment. The information was shared with the Indigenous Knowledge and land and resource team, as well as the fish and fish habitat team. The MFFN CAR Project Team shared that studies and previous community feedback on surface water baseline conditions informed their studies. Sections 8.1.6, 9.3.3 and 10.2.3 of the Final EA / IS include information on fish and fish habitat, as well as Appendix G.
Constance Lake First Nation	<ul style="list-style-type: none"> Community Involvement and the Albany River 	<ul style="list-style-type: none"> At a meeting on February 22, 2025, a Constance Lake First Nation community member asked if Fort Albany First Nation and Kashechewan First Nation are also involved. They also noted that the Albany River is a means of transportation for those communities as well. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team thanked the community members for the information and recorded the comment. Information related to transportation was sent to the engineering team. The MFFN CAR Project Team is consulting and engaging with 22 other Indigenous communities, including Fort Albany First Nation and Kashechewan First Nation, and considering aspects that are important to them. It was also noted that the RoCE for each Indigenous community is available on the EA / IS website with the ability to filter and see what comments the MFFN CAR Project Consultants received from neighbouring Indigenous communities and the responses provided by the MFFN CAR Project Team. Additional information related to the consultation process is in Section 11 of the Final EA / IS. Specific information related to each Indigenous community is in Appendix X, the Final EA / IS RoCE. Section 8.2.1 and 8.3.9 of the Final EA / IS include information on Indigenous Knowledge and land and resource use. Appendix U of the Final EA / IS, the Land and Resource Use Technical Support Document, includes information on land use. Information on the ATRI assessment is included in the Aboriginal and / or Treaty Rights and Interests Technical Support Document (Appendix O).
Constance Lake First Nation	<ul style="list-style-type: none"> Community Feedback 	<ul style="list-style-type: none"> At a meeting on February 22, 2025, a Constance Lake First Nation community member asked if it is only MFFN's decision on the road and if they will consider input from other communities? The Constance Lake First Nation Land and Resource Manager explained that the decision on the road itself would likely sit with MFFN, however, MFFN would likely respect Constance Lake First Nation's input on river crossings and take it into consideration. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team noted that feedback from 23 neighbouring Indigenous communities, including MFFN, has been sought since the start of the Assessment Process; this input has been appreciated and considered where appropriate. The MFFN CAR Project Team noted how MFFN feedback informed the selection of river crossings with the intent to minimize impacts. The detailed design phase, however, is not yet complete and the MFFN CAR Project Team created buffer areas. This means that the design is flexible, allowing adjustments to the route if issues arise. The regulators will make a decision on the Assessment Process to confirm that the EA / IS meets regulatory requirements. Section 3 of the Final EA / IS includes information on roles, decision-making and the Seven Grandfathers that informed the EA / IS. Section 4 of the Final EA / IS includes information on how the Preferred Route was selected. Section 11 of the Final EA / IS includes information on consultation. Specific information related Constance Lake First Nation is in Appendix X, the Final EA / IS RoCE.

Summary of Feedback and Response – Comments and Interests				
Indigenous Community	Specific Comment / Interest Raised	Details of Comment / Interest	Communication Channel	Response / Section Reference
				<ul style="list-style-type: none"> Section 7 of the Final EA / IS includes information related to the different stages of design, planning and construction.
Constance Lake First Nation	<ul style="list-style-type: none"> Winter Access of the Road 	<ul style="list-style-type: none"> At a meeting on February 22, 2025, a Constance Lake First Nation community member asked what has been happening with the winter access road. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN Senior Community Advisor explained that the winter season for the winter road is becoming shorter each year due to climate change. MFFN community members have to fly in and out more often and it is costing more money. The MFFN CAR Project Team confirmed the comment. Section 2 of the Final EA / IS includes information on why the CAR is needed.
Constance Lake First Nation	<ul style="list-style-type: none"> Consultation 	<ul style="list-style-type: none"> At a meeting on February 22, 2025, a Constance Lake First Nation community member suggested that the MFFN CAR Project Team visit on a weekday next time instead of a weekend. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team clarified based on past community turnouts, Constance Lake First Nation invited the MFFN CAR Project Team to visit on a weekend. The MFFN CAR Project Team can accommodate any specific timing requested by Constance Lake First Nation. Section 11 of the Final EA / IS includes information on consultation. Specific information related Constance Lake First Nation is in Appendix X, the Final EA / IS RoCE.
Constance Lake First Nation	<ul style="list-style-type: none"> Indigenous Knowledge in the Project Process. 	<ul style="list-style-type: none"> At a meeting on February 22, 2025, a Constance Lake First Nation Community Representative asked where the Indigenous Knowledge component is in the Assessment Process. Australia and New Zealand are using an Indigenous science approach in combination with western science. The Community Representative was wondering if something similar was being done for the CAR. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team explained the use of Indigenous Knowledge, which includes contributions from many communities. Other aspects include having MFFN Senior Community Members Advisors on the MFFN CAR Project Team providing Indigenous Knowledge. Input is also received from MFFN community members through participation in field programs. There is information in the Draft EA / IS that is written in the perspective of community members, has been reviewed by community members and captures their voice. Section 8.3.1 and 8.3.9 of the Final EA / IS include information on Indigenous Knowledge and land and resource use. Appendix U of the Final EA / IS, the Land and Resource Use Technical Support Document, includes information on land use. Section 11 of the Final EA / IS includes information on consultation.
Constance Lake First Nation	<ul style="list-style-type: none"> Key Pillars and Economic Development 	<ul style="list-style-type: none"> At a meeting on February 22, 2025, a Constance Lake First Nation Community Representative inquired about the key pillars of the Environmental Assessment and the economic development components. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team shared a printed copy of the Draft EA / IS Assessment Summary Package and explained the components of it, including the key pillars. The discipline plain language summaries were also shared. Section 3 of the Final EA / IS includes information on roles, decision-making and the Seven Grandfathers that informed the EA / IS. The Community Well-Being Technical Support Document (Appendix T) includes information on the economy. Sections 8.3.8, 9.5.6 and 10.4.7 of the Final EA / IS include information on Community Well-being, including the economy.
Constance Lake First Nation	<ul style="list-style-type: none"> General Process, Route Selection and Species 	<ul style="list-style-type: none"> At the Three Road Projects Gathering and Expo in February 2025, a representative from Constance Lake First Nation noted interest in how MFFN is supported during the road development, why they chose certain river crossings and landscapes; and what kind of species are taken into account, particularly in relation to caribou. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team explained the process for building a road, how it differs from Ministry of Natural Resources forestry roads and the consultation and engagement process required by the government and Proponent with MFFN community members and other Indigenous communities. Feedback from MFFN and Indigenous communities was used to choose the Preferred Route. Feedback included: to stay away from caribou calving areas; to reduce pollution in the rivers; and to not use the winter corridor route as an option. The MFFN CAR Project Team indicated that detailed information was included in the Draft EA / IS, including MFFN's perspective and how the decision was driven by a holistic view of the Project. Section 4 of the Final EA / IS includes information on how the Preferred Route was selected. Sections 8.2.7, 9.4.5, 10.3.5, 14.1.2.4, 14.1.5.4, 14.2.2.4, 14.3.2.4 and Appendix M of the Final EA / IS include information on ungulates.

Summary of Feedback and Response – Comments and Interests				
Indigenous Community	Specific Comment / Interest Raised	Details of Comment / Interest	Communication Channel	Response / Section Reference
Constance Lake First Nation	<ul style="list-style-type: none"> Decisions Impacted by Climate Change 	<ul style="list-style-type: none"> At the Three Road Projects Gathering and Expo in February 2025, a representative from Constance Lake First Nation inquired how climate change is factored into decisions for the CAR. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team noted they considered climate adaptation, including how to design and construct the CAR in consideration of climate change and planning for resiliency. Considerations have also been made regarding the construction process, and the human and physical environments. Section 12 of the Final EA / IS includes information on climate change, as well as Appendix Y, the Final EA / IS Climate Change and Resiliency Report.
Constance Lake First Nation	<ul style="list-style-type: none"> Peatlands Engineering, Design and Construction 	<ul style="list-style-type: none"> At the Three Road Projects Gathering and Expo in February 2025, a representative of Constance Lake First Nation inquired if there are areas where bogs tend to be more watered. This type of landscape changes in cycles, and they inquired how it will impact the CAR. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team explained that the CAR will be constructed as a floating road and will have 1-metre-thick rock on top of peat and aggregate sites along it. This is blasted rock and will allow for water to pass through. Section 7 of the Final EA / IS includes information on engineering, design and construction. Section 8.1.8, 9.3.5 and Appendix I include information on peatlands.
Constance Lake First Nation	<ul style="list-style-type: none"> Dust 	<ul style="list-style-type: none"> At the Three Road Projects Gathering and Expo in February 2025, a representative from Constance Lake First Nation inquired about plans for dust abatement. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team noted the current assumption is that water will be used for dust suppression. Ownership and operation of the road is currently unknown, and dust abatement will be a consideration for the future owner / operator. Section 7.2.5 of the Final EA / IS includes information on operations and maintenance. Section 8.3.7, 9.5.4 and Appendix S of the Final EA / IS includes information on air quality.
Constance Lake First Nation	<ul style="list-style-type: none"> Salt Use 	<ul style="list-style-type: none"> At the Three Road Projects Gathering and Expo in February 2025, a representative from Constance Lake First Nation noted that community members did not want salt on the road. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team thanked the community members for the information and recorded the comment. Section 7.2.5 of the Final EA / IS includes information on operations and maintenance. Section 9.3.2 includes mitigation measures to use sand instead of salt for de-icing purposes where feasible.
Constance Lake First Nation	<ul style="list-style-type: none"> Community Member Presentation 	<ul style="list-style-type: none"> At the Three Road Projects Gathering and Expo in February 2025, a Constance Lake First Nation member asked about opportunities for a presentation on the results of the Draft EA / IS for their members. They also asked if the presentation could include their members' areas of interest with a customized package. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team agreed to a presentation to share high level findings and a summary of results on topics of interest specific to Constance Lake First Nation. The MFFN CAR Project Team indicated that if Constance Lake First Nation provides information on what their members are interested in, the MFFN CAR Project Team would be able to customize a package and presentation for them. The MFFN CAR Project Team held an in-person meeting in Constance Lake First Nation on February 22, 2025, to discuss the Community Access Road, provide a general overview and present an update on the Draft EA / IS. On May 30, 2025, the MFFN CAR Project Team shared communication materials related to the Draft EA / IS including maps and plain language summaries for an upcoming community meeting hosted by Four Rivers Environmental Services Group. Section 11 of the Final EA / IS includes information on consultation. Specific information related to Constance Lake First Nation is in Appendix X, the Final EA / IS RoCE.
Ginoogaming First Nation	<ul style="list-style-type: none"> Pre-Construction Ceremony 	<ul style="list-style-type: none"> At a meeting on July 5, 2022, Ginoogaming First Nation suggested a ceremony should be held before construction of the road begins. On July 12, 2023, Denan Kuni noted over the phone that Ginoogaming First Nation would support a ceremony being held before construction, but it would be important to the community that the ceremony is supported by other communities, and primarily MFFN. 	<ul style="list-style-type: none"> Virtual Phone Email 	<ul style="list-style-type: none"> On July 12, 2023, the MFFN CAR Project Consultant emailed Ginoogaming First Nation and asked whether they had any additional information on the suggestion to hold a ceremony before the construction of the road. On April 23, 2024, the MFFN CAR Project Consultant sent an email to Ginoogaming First Nation noting that the request will be included in the commitments list for the future owner / operator. Section 11 of the Final EA / IS includes information on consultation. Specific information related to Ginoogaming First Nation is in Appendix X, the Final EA / IS RoCE. All commitments tables are part of Appendix AA in the Final EA / IS.

Summary of Feedback and Response – Comments and Interests				
Indigenous Community	Specific Comment / Interest Raised	Details of Comment / Interest	Communication Channel	Response / Section Reference
Kashechewan First Nation	<ul style="list-style-type: none"> Interest in Fieldwork 	<ul style="list-style-type: none"> On August 2, 2024, Kashechewan First Nation's response to the Stage 1 Archaeology Assessment Report was provided via letter and email, expressing interest in continued engagement regarding fieldwork and subsequent results. It was requested that information about planned fieldwork and the anticipated fieldwork timeline continue to be provided. 	<ul style="list-style-type: none"> Email Letter 	<ul style="list-style-type: none"> On August 6, 2024, the MFFN CAR Project Consultant confirmed the receipt of Kashechewan First Nation's feedback on the Stage 1 Archaeology Assessment Report. The information was shared with the cultural heritage team. On April 10, 2025, the MFFN CAR Project Consultant provided a formal response to Kashechewan First Nation's comments on the MFFN CAR Stage 1 Archaeological Assessment Report, originally received on August 2, 2024, noting that field notices will be distributed in advance of the programs taking place and Kashechewan First Nation will have the opportunity to comment on future reports. Throughout the Assessment Process, field notices were provided, along with timelines and details. Additionally, on February 19, 2025, the MFFN CAR Project Team shared the Draft EA / IS with Kashechewan First Nation which included information on field study results. Subsections on Archaeology and Cultural Heritage are included in Section 8.3.6, Section 9.5.5, and Section 10.4.4 and 10.4.5 of the Final EA / IS. Sections 8, 9 and 10 of the Final EA / IS include information on field study results. Section 11 of the Final EA / IS includes information on consultation and communications related to field programs. Specific information related to Kashechewan First Nation is in Appendix X, the Final EA / IS RoCE.
Kashechewan First Nation	<ul style="list-style-type: none"> Use of Land and Rivers for Transportation 	<ul style="list-style-type: none"> At the Three Road Projects Gathering and Expo in February 2025, a representative of Kashechewan First Nation noted their community and Fort Albany First Nation used to travel as far as MFFN. It was noted that the rivers are their highways. They asked what they will do if they are forced out and expressed that they will not be able to use the land as they used to. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> On February 25, 2025, during the Three Roads Projects Gathering and Expo, the MFFN CAR Project Team noted Kashechewan First Nation community members will not be forced out of their traditional territory by the Community Access Road. Section 8.3.1 and 8.3.9 of the Final EA / IS include information on Indigenous Knowledge and land and resource use. Appendix U of the Final EA / IS, the Land and Resource Use Technical Support Document, includes information on land use.
Long Lake #58 First Nation	<ul style="list-style-type: none"> Involvement and Processes 	<ul style="list-style-type: none"> At the Three Road Projects Gathering and Expo on February 19, 2025, Long Lake #58 First Nation community members inquired about the Chief and Council's role in the Project to date. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Senior Community Member Advisor noted that MFFN Chief and Council are involved in the process, including partnering with land use planning. As both the Proponent and the governing body, MFFN Chief and Council have the unique responsibility to further the CAR while also ensuring that community members are consulted with and heard. They are also responsible for representing MFFN members in a way that promotes the best interests of the Community. Chief and Council also approve the direction of the CAR with guidance from the Community and senior community members. Section 3 of the Final EA / IS describes the different roles, including MFFN community members, MFFN Chief and Council and the MFFN CAR Project Team. Section 11 of the Final EA / IS includes information on consultation. Specific information related to MFFN is in Appendix X of the Final EA / IS RoCE.
Marten Falls First Nation	<ul style="list-style-type: none"> Field Program Results 	<ul style="list-style-type: none"> At the MFFN community meeting on February 2, 2022, there was an inquiry regarding the process and results of the completed and upcoming field programs. 	<ul style="list-style-type: none"> Virtual 	<ul style="list-style-type: none"> Throughout the Assessment Process, the MFFN CAR Project Team shared photos and high-level summaries on the website and in monthly E-blasts sent to the Project mailing list; these highlighted updates from recently completed field programs. At the June 2022 MFFN community member meeting, followed by PIC #3, and subsequent November and December 2022 community member meetings, more information related to field program methods and early observations were shared with an opportunity to provide input. The MFFN CAR Project Team also shared early findings from the draft Existing Conditions Reports at the PIC #5 meeting and related MFFN community meetings in October 2023 and was made available on the CAR website.

Summary of Feedback and Response – Comments and Interests				
Indigenous Community	Specific Comment / Interest Raised	Details of Comment / Interest	Communication Channel	Response / Section Reference
				<ul style="list-style-type: none"> The Winter Field Notice was issued in January 2024 with a summary of upcoming field work and a note that the Existing Conditions Reports would be shared in the Draft EA / IS (which was subsequently done in February 2025). Field program results for individual disciplines are available in Section 8 of the Final EA / IS. Section 11 includes information on consultation and communications related to field programs.
Marten Falls First Nation	<ul style="list-style-type: none"> Youth Engagement 	<ul style="list-style-type: none"> At the MFFN community meeting on February 2, 2022, a community member said they thought it was great there will be youth engagement for urban members—their 16-year-old watched the virtual meeting and was very interested. 	<ul style="list-style-type: none"> Virtual 	<ul style="list-style-type: none"> On July 20, 2023, the MFFN CAR Project Team delivered the Youth Engagement Program with MFFN youth living outside of the community. Section 11 of the Final EA / IS includes information on consultation, including youth engagement. Specific information related to MFFN is in Appendix X, the Final EA / IS RoCE.
Marten Falls First Nation	<ul style="list-style-type: none"> Safety 	<ul style="list-style-type: none"> At the in-community PIC #3 meeting on June 28, 2022, MFFN community members noted that the area north of the airport is widely used by the community, including children. There was a safety concern flagged for the children who play in area. It was also noted that the location is used as an area of interest and ceremonial areas. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant thanked the community members and noted the comment. The comment was shared with the engineering team. Using a map to respond to this question, the map illustrated the route entering MFFN. In past meetings, feedback has been received on where valuable and important areas to MFFN are located. The route would end at a certain distance from the sites identified. It was encouraged to let the team know if there are additional areas to be mindful of. Any areas of cultural or spiritual importance to the community were included in the Archaeological and Cultural Heritage assessment. Additionally, these locations were included for consideration in the Air Quality, Land Use and Noise Reporting. Subsections on Archaeology and Cultural Heritage are included in Section 8.3.6, Section 9.5.5, and Section 10.4.4 and 10.4.5 of the Final EA / IS. Section 8.3.1 and 8.3.9 of the Final EA / IS include information on Indigenous Knowledge and land and resource use. Appendix U of the Final EA / IS, the Land and Resource Use Technical Support Document, includes information on land use. Section 7 of the Final EA / IS includes information related to the different stages of design, planning and construction. Sections 8.3.5, 9.5.3, 10.4.3 and Appendix P of the Final EA / IS include information on acoustic environment. Sections 8.3.8, 9.5.6, 10.4.7 and Appendix T of the Final EA / IS include information on Community Well-being.
Marten Falls First Nation	<ul style="list-style-type: none"> Water Crossing 	<ul style="list-style-type: none"> At the in-community PIC #4 meeting on November 2, 2022, a MFFN community member asked where the largest crossings are expected. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team presented the preliminary technically Preferred Route recommendation during the October 23 - 24, 2023, community meetings related to PIC #5. The overall route and zoomed in sections of each of the three Route Segments were shown to discuss the potential river crossings and the related engineering requirements. Section 7 of the Final EA / IS includes information on engineering, design and construction, including water crossings.
Marten Falls First Nation	<ul style="list-style-type: none"> Bridges 	<ul style="list-style-type: none"> At the in-community PIC #4 meeting on November 2, 2022, there was a question about the proposed length of the Albany River bridge. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team noted that the crossing over the Albany River will be approximately 100m to 200m, depending on the Preferred Route selected. Section 7 of the Final EA / IS includes information on engineering, design and construction, including water crossings. Section 7 of the Final Surface Water Technical Support Document includes details regarding proposed watercourse crossings.

Summary of Feedback and Response – Comments and Interests				
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Marten Falls First Nation	<ul style="list-style-type: none"> Aggregate 	<ul style="list-style-type: none"> At the in-community PIC #4 meeting on November 2, 2022, a MFFN community member noted that the shorter of the two routes in the north end of the proposed alternatives do not have aggregate; the Project Team could consider getting aggregate from the areas along the longer route and use it to build the shorter route. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> Engineering work completed since the PIC #4 meeting refined the number of aggregate sites required for each alternative. Specifically, for Segment 3, Alternative 4, some aggregate will have to be sourced from sites along Alternative 1. The information was shared with the engineering team. On October 23 and October 24, 2023, the MFFN CAR Project Team shared this information with MFFN community members. Section 4 of the Final EA / IS includes information on how the Preferred Route was selected. Section 7 of the Final EA / IS includes information related to the different stages of design, planning and construction, and aggregate production.
Marten Falls First Nation	<ul style="list-style-type: none"> Field Studies 	<ul style="list-style-type: none"> At the in-community PIC #4 meeting on November 2, 2022, a MFFN community member asked when the natural science data will be collected and presented to community members. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team noted that the Natural Science teams have been collecting information in the field since 2019 and have continued to conduct field programs throughout the Assessment Process to collect existing information. The MFFN CAR Project Team shared early findings from the draft Existing Conditions Reports at the PIC #5 and related MFFN community meetings in October 2023 and was made available on the CAR website. On February 19, 2025, the MFFN CAR Project Team shared the Draft EA / IS with MFFN, which included field program results for individual disciplines in Section 8. The Final EA / IS also includes field program results for individual disciplines in Section 8.
Marten Falls First Nation	<ul style="list-style-type: none"> Albany River and Sturgeon Spawning Areas 	<ul style="list-style-type: none"> At the in-community PIC #4 meeting on November 2, 2022, a MFFN community member asked where the Albany River bridge is located in relation to sturgeon spawning areas. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team noted that based on field surveys conducted in the Albany River, there is the potential for Lake Sturgeon spawning habitat in the assessed section of the stream including the vicinity of the proposed bridge crossings. The potential for Lake Sturgeon spawning habitat at the crossing would be considered in the bridge design. The selection of the Preferred Route was informed and chosen based on Indigenous Knowledge received, as well as fish and fish habitat information Section 4. Specific mitigation measures are listed in Table 10-1 of the Fish and Fish Habitat Technical Support Document (Appendix G). Section 7 of the Final EA / IS includes information related to the different stages of design, planning and construction, as well as crossing structures. Field program results for individual disciplines are available in Section 8 of the Final EA / IS.
Marten Falls First Nation	<ul style="list-style-type: none"> Employment 	<ul style="list-style-type: none"> At the in-community PIC #4 meeting on November 2, 2022, four MFFN community members indicated interest in working on the field programs. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Community Coordinator reached out to these members and provided their contact information to the MFFN CAR Natural Science Team. The MFFN CAR Natural Science Team included the new contacts in their list and were contacted about upcoming opportunities throughout the Assessment Process. Appendix T of the Final EA / IS, the Community Well-Being Technical Support Document, includes information on socio-community, employment and economy. Sections 9.3.3, 9.3.5, and 9.4.2, include information on including Indigenous Environmental Monitors.
Marten Falls First Nation	<ul style="list-style-type: none"> Maps 	<ul style="list-style-type: none"> At the in-community PIC #4 meeting on November 2, 2022, a MFFN community member requested to see topography information on the maps at future community meetings. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team provided route segment maps with topographic information at the next MFFN community member meeting and PIC #4 meeting held from December 6 - 8, 2022. The MFFN CAR Project Team provided topographic information on maps moving forward, where relevant. Section 11 of the Final EA / IS includes information on consultation.
Marten Falls First Nation	<ul style="list-style-type: none"> Engagement 	<ul style="list-style-type: none"> At the PIC #4 meeting on December 6, 2022, it was noted some attendees had not completed any surveys for MFFN, including the socio-economic survey. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team administered socio-economic surveys in-community on July 19, 2023, and provided an online survey to those who were not able to complete the survey in person. The MFFN CAR Project Team also administered socio-economic surveys at the MFFN community member meetings related to PIC #5 meeting on October 23 and October 24, 2023.

Summary of Feedback and Response – Comments and Interests				
Indigenous Community	Specific Comment / Interest Raised	Details of Comment / Interest	Communication Channel	Response / Section Reference
				<ul style="list-style-type: none"> The Community Well-Being Technical Support Document (Appendix T) includes information on socio-community and economy. Sections 8.3.8, 9.5.6 and 10.4.7 of the Final EA / IS include information on Community Well-being. Section 11 of the Final EA / IS includes information on consultation.
Marten Falls First Nation	<ul style="list-style-type: none"> Meeting Promotion 	<ul style="list-style-type: none"> At the PIC #4 meeting on December 6, 2022, attendees noted they received communications by word of mouth, the MFFN Facebook group, and email. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The comment was noted by the MFFN CAR Project Team and considered in relation to future promotion of consultation and engagement activities. Section 11 of the Final EA / IS includes information on consultation. Specific information related to MFFN is in Appendix X, the Final EA / IS RoCE.
Marten Falls First Nation	<ul style="list-style-type: none"> Children's Rights and Food Insecurity 	<ul style="list-style-type: none"> At the ATRI Forum on February 8-9, 2023, a MFFN Councillor with the Education Portfolio discussed children's rights and food insecurity. Out of 56 school-aged children, 10 attend school hungry. It was also noted that there is a food crisis in the community and nutritious food should be provided when hosting Project-related interviews, focus groups, or meetings with MFFN members at the school. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant distributed post-ATRI Forum responses to comments raised in-person. The response noted that the MFFN appreciates the information provided and a key driver in pursuing the MFFN CAR is to help improve the quality of life for MFFN members. It was encouraged to have MFFN continue to participate in the socio-economic data collection program to help inform the Assessment Process. During all in-community MFFN events, the MFFN CAR Project Team provided food for community members. The Community Well-Being Technical Support Document (Appendix T) includes information on socio-community and economy. Sections 8.3.8, 9.5.6 and 10 of the Final EA / IS include information on Community Well-being. Section 11 of the Final EA / IS includes information on consultation.
Marten Falls First Nation	<ul style="list-style-type: none"> Sturgeon 	<ul style="list-style-type: none"> At the PIC #5 meetings on October 25 and 26, 2023, a MFFN member commented that the Fort Hope community catches and uses the sturgeon population for consumption; they also noted that sturgeon have a different taste in the winter. Sturgeon travels up the Old Man River. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The comment was noted by the MFFN CAR Project Team and shared with the fish and country food disciplines. Sections 8.1.6, 9.3.3 and 10.2.3 of the Final EA / IS include information on fish and fish habitat, as well as Appendix G. The Community Well-Being Technical Support Document (Appendix T) includes information on country foods. Attachment A of Appendix T has further information.
Marten Falls First Nation	<ul style="list-style-type: none"> Traplines 	<ul style="list-style-type: none"> On June 4, 2024, a MFFN member advised that their family has a trapline near the study area and that they are concerned about the land, animals and lake / river. 	<ul style="list-style-type: none"> Email 	<ul style="list-style-type: none"> The MFFN Project Team Consultant contacted the community member twice and offered to meet with them to discuss their concerns related to their trapline. There was no response. Information on Trapping and Traplines in the Project Study Area can be found in the Final EA / IS in Section 8.3.6, Section 8.3.9, and Figure 8.3-17. Additionally, Appendix U includes information on trapping in Section 5.1.6 and Figure 5-2.
Marten Falls First Nation	<ul style="list-style-type: none"> Preferred Route 	<ul style="list-style-type: none"> At the MFFN community meetings in July 2024, a community member asked why the winter road alignment was not being used for the CAR. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant responded that during earlier rounds of consultation, the MFFN community noted that they did not want a bridge over the Albany River near their community primarily for health and safety reasons. The community did not want future industrial traffic going through their community. Additionally, the alignment would be difficult to build on. Section 4 of the Final EA / IS includes information on how the Preferred Route was selected.
Marten Falls First Nation	<ul style="list-style-type: none"> Bridges and Water Crossings 	<ul style="list-style-type: none"> At the MFFN community meetings in July 2024, a community member asked for details about the size and appearance of bridges and water crossings. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant provided details on river crossings, indicating that they would be designed to carry cargo loads, include safety features and be designed to withstand flooding. Examples were incorporated into future meeting materials. Section 7 of the Final EA / IS includes information on engineering and design.

Summary of Feedback and Response – Comments and Interests				
Indigenous Community	Specific Comment / Interest Raised	Details of Comment / Interest	Communication Channel	Response / Section Reference
Marten Falls First Nation	<ul style="list-style-type: none"> Community Benefits 	<ul style="list-style-type: none"> At the MFFN community meetings in July 2024, a community member noted that the road will benefit the community and help to bring in more resources and mental health supports. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team thanked the community member for the information and recorded the comment and shared with the community well-being team. The Community Well-Being Technical Support Document (Appendix T) includes information on: economy; traditional use and culture; food and water; housing; safety; community and public health; infrastructure and services, and environmental factors. Sections 8.3.8, 9.5.6 and 10.4.7 of the Final EA / IS include information on Community Well-being.
Marten Falls First Nation	<ul style="list-style-type: none"> Notification 	<ul style="list-style-type: none"> At the MFFN community meetings in July 2024, a community member indicated that there should be better announcements to the community about upcoming meetings. This is especially important for Elders who do not use the internet. 	<ul style="list-style-type: none"> Feedback form 	<ul style="list-style-type: none"> The MFFN CAR Project Team thanked the community member for the information and recorded the comment. The information was shared with the consultation team. It was noted that promotion for upcoming meetings are using social media platforms and email notices to the community, Chief and Council and key contacts. The Community Coordinator assisted in posting physical copies of meeting notices in-community, including at the Band Office, school and health centre. The Community Coordinator and community leaders helped share information about meetings to those in community who may not use the internet. Planning advertisements for all meetings incorporated the need to reach Elders without internet connection. Section 11 of the Final EA / IS includes information on consultation. Specific information related to MFFN is in Appendix X, the Final EA / IS RoCE.
Marten Falls First Nation	<ul style="list-style-type: none"> Traffic 	<ul style="list-style-type: none"> At the MFFN community meetings in July 2024, a community member noted that the road will increase traffic to MFFN. 	<ul style="list-style-type: none"> Feedback form 	<ul style="list-style-type: none"> The MFFN CAR Project Team thanked the community member for the information and recorded the comment. The information was shared with the engineering team. Appendix W of the Final EA / IS includes information on traffic assumptions and challenges.
Marten Falls First Nation	<ul style="list-style-type: none"> Community Benefits 	<ul style="list-style-type: none"> During the MFFN community meetings in July 2024, a member noted that the road will improve access to lumber and groceries, and will be a benefit for youth and community members to access more jobs. The road will make travel more affordable in comparison to air travel. 	<ul style="list-style-type: none"> Feedback form 	<ul style="list-style-type: none"> MFFN CAR Project Team thanked the community members for the information and recorded the comment. The information was shared with the community well-being team. Section 7 of the Final EA / IS includes information on access. The Community Well-Being Technical Support Document (Appendix T) includes information on: economy; traditional use and culture; food and water; housing; safety; community and public health; infrastructure and services, and environmental factors. Sections 8.3.8, 9.5.6 and 10.4.7 of the Final EA / IS include information on Community Well-being.
Marten Falls First Nation	<ul style="list-style-type: none"> Increased Substances 	<ul style="list-style-type: none"> At the MFFN community meetings in July 2024, a member noted that the road will bring more drugs and alcohol to the community. 	<ul style="list-style-type: none"> Feedback form 	<ul style="list-style-type: none"> The MFFN CAR Project Team thanked the community member for the information and recorded the comment. The information was shared with the community well-being team. The Community Well-Being Technical Support Document (Appendix T) includes information on: economy; traditional use and culture; food and water; housing; safety; community and public health; infrastructure and services, and environmental factors. Sections 8.3.8, 9.5.6 and 10.4.7 of the Final EA / IS include information on Community Well-being.
Marten Falls First Nation	<ul style="list-style-type: none"> Traditional Land Uses 	<ul style="list-style-type: none"> At the MFFN community meetings in July 2024, a member noted that they hope the medicine of the land will not be touched and destroyed. 	<ul style="list-style-type: none"> Feedback form 	<ul style="list-style-type: none"> The MFFN CAR Project Team thanked the community member for the information and recorded the comment. The information was shared with the community well-being team. The Community Well-Being Technical Support Document (Appendix T) includes information country foods. Attachment A of Appendix T has further information. Section 8.3.1 and 8.3.9 of the Final EA / IS includes information on Indigenous Knowledge and land and resource use. Appendix U of the Final EA / IS, the Land and Resource Use Technical Support Document, includes information on land use.

Summary of Feedback and Response – Comments and Interests				
Indigenous Community	Specific Comment / Interest Raised	Details of Comment / Interest	Communication Channel	Response / Section Reference
Marten Falls First Nation	<ul style="list-style-type: none"> Road Benefits for the Community 	<ul style="list-style-type: none"> At the MFFN community members meeting on October 15, 2024, a member commented that the road will benefit the community in multiple ways, such as bringing in more resources for mental health. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team thanked the community member for the information and recorded the comment. The Community Well-Being Technical Support Document (Appendix T) includes information on: economy; traditional use and culture; food and water; housing; safety; community and public health; infrastructure and services, and environmental factors. Sections 8.3.8, 9.5.6 and 10.4.7 of the Final EA / IS include information on Community Well-being.
Marten Falls First Nation	<ul style="list-style-type: none"> More Funding and Housing Options 	<ul style="list-style-type: none"> At the MFFN community members meeting on October 15, 2024, a member commented that it would be nice if there was more funding for post-secondary students to attend college or university, particularly for living expenses. As for housing, it would be nice if there were more housing on the reserve and off reserve, especially for students attending post-secondary schools, people that get out of jail, and for people on the streets struggling with addictions. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team thanked the community member for the information and recorded the comment. The information was shared with the community well-being team. The Community Well-Being Technical Support Document (Appendix T) includes information on: economy; traditional use and culture; food and water; housing; safety; community and public health; infrastructure and services, and environmental factors. Sections 8.3.8, 9.5.6 and 10.4.7 of the Final EA / IS include information on Community Well-being.
Marten Falls First Nation	<ul style="list-style-type: none"> Land and Water Pollution 	<ul style="list-style-type: none"> At the MFFN community members meeting on October 15, 2024, a member noted they were concerned about the land and water being polluted by the mine, and polluted by ground transportation. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team thanked the community member for the information and recorded the comment. The information was shared with the land and resource team and the climate change team. Section 6.8 of the Final EA / IS includes information on cumulative effects. Section 10 of the Final EA / IS includes a summary of cumulative effects covered in the Technical Support Documents. Section 8.3.1 and 8.3.9 of the Final EA / IS include information on Indigenous Knowledge and land and resource use. Appendix U of the Final EA / IS, the Land and Resource Use Technical Support Document, includes information on land use.
Marten Falls First Nation	<ul style="list-style-type: none"> Habitat Protection 	<ul style="list-style-type: none"> At the MFFN community members meeting on October 15, 2024, a member noted concern about habitat protection. They are concerned about the animals and fish that will be affected. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team thanked the community member for the information and recorded the comment. The information was shared with the wildlife team. All potential effects and recommended mitigation measures and monitoring are included in Section 9.3.1.3. Specific mitigation measures are listed in Table 10-1 of the Fish and Fish Habitat Technical Support Document (Appendix G). Sections 8.2.5, 9.4.3, and Appendix K of the Final EA / IS include information on wildlife. Sections 8.1.6, 9.3.3, and 10.2.3 of the Final EA / IS include information on fish and fish habitat, as well as Appendix G.
Marten Falls First Nation	<ul style="list-style-type: none"> Climate Change Impacts 	<ul style="list-style-type: none"> At the MFFN community members meeting on October 15, 2024, a member noted that they were concerned about climate change, more specifically in regards to the river and water being too shallow and concerned about fish and wildlife. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team thanked the community member for the information and recorded the comment. The information was shared with the climate change team. Section 12 of the Final EA / IS includes information on climate change, as well as Appendix Y, the Final EA / IS Climate Change and Resiliency Report. All potential effects and recommended mitigation measures and monitoring related to wildlife are included in Section 9.4.3, 10.3.3, 14.1.2.2, 14.2.2.2 and 14.3.2.2. Specific mitigation measures are listed in Table 7-10 of the Wildlife Technical Support Document (Appendix K). All potential effects and recommended mitigation measures and monitoring related to fish and fish habitat are included in Section 9.3.3, 14.1.1.2, 14.2.1.2 and 14.3.1.2. Specific mitigation measures are listed in Table 10-1 of the Fish and Fish Habitat Technical Support Document (Appendix G). Sections 8.1.6, 9.3.3 and 10.2.3 of the Final EA / IS include information on fish and fish habitat, as well as Appendix G.

Summary of Feedback and Response – Comments and Interests				
Indigenous Community	Specific Comment / Interest Raised	Details of Comment / Interest	Communication Channel	Response / Section Reference
Marten Falls First Nation	<ul style="list-style-type: none"> Health and Safety for Community Members 	<ul style="list-style-type: none"> At the MFFN community members meeting on October 15, 2024, a member noted they were concerned about the health and safety for community members regarding missing and murdered Indigenous women and sex trafficking. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team thanked the community member for the information and recorded the comment. The information was shared with the community well-being team. The Community Well-Being Technical Support Document (Appendix T) includes information on: economy; traditional use and culture; food and water; housing; safety; community and public health; infrastructure and services, and environmental factors. Sections 8.3.8, 9.5.6 and 10.4.7 of the Final EA / IS include information on Community Well-being.
Marten Falls First Nation	<ul style="list-style-type: none"> Caribou and Preferred Route 	<ul style="list-style-type: none"> At the MFFN community members meeting on October 15, 2024, an Elder expressed their understanding that caribou areas would be avoided, however, when looking at the Preferred Route, the Elder noted that the route went through caribou areas. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant went over metrics for Segments 1, 2 and 3 with the Elder, including the input from the community and the Natural Sciences Team. The MFFN CAR Project Consultant informed the Elder that factors were considered for caribou and informed the Preferred Route recommendation. Sections 8.2.7, 9.4.5, 10.3.5, 14.1.2.4, 14.1.5.4, 14.2.2.4, 14.3.2.4 and Appendix M of the Final EA / IS include information on ungulates. Section 4 of the Final EA / IS includes information on how the Preferred Route was selected.
Marten Falls First Nation	<ul style="list-style-type: none"> Trapline Location and Wolverine Species 	<ul style="list-style-type: none"> At the MFFN community members meeting on October 15, 2024, a community member noted that their trapline was located by Teabaeu Lake and has never heard of wolverine until the survey. He also noted he does not know where wolverines come from. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team thanked the community member for the information and recorded the comment. The information was shared with the wildlife and land and resource use teams. Information on Trapping and Traplines in the Project Study Area can be found in the Final EA / IS in Section 8.3.6, Section 8.3.9, and Figure 8.3-17. Additionally, Appendix U includes information on trapping in Section 5.1.6 and Figure 5-2. Sections 8.2.5, 9.4.3, 9.4.7 and Appendix K of the Final EA / IS include information on wildlife.
Marten Falls First Nation	<ul style="list-style-type: none"> Inquiry about Preferred Route Selection 	<ul style="list-style-type: none"> At the MFFN community members meeting on February 12 and 19, 2025, a community member asked how the Preferred Route was determined and why the winter road was not followed. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant explained that there were four route alternatives under consideration and two were near the existing winter road. From a technical standpoint, those routes were challenging to construct. From a MFFN community standpoint, the MFFN CAR Project Team was advised that members did not want a road to come in through MFFN from the south. As a result, these two routes were removed. The MFFN CAR Project Consultant continued to explain how the Preferred Route recommendation was determined with MFFN community member feedback and input from Aroland First Nation particularly for Segment 1 and Segment 2. Section 4 of the Final EA / IS includes information on how the Preferred Route was selected.
Marten Falls First Nation	<ul style="list-style-type: none"> Damage and Impacts to Traplines 	<ul style="list-style-type: none"> At the MFFN community members meeting on February 12 and 19, 2025, a community member pointed out on the map (near Segment 1) where they have a trapline and asked what would happen if there was any damage or impacts to their trapline. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant explained that they do not currently know who the owner / operator of the road will be and cannot comment on who would be responsible for compensation. However, if there is an impact on traplines, there may be a standard process to start a claim, and it would require the trapline holder to prove that there is an impact to the business. Information on Trapping and Traplines in the Project Study Area can be found in the Final EA / IS in Section 8.3.6, Section 8.3.9, and Figure 8.3-17. Additionally, Appendix U includes information on trapping in Section 5.1.6 and Figure 5-2.
Marten Falls First Nation	<ul style="list-style-type: none"> Inquiry about the Location of Work Camps 	<ul style="list-style-type: none"> At the MFFN community members meeting on February 12 and 19, 2025, a community member inquired who decides where the work camps go. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant explained that the locations on the Preferred Route map represent the current best educated guess. When proposing camp locations, it is important to plan for camps that are close to the areas where construction is taking place, and also in a suitable spot that will have the smallest footprint possible. The camps on the map were noted as proposed and may change as more information is available and detailed design work is conducted. The MFFN CAR Project Consultant encouraged participants to share information on proposed location(s) they thought were not suitable, as the MFFN CAR Project Team wanted to hear community members' opinions. Additional information was not provided by the MFFN community members. Section 7.2 of the Final EA / IS includes information on construction activities.

Summary of Feedback and Response – Comments and Interests				
Indigenous Community	Specific Comment / Interest Raised	Details of Comment / Interest	Communication Channel	Response / Section Reference
Marten Falls First Nation	<ul style="list-style-type: none"> Next Steps and Construction Timeline 	<ul style="list-style-type: none"> At the MFFN community members meeting on February 12 and 19, 2025, a community member inquired about the next steps and when construction can be expected to start. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant described the general timelines associated with the release of the Draft EA / IS review period and release of the Final EA / IS. They also shared the opportunity for comments and feedback during the 120-day review process to inform the Final EA / IS. It was noted that the Final EA / IS will be submitted to the federal and provincial governments where they will have a year to issue their decision on whether the Community Access Road can proceed. Construction may take between three to 10 years. Section 5 of the Final EA / IS includes information on the federal and provincial processes. Section 6 of the Final EA / IS includes information on construction timing
Marten Falls First Nation	<ul style="list-style-type: none"> Feedback from Indigenous Communities 	<ul style="list-style-type: none"> At the MFFN community members meeting on February 12 and 19, 2025, a community member inquired about the impact feedback from other Indigenous communities could have on the Community Access Road. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant explained that the Draft EA / IS was voluntarily released to provide an opportunity for Indigenous communities to provide their feedback; to inform preparation of the Final EA / IS. Any future commitments made beyond the Assessment Process will be addressed by the future owner / operator. Over 1000 comments were received by the MFFN CAR 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. Section 11 of the Final EA / IS includes information on consultation. Specific information related to each Indigenous community is in Appendix X, the Final EA / IS RoCE. All comments received are documented and responded to in the Feedback and Response Log, found in Appendix C of the Final EA / IS.
Marten Falls First Nation	<ul style="list-style-type: none"> Job Inquiry 	<ul style="list-style-type: none"> At the PIC #6 meeting on May 27, 2025, a community member inquired about how to get involved in the construction of the Community Access Road. They mentioned they are an equipment operator and expressed interest in job opportunities. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team noted that the Community Access Road will create a number of direct, indirect and induced jobs. The future owner / operator will seek to provide job readiness programs and trainings, as well as working with local employment and training services. Hiring will be prioritized for MFFN and Aroland First Nation members, as well as other Indigenous community members. Appendix T of the Final EA / IS, the Community Well-Being Technical Support Document, includes information on socio-community, employment and economy.
Marten Falls First Nation	<ul style="list-style-type: none"> Areas of Interest 	<ul style="list-style-type: none"> At the PIC #6 meeting on May 28, 2025, community members indicated that clear areas near where larger bodies of water meet, and where streams narrow are preferred for areas of interest. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team member acknowledged the comment and discussed how Indigenous Knowledge and feedback from MFFN community members informed engineering, particularly when selecting a Preferred Route. It was noted that the community feedback outweighed the engineering and cost considerations. Section 4 of the Final EA / IS includes information on how the Preferred Route was selected. Specific information pertaining to areas of interest and traditional area is included in the confidential MFFN Aboriginal and / or Treaty Rights and Interests: Impact Assessment Report. Appendix Q of the Final EA / IS, the Cultural Heritage Technical Support Document, includes information on impacts to areas of interest and recreational history.
Marten Falls First Nation	<ul style="list-style-type: none"> Smoke from Forest Fires 	<ul style="list-style-type: none"> At the PIC #6 meeting on May 28, 2025, a community member inquired if smoke from forest fires would impact the existing conditions of samples collected. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team member noted that air quality monitoring was conducted over several seasons. In 2021, when forest fires were active, air quality monitoring showed two instances where one of the main pollutants of forest fire smoke (PM10) went above the limit. The fact that there were fires in that sampling season are noted in the existing condition studies. Section 8.3.7.1, 9.5.4 and Appendix S of the Final EA / IS includes information on air quality. Sections 8, and 10 of the Final EA / IS include information on field study results.

Summary of Feedback and Response – Comments and Interests				
Indigenous Community	Specific Comment / Interest Raised	Details of Comment / Interest	Communication Channel	Response / Section Reference
Marten Falls First Nation	<ul style="list-style-type: none"> Outsider Access 	<ul style="list-style-type: none"> At the PIC #6 meeting on May 28, 2025, multiple community members expressed concerns about increased access that the Community Access Road will provide. Community members highlighted concerns related to the impact on hunting and fishing specifically from outsiders. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant noted there are ongoing conversations between MFFN and the province on how to control access on the Community Access Road. Discussions included the potential for closing the Community Access Road, having a gate, controlling access and checkpoints. The MFFN CAR Project Team noted that mechanisms are currently being negotiated to minimize pressure on the land from non-Indigenous peoples. Decisions and discussions on access will be the responsibility of the future owner / operator and the province. Section 7 of the Final EA / IS includes information on access. Section 7.2.5 of the Final EA / IS includes information on operations and maintenance.
Marten Falls First Nation	<ul style="list-style-type: none"> Construction Camps 	<ul style="list-style-type: none"> At the PIC #6 meeting on May 28, 2025, a community member raised concerns about how construction camps will be managed. Concerns included environmental impacts, background checks and outsiders accessing the community. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant noted that Environmental Protection Plans must be prepared by construction companies to be awarded work. Examples of mitigation measures were provided such as garbage bins to prevent bears from being attracted to camps and rules that construction workers staying in camps will not be allowed to hunt or fish. Potential effects and recommended mitigation measures and monitoring related to Community Well-Being are included in Section 9.5.6. Decisions and discussions on access and management of construction camps will be the responsibility of the future owner / operator and the province. Section 7 of the Final EA / IS includes information on access. Section 7.2.5 of the Final EA / IS includes information on operations and maintenance.
Marten Falls First Nation	<ul style="list-style-type: none"> Sampling Program Results 	<ul style="list-style-type: none"> At the PIC #6 meeting on May 28, 2025, community members expressed interest in both sampling programs (Water Sampling and Country Foods Program) and noted they would like to know the results. They noted they would like to continue monitoring. It was recommended that a handout be prepared to share the results and that consideration be given to posting the information on the website. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The results of the country foods and water sampling completed in May 2025 are being compiled into the Country Foods and Water Use Assessment Report which will be distributed to the Marten Falls and Aroland First Nation Communities after the Final EA / IS submission. General information about country foods and water quality is available in The Community Well-Being Technical Support Document (Appendix T). Attachment A of Appendix T has further information. Sections 8.1.5 and 8.1.7 include details regarding the results of the water sampling assessments.
Marten Falls First Nation	<ul style="list-style-type: none"> Meeting Notices 	<ul style="list-style-type: none"> At the PIC #6 meeting on May 28, 2025, a community member noted that email is not always reliable (e.g., emails go to spam folders and Elders do not have email accounts) and requested that physical meeting invites dropped off door-to-door would be preferred. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team member acknowledged the recommendation. Door-to-door notice drops will be considered for future in-community meetings. Limited resources were available for PIC #7, so door-to-door notice drops were not completed. Section 11 of the Final EA / IS includes information on consultation. Specific information related to MFFN is in Appendix X, the Final EA / IS RoCE.
Marten Falls First Nation	<ul style="list-style-type: none"> Drugs and Alcohol Entering the Community 	<ul style="list-style-type: none"> At the PIC #6 meeting on May 28, 2025, community members noted concerns about the outcomes of the Community Access Road related to its impact on the land, increase in access to drugs and alcohol, and safety of women and girls. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team noted there are ongoing conversations between MFFN and the province on how to control access on the Community Access Road. Discussions included the potential for closing the Community Access Road, having a gate, controlling access and checkpoints. Decisions and discussions on access and management of construction camps will be the responsibility of the future owner / operator and the province. Section 7 of the Final EA / IS includes information on access. Section 7.2.5 of the Final EA / IS includes information on operations and maintenance. The Community Well-Being Technical Support Document (Appendix T) discusses potential effects related to substance use, and the safety of women and girls.

Summary of Feedback and Response – Comments and Interests				
Indigenous Community	Specific Comment / Interest Raised	Details of Comment / Interest	Communication Channel	Response / Section Reference
Marten Falls First Nation	<ul style="list-style-type: none"> Quality of Construction 	<ul style="list-style-type: none"> At the PIC #6 meeting on May 28, 2025, several community members noted concerns relating to construction contracts and quality of the work. There has been poor quality of work completed previously in the community (e.g., housing contractors). 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The comment was noted by the MFFN CAR Project Consultant. The future owner / operator will be responsible for construction related contracts. Section 7.2 of the Final EA / IS includes information on construction activities.
Marten Falls First Nation	<ul style="list-style-type: none"> Programs for Mental Health and Addiction 	<ul style="list-style-type: none"> At the PIC #6 meeting on May 28, 2025, community members noted a desire for training programs, and support programs for mental health, alcohol and drug addiction. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team noted the comment. Training and job opportunities related to the Community Access Road were discussed. The Community Well-Being Technical Support Document (Appendix T) includes information on: economy; traditional use and culture; food and water; housing; safety; community and public health; infrastructure and services, and environmental factors. Sections 8.3.8, 9.5.6 and 10.4.7 of the Final EA / IS include information on Community Well-being.
Marten Falls First Nation	<ul style="list-style-type: none"> Support for the Project 	<ul style="list-style-type: none"> At the PIC #6 meeting on May 28, 2025, community members expressed their support for the Community Access Road since it will facilitate transportation of materials. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team thanked the community members for the information and recorded the comment. Section 2 of the Final EA / IS includes information on why the CAR is needed.
Marten Falls First Nation	<ul style="list-style-type: none"> Youth Camps 	<ul style="list-style-type: none"> At the PIC #6 meeting on May 28, 2025, a community member noted that there are three lakes south of a bedrock deposit where the community is planning to build youth camps. It was suggested that engineering should avoid clearing activities that could impact this area. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant confirmed that the aggregate site is over 2 kilometers from the lakes where the youth centres are planned to be located. Section 7 of the Final EA / IS includes information on engineering and aggregate.
Marten Falls First Nation	<ul style="list-style-type: none"> Confusion about the three Road Projects 	<ul style="list-style-type: none"> At the PIC #6 meeting on May 28, 2025, community members were confused between the Northern Road Link, Webequie Supply Road and Community Access Road. The Community Access Road should consider bringing maps showing the three road projects for clarification. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team emphasized that the CAR is a separate project from the Northern Road Link and Webequie Supply Road projects. The distinction has been made on the MFFN CAR website, in presentations, and in other communications such as in prepared frequently asked questions documents. MFFN also co-hosted four forums with the other road projects as a way to share information on the three distinct road projects. Section 11 of the Final EA / IS includes information on consultation, including a summary about the forums.
Marten Falls First Nation	<ul style="list-style-type: none"> Number of Construction Camps 	<ul style="list-style-type: none"> At the PIC #6 meeting on May 28, 2025, a community member asked if the number and location of construction camps is confirmed. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant noted the construction camps shown on the Preferred Route map are currently the best estimate. However, their location could still change. Section 7.2 of the Final EA / IS includes information on construction activities and Section 7.2.3.6 is specific to construction camps.
Marten Falls First Nation	<ul style="list-style-type: none"> Location of Graveyards 	<ul style="list-style-type: none"> At the PIC #6 meeting on May 28, 2025, community members discussed the location of a graveyard relative to the community road. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant used a map to help orient community members and assist with the conversation. The information was shared with the Indigenous Knowledge and land and resource use team, and cultural heritage team. Specific information pertaining to areas of interest and traditional area is included in the confidential MFFN Aboriginal and / or Treaty Rights and Interests: Impact Assessment Report. Appendix Q of the Final EA / IS, the Cultural Heritage Technical Support Document, includes information on impacts to areas of interest and recreational history.
Marten Falls First Nation	<ul style="list-style-type: none"> Labour and Costs 	<ul style="list-style-type: none"> At the PIC #6 meeting on May 28, 2025, a community member raised concerns about labour and costs, specifically how these can escalate and the potential for corruption. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team thanked the community member for the information and recorded the comment. Section 7.2 of the Final EA / IS includes information on construction activities.
Marten Falls First Nation	<ul style="list-style-type: none"> Access to Draft EA / IS 	<ul style="list-style-type: none"> At the PIC #6 meeting on May 28, 2025, community members noted that the band office is not open regularly. For this reason, community members did not have access to the Draft EA / IS. A contact was provided with the 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team noted the comment. A request was made to a MFFN Councillor to have the Draft EA / IS moved to a more accessible location. In addition to the hard copy, the MFFN CAR Project Team provided additional copies of the Assessment Summary Package at the meeting as well

Summary of Feedback and Response – Comments and Interests				
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		suggestion to have the Draft EA / IS available for review at the nursing station.		<ul style="list-style-type: none"> as USB drives containing the full Draft EA / IS. The Draft EA / IS, all technical support documents and plain language summaries were also made available for download from the CAR website. Section 11 of the Final EA / IS includes information on consultation. Specific information related to MFFN is in Appendix X, the Final EA / IS RoCE.
Marten Falls First Nation	<ul style="list-style-type: none"> Input from Young people 	<ul style="list-style-type: none"> At the PIC #6 meeting on May 28, 2025, a community member noted that young people are not aware of what is being proposed as part of the Community Access Road, and that they should be part of the discussion. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team agreed and shared efforts to engage with youth more and also asked for recommendations on ways to improve youth-engagement. Section 11 of the Final EA / IS includes information on consultation, including youth engagement. Specific information related to MFFN is in Appendix X, the Final EA / IS RoCE.
Marten Falls First Nation	<ul style="list-style-type: none"> Work Opportunities 	<ul style="list-style-type: none"> At the PIC #6 meeting on May 28, 2025, community members shared excitement and raised questions about the potential jobs from construction and requested that information be shared with the Community once details about job availability are confirmed. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team noted that the Community Access Road will create a number of direct, indirect and induced jobs. The future owner / operator will seek to provide job readiness programs and trainings, as well as working with local employment and training services. Hiring will be prioritized for MFFN and Aroland First Nation members, as well as other Indigenous community members. Appendix T of the Final EA / IS, the Community Well-Being Technical Support Document, includes information on socio-community, employment and economy.
Marten Falls First Nation	<ul style="list-style-type: none"> Bill 5 	<ul style="list-style-type: none"> At the PIC #6 meeting on May 28, 2025, a community member inquired about Bill 5 and the impacts to the Community Access Road. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant noted Bill 5 is not expected to affect Indigenous consultation for the Community Access Road, as the Project is already in the final stages of the Assessment Process, which started several years ago. Bill 5 is still progressing through the legislature, and the MFFN CAR Project Team does not wish to change their approach to the Assessment Process. Section 5 of the Final EA / IS includes more information on the federal and provincial processes. Section 11 of the Final EA / IS includes information on consultation.
Marten Falls First Nation	<ul style="list-style-type: none"> Timeline 	<ul style="list-style-type: none"> At the PIC #6 meeting on May 28, 2025, a community member inquired about the timelines for the Community Access Road. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Consultant noted that the review of the EA / IS could take another two years, and that construction could take approximately five years. Section 6 of the Final EA / IS includes information on construction timing. Section 7.2 of the Final EA / IS includes information on planning, detailed design and construction phases.
Marten Falls First Nation	<ul style="list-style-type: none"> Hunting and Fishing 	<ul style="list-style-type: none"> At the PIC #6 meeting on May 28, 2025, a community member noted their experience hunting and fishing in the region, and that it has become more difficult. There are barriers to participation, mainly the number of animals that are available, and the costs associated with being out on the land, for instance, owning a boat, and paying for gas. The youth are becoming less interested in the traditional ways. However, recently, the school had a program where they taught youth how to clean and harvest goose. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant noted the comment and discussed how working with the school and Elders could be a good way to increase interest and participation among youth for traditional activities. Section 8.3.1 and 8.3.9 of the Final EA / IS include information on Indigenous Knowledge and land and resource use. Appendix U of the Final EA / IS, the Land and Resource Use Technical Support Document, includes information on land use.
Marten Falls First Nation	<ul style="list-style-type: none"> Testing for Food Sampling Program 	<ul style="list-style-type: none"> At the PIC #6 meeting on May 28, 2025, a community member inquired about the process used to determine why moose, goose, walleye, blueberries, and beaver were selected for testing. It was noted that not many people eat beaver these days, since trapping is becoming less common. However, a few families still do. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Consultant noted that as part of best practices for country foods sampling programs, it is recommended to select one representative species for each of the following categories: large game; small game; fowl; fish; and plants. The MFFN Community Coordinator and Community Member Advisors contributed their knowledge to help identify appropriate species for each category. Their selections were guided by seasonal availability and local hunting practices. Through these discussions, the following species were chosen: moose for large game; beaver for small game; goose for fowl; walleye for fish; and blueberries for plants. Section 8.3.1 and 8.3.9 of the Final EA / IS include information on Indigenous Knowledge and land and resource use.

Summary of Feedback and Response – Comments and Interests				
Indigenous Community	Specific Comment / Interest Raised	Details of Comment / Interest	Communication Channel	Response / Section Reference
				<ul style="list-style-type: none"> • Appendix U of the Final EA / IS, the Land and Resource Use Technical Support Document, includes information on land use. • The Community Well-Being Technical Support Document (Appendix T) includes information on country foods. Attachment A of Appendix T has further information.
Marten Falls First Nation	<ul style="list-style-type: none"> • Goose Sampling 	<ul style="list-style-type: none"> • At the PIC #6 meeting on May 28, 2025, a community member noted they were interested in the results of the goose sampling. Currently, goose is not eaten since they come from down south which they do not trust. 	<ul style="list-style-type: none"> • In-person 	<ul style="list-style-type: none"> • The comment was noted by the MFFN CAR Project Consultant. The information was shared with the community well-being team. • The Community Well-Being Technical Support Document (Appendix T) includes information on country foods. Attachment A of Appendix T has further information. • The results of the country foods and water sampling completed in May 2025 are being compiled into the Country Foods and Water Use Assessment Report which will be distributed to the Marten Falls and Aroland First Nation Communities after the Final EA / IS submission.
Marten Falls First Nation	<ul style="list-style-type: none"> • Winter Restrictions 	<ul style="list-style-type: none"> • At the PIC #6 meeting on May 28, 2025, a community member noted that the winter road has no restrictions on who uses it. The community member inquired what the plan was for the Community Access Road in this regard. 	<ul style="list-style-type: none"> • In-person 	<ul style="list-style-type: none"> • The MFFN CAR Project Team noted there are ongoing conversations between MFFN and the province regarding access. • Decisions and discussions on access will be the responsibility of the future owner / operator and the province. • Section 7 of the Final EA / IS includes information on access.
Marten Falls First Nation	<ul style="list-style-type: none"> • Anonymity 	<ul style="list-style-type: none"> • At the PIC #6 meeting on May 28, 2025, a community member noted the importance of having anonymous reporting mechanisms, since many community members are worried about potential implications from Chief and Council, for instance being fired. 	<ul style="list-style-type: none"> • In-person 	<ul style="list-style-type: none"> • The MFFN CAR Project Team thanked the community member for the information and recorded the comment. Personal identification (i.e., specific names) of MFFN community members, as well as any Indigenous community, are not recorded in meeting summaries or consultation materials, unless they are confirmed key contacts (e.g., Chief and Council). • Section 11 of the Final EA / IS includes information on consultation. • Specific information related to MFFN is in Appendix X, the Final EA / IS RoCE.
Marten Falls First Nation	<ul style="list-style-type: none"> • Receipt of Project Updates 	<ul style="list-style-type: none"> • At the PIC #6 meeting on May 28, 2025, a community member was upset because they felt as though they were intentionally not being provided with information about the Community Access Road from Chief and Council. 	<ul style="list-style-type: none"> • In-person 	<ul style="list-style-type: none"> • The MFFN CAR Project Consultant clarified that outreach for community meetings on the CAR are conducted by the MFFN CAR Project Team rather than from MFFN Chief and Council directly. The MFFN CAR Project Consultant suggested they could use additional promotional methods for future meetings such as a door-to-door notice drop, posters in high-traffic areas, email blasts and more social media posts. This approach with the exception of door-to-door notice drops was implemented. • Section 11 of the Final EA / IS includes information on consultation. • Specific information related to MFFN is in Appendix X, the Final EA / IS RoCE.
Marten Falls First Nation	<ul style="list-style-type: none"> • Water Crossing Design and Access to Traplines 	<ul style="list-style-type: none"> • At the PIC #6 meeting on May 28, 2025, a community member noted that the Community Access Road will allow them to access traplines, including some new ones. It was suggested to consider this in the design of water crossings. 	<ul style="list-style-type: none"> • In-person 	<ul style="list-style-type: none"> • The MFFN CAR Project Team thanked the community member for the information and recorded the comment. The information was shared with the engineering team. • Section 8.3.1 and 8.3.9 of the Final EA / IS include information on Indigenous Knowledge and land and resource use. • Appendix U of the Final EA / IS, the Land and Resource Use Technical Support Document, includes information on land use. • Information on Trapping and Traplines in the Project Study Area can be found in the Final EA / IS in Section 8.3.6, Section 8.3.9, and Figure 8.3-17. Additionally, Appendix U includes information on trapping in Section 5.1.6 and Figure 5-2. • Sections 8.1.5, 9.3.2 and 10.2.2 of the Final EA / IS includes information on surface water and water crossings.

Summary of Feedback and Response – Comments and Interests				
Indigenous Community	Specific Comment / Interest Raised	Details of Comment / Interest	Communication Channel	Response / Section Reference
Marten Falls First Nation	<ul style="list-style-type: none"> Incorrect Ministry Name in the Draft EA / IS 	<ul style="list-style-type: none"> At the PIC #6 meeting on May 28, 2025, a community member noted that the Draft EA / IS has old names of ministries given recent changes. These will have to be updated for the Final EA / IS. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team thanked the community member for the information and recorded the comment. References to previous ministries that have since changed may not be updated if they are included in documents such as the Record of Consultation and Engagement since those entries use ministry titles used at the time comments were recorded. Where applicable, current ministry titles are used in the Final EA / IS.
Marten Falls First Nation	<ul style="list-style-type: none"> Outsiders, Access, and Community Well-Being 	<ul style="list-style-type: none"> At the PIC #6 meeting on May 28, 2025, a community member relayed their experience working with construction crews that were outwardly racist to their family members. They have concerns about what impact outsiders will have on the community. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant shared mitigation measures, including having healers / Elders in the work camps and zero tolerance policies for racism. Cultural awareness training and having a community-based escalation processes were discussed and have been included in Section 9.5.1.6. Appendix T of the Final EA / IS, the Community Well-Being Technical Support Document, includes information on socio-community, employment and well-being. Section 7 of the Final EA / IS includes information on construction and access.
Matawa First Nations Management	<ul style="list-style-type: none"> Ownership of Aggregates 	<ul style="list-style-type: none"> On March 15, 2023, Matawa First Nations Management asked questions via email following the Groundwater and Chemistry Webinar. The questions were focused on the aggregates and who owns them, who monitors them, who regulates them, who processes them, who transports them, and who profits from them. It was noted that water / rock interaction will mostly be with aggregates and as a business, aggregates can be very lucrative. Matawa First Nations Management asked if more information on aggregates for the Community Access Road will be the focus of another webinar. 	<ul style="list-style-type: none"> Email 	<ul style="list-style-type: none"> The MFFN CAR Project Team responded noting that the webinar series only covers the studies that are being conducted as part of the Assessment Process. It was also mentioned that the Ministry of Natural Resources and Forestry regulates aggregate sites and a link to their website was provided. The permitting of aggregate resources will occur in parallel with the Assessment Process. The aggregate permits cannot be approved until the EA / IS Assessment Process has concluded. Ownership and operation will be part of the detailed design process. A link to the Community Access Road website was included for the latest news and updates. Section 7.2.3.3 of the Final EA / IS includes information on aggregate. Section 11 and Appendix X, the Final RoCE of the Final EA / IS include information on consultation, including webinars.
Matawa First Nations Management	<ul style="list-style-type: none"> Positive Feedback on Preferred Route Selection 	<ul style="list-style-type: none"> On December 17, 2024, Matawa First Nations Management sent an email congratulating the MFFN CAR Project Team on the Preferred Route selection and suggesting that it could be a good teaching tool to share with other First Nation communities. 	<ul style="list-style-type: none"> Email 	<ul style="list-style-type: none"> The MFFN CAR Project Team thanked Matawa First Nations Management for the information and recorded the comment. Section 4 of the Final EA / IS includes information on the Preferred Route. Section 11 of the Final EA / IS includes information on consultation. Specific information related to consultation and engagement with interested persons is in Appendix X, the Final EA / IS RoCE.
Matawa First Nations Management	<ul style="list-style-type: none"> Positive Feedback 	<ul style="list-style-type: none"> On January 29, 2025, Matawa First Nations Management sent an email thanking the MFFN CAR Project Team for the work being done on the CAR and the Draft EA / IS, the work in the area, and the community education that accompany it. 	<ul style="list-style-type: none"> Email 	<ul style="list-style-type: none"> The MFFN CAR Project Team thanked Matawa First Nations Management for the information and recorded the comment. Section 11 of the Final EA / IS includes information on consultation. Specific information related to consultation and engagement with interested persons is in Appendix X, the Final EA / IS RoCE.
Matawa First Nations Management	<ul style="list-style-type: none"> Positive Feedback on Community Well-Being Report 	<ul style="list-style-type: none"> On April 29, 2025, Matawa First Nations Management sent an email stating that Appendix T – The Draft Community Well-Being Technical Support Document was very thorough and contained a lot of good information. 	<ul style="list-style-type: none"> Email 	<ul style="list-style-type: none"> The MFFN CAR Project Team thanked Matawa First Nations Management for their feedback and recorded the comment. Appendix T of the Final EA / IS, the Community Well-Being Technical Support Document, includes information related to community well-being and socio-community.
Matawa First Nations Management	<ul style="list-style-type: none"> Chief's Resolution 	<ul style="list-style-type: none"> At the meeting on May 9, 2025, Matawa First Nations Management referenced a Chief's resolution dating 20 years back supporting the Community Access Road. 	<ul style="list-style-type: none"> Virtual 	<ul style="list-style-type: none"> The MFFN CAR Project Team thanked Matawa First Nations Management for the information and recorded the comment.

Summary of Feedback and Response – Comments and Interests				
Indigenous Community	Specific Comment / Interest Raised	Details of Comment / Interest	Communication Channel	Response / Section Reference
Matawa First Nations Management	<ul style="list-style-type: none"> Webinars and Interest in the Project 	<ul style="list-style-type: none"> At the meeting on May 9, 2025, Matawa First Nations Management expressed interest in road routing and requested access to the Building the CAR webinar. 	<ul style="list-style-type: none"> Virtual 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant sent the link to the Building the CAR webinar. Section 11 and Appendix X, the Final RoCE of the Final EA / IS include information on consultation, including webinars.
Matawa First Nations Management	<ul style="list-style-type: none"> Community Well-Being 	<ul style="list-style-type: none"> At the meeting on May 9, 2025, Matawa First Nations Management emphasized that Community Well-Being is central—housing, jobs and economic development are top concerns. 	<ul style="list-style-type: none"> Virtual 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant acknowledged the comment and noted these themes are being prioritized in the Community Well-Being Technical Support Document, with a focus on long-term community well-being and equity. Appendix T of the Final EA / IS, the Community Well-Being Technical Support Document, includes information related to community well-being and socio-community.
Matawa First Nations Management	<ul style="list-style-type: none"> Community Well-Being Webinar 	<ul style="list-style-type: none"> At the meeting on May 9, 2025, Matawa First Nations Management asked if the MFFN CAR Project Team would present in other communities and acknowledged the educational purpose of the Community Well-Being webinar. 	<ul style="list-style-type: none"> Virtual 	<ul style="list-style-type: none"> The MFFN CAR Project Team noted they would make in-community presentations if they are requested. The MFFN CAR Project Team has made several in-community meetings when requested with various Indigenous communities, and tailored the information to topics of interest of that community. Section 11 and Appendix X, the Final RoCE of the Final EA / IS include information on consultation, including webinars. Appendix T of the Final EA / IS, the Community Well-Being Technical Support Document, includes information related to community well-being and socio-community.
Matawa First Nations Management	<ul style="list-style-type: none"> Provincial Road Regulations 	<ul style="list-style-type: none"> At the meeting on May 9, 2025, Matawa First Nations Management noted concerns about community awareness of provincial road regulations and driver licensing. 	<ul style="list-style-type: none"> Virtual 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant noted licensing requirements are addressed in the reports. It was also noted training programs are being considered, including support for MFFN members to obtain driver's licenses through direct financial assistance. Sections 8.3.8, 8.3.9, 9.5.6, and 14.4.3 of the Final EA / IS includes information regarding drivers licensing. Appendix T of the Final EA / IS, the Community Well-Being Technical Support Document, discusses licensing requirements and training programs.
Matawa First Nations Management	<ul style="list-style-type: none"> Inequalities and Aboriginal Rights 	<ul style="list-style-type: none"> At the meeting on May 9, 2025, Matawa First Nations Management discussed historical inequalities in land access and the risk of increased recreational use infringing on Aboriginal Rights, especially when it came to cottage rights. 	<ul style="list-style-type: none"> Virtual 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant noted the Final EA / IS will address these concerns, including the need for land stewardship and protection of Aboriginal rights. Information on the ATRI assessment is included in the Aboriginal and / or Treaty Rights and Interests Technical Support Document (Appendix O). Sections 8.3.4 and 9.5.2 of the Final EA / IS include information regarding land stewardship, effects and mitigations.
Matawa First Nations Management	<ul style="list-style-type: none"> Policy Changes and Treaty Rights 	<ul style="list-style-type: none"> At the meeting on May 9, 2025, Matawa First Nations Management raised concerns about policy changes (e.g., Mining Act) undermining Treaty rights. 	<ul style="list-style-type: none"> Virtual 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant confirmed that the MFFN CAR Project Team is monitoring any policy changes that may be relevant to the Community Access Road. The MFFN CAR Project Consultant emphasized the importance of incorporating MFFN's narrative into the EA / IS to reiterate Treaty rights. Information on the ATRI assessment is included in the Aboriginal and / or Treaty Rights and Interests Technical Support Document (Appendix O).
Matawa First Nations Management	<ul style="list-style-type: none"> Housing, Health Services 	<ul style="list-style-type: none"> At the meeting on May 9, 2025, Matawa First Nations Management noted the need for on-reserve housing, a housing authority, training centres and equity investment. It was also suggested to convert work camps into housing and create First Nations-owned companies (e.g., aggregates, logistics). It was also noted that mental health, paramedic services and treatment options are critical. 	<ul style="list-style-type: none"> Virtual 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant agreed with the needs noted by Matawa First Nations Management and added that these suggestions align with mitigation strategies and long-term sustainability goals. The establishment of a housing authority, supporting financial literacy and equity investment mechanisms are all steps in the right direction. Paramedic services will be incorporated into mitigation planning. It was noted that the Final EA / IS will consider land-based healing treatment options and maternal, youth and elder wellness programs.

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		<ul style="list-style-type: none"> Matawa First Nations Management also mentioned they spoke with Long Lake #58 First Nation Chief on a separate occasion and emphasized the need for a First Nations taxation regime and sustainable funding. Financial literacy, opportunities for investment and bank operation efficiency were also identified as areas to explore economic development. 		<ul style="list-style-type: none"> Appendix T of the Final EA / IS, the Community Well-Being Technical Support Document discusses housing, access to emergency and other health services, access to land-based activities, and economics.
Matawa First Nations Management	<ul style="list-style-type: none"> Taxation 	<ul style="list-style-type: none"> At the meeting on May 9, 2025, Matawa First Nations Management mentioned they spoke with Long Lake #58 First Nation Chief on a separate occasion and emphasized the need for a First Nations taxation regime and sustainable funding. Financial literacy, opportunities for investment and bank operation efficiency were also identified as areas to explore economic development. 	<ul style="list-style-type: none"> Virtual 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant confirmed taxation will be explored further by the future owner / operator and include recommendations for a self-government mechanism to oversee long-term sustainability. Appendix T of the Final EA / IS, the Community Well-Being Technical Support Document discusses housing, access to emergency and other health services, access to land-based activities, and economics.
Matawa First Nations Management	<ul style="list-style-type: none"> Economic Development 	<ul style="list-style-type: none"> At the meeting on May 9, 2025, Matawa First Nations Management noted that economic development could include ownership of the management company that will build the road and ownership of the maintenance company who will operate the road. 	<ul style="list-style-type: none"> Virtual 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant noted that ownership and operation of the road have not yet been identified, however, discussions on these topics are ongoing and will be addressed with the future owner / operator. Section 7.2.5 of the Final EA / IS includes information on operations and maintenance.
Matawa First Nations Management	<ul style="list-style-type: none"> Albany River Crossing 	<ul style="list-style-type: none"> At the meeting on May 9, 2025, Matawa First Nations Management inquired if there will be a bridge or barge over the Albany River. 	<ul style="list-style-type: none"> Virtual 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant confirmed a permanent crossing is planned. The MFFN Senior Community Member Advisor explained the location was chosen for its narrow width and cultural considerations. Section 7 of the Final EA / IS includes information on engineering, design and construction, including water crossings. Section 7 of the Surface Water Technical Document includes information on water crossings, including the Albany River.
Matawa First Nations Management	<ul style="list-style-type: none"> Programs for Fish and Wildlife 	<ul style="list-style-type: none"> At the meeting on May 9, 2025, Matawa First Nations Management noted a need for a First Nations Fish and Wildlife Services to manage planning, monitoring and enforcement. Traditional harvesting income programs and cultural signage are also needed. 	<ul style="list-style-type: none"> Virtual 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant noted these elements will be integrated into environmental planning and monitoring strategies to help ensure cultural and ecological sustainability. Sections 9.3.3, 9.4.2, 9.4.3 of the Final EA / IS includes details regarding utilizing Indigenous Environmental Monitors and engagement with Indigenous Communities to confirm mitigation measures in regards to fish and wildlife.
Matawa First Nations Management	<ul style="list-style-type: none"> Food Access 	<ul style="list-style-type: none"> At the meeting on May 9, 2025, Matawa First Nations Management noted that warehouse, food preparation and distribution infrastructure (e.g., community kitchens) are needed to support food access. 	<ul style="list-style-type: none"> Virtual 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant noted that the Final EA / IS will consider the recommendation for community kitchens and food logistics infrastructure to support local food security. Appendix T of the Final EA / IS, the Community Well-Being Technical Support Document, discusses business funding opportunities and prioritization of hiring local food suppliers.
Matawa First Nations Management	<ul style="list-style-type: none"> Project Funding Source 	<ul style="list-style-type: none"> At the meeting on May 9, 2025, Matawa First Nations Management inquired who will provide the funding for services such as paramedic services and mental health treatment. Sustainability for continuing these services after the construction phase ends is needed as well. Specifically, would the funding for these services be provided by the contractor, owner, companies, or governments. 	<ul style="list-style-type: none"> Virtual 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant noted the services related to the MFFN CAR will be funded by the Ontario provincial government. Appendix T of the Final EA / IS, the Community Well-Being Technical Support Document discusses housing, access to emergency and other health services, access to land-based activities, and economics.
Matawa First Nations Management	<ul style="list-style-type: none"> Wider Nation-Building Resources 	<ul style="list-style-type: none"> At the meeting on May 9, 2025, Matawa First Nations Management made a recommendation to consider wider nation-building resources as needed with a recognized self-government mechanism to oversee this process. 	<ul style="list-style-type: none"> Virtual 	<ul style="list-style-type: none"> The MFFN CAR Project Team thanked Matawa First Nations Management for the information and recorded the comment. The information was shared with the Indigenous Knowledge and land and resource team. MFFN acknowledges the request for broader nation-building resources and supports. MFFN provided funding opportunities through the Indigenous Knowledge and Community Capacity funding programs,

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				<p>of which many Indigenous communities took part in. Consultation and engagement of the Final EA / IS will be undertaken by the government agencies. Funding requests and opportunities will be addressed by the appropriate parties.</p> <ul style="list-style-type: none"> The involvement of Indigenous communities moving forward will be determined during the detail design phase. At that time, consultation and engagement processes, including additional resources, will be further defined by the future owner / operator to enable appropriate participation and representation. Section 5 of the Final EA / IS includes information on the federal and provincial processes and requirements.
Matawa First Nations Management	<ul style="list-style-type: none"> Water Crossing Maps 	<ul style="list-style-type: none"> On May 27, 2025, Matawa First Nations Management sent an email asking if the water crossing maps presented at the May 9, 2025, meeting could be shared digitally, and stated that these maps were great tools for starting conversations. Matawa First Nations Management would like to share these at upcoming engagement sessions. 	<ul style="list-style-type: none"> Email 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant thanked Matawa First Nations Management for the discussion at the PIC #6 meeting and shared the map links via email. Section 11 of the Final EA / IS includes information on consultation.
Matawa First Nations Management	<ul style="list-style-type: none"> Resources on Archaeological Information 	<ul style="list-style-type: none"> On July 29, 2025, Matawa First Nations Management sent an email stating that the maps and tools provided with the Stage 2 Archaeological Assessment were appreciated. Matawa First Nations Management suggested creating videos on this topic, and noted communities have expressed interest in training programs on this topic. 	<ul style="list-style-type: none"> Email 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant thanked Matawa First Nations Management for their feedback. The links to two videos on archaeology previously made by the MFFN CAR Project Team were provided, along with previous archaeological reports shared with communities. Subsections on Archaeology and Cultural Heritage are included in Section 8.3.6, Section 9.5.5, and Section 10.4.5 of the Final EA / IS.
Métis Nation of Ontario (MNO)	<ul style="list-style-type: none"> Support 	<ul style="list-style-type: none"> At the meeting on February 4, 2022, MNO noted they are supportive of the Community Access Road and hope to offer support wherever they can. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team thanked Matawa First Nations Management for the feedback and recorded the comment.
Mushkegowuk Council	<ul style="list-style-type: none"> EA Thoroughness 	<ul style="list-style-type: none"> At the Annual General Meeting on November 24, 2021, Mushkegowuk Council asked about the thoroughness of the EA. 	<ul style="list-style-type: none"> Meeting 	<ul style="list-style-type: none"> The MFFN CAR Project Team noted that the Community Access Road follows a community-led process and that MFFN has asked for and undertaken the highest level of a provincial EA that can be done. It was noted that MFFN would like to set the bar high for development in their territory and offered to visit Fort Albany First Nation, one of Mushkegowuk Council's Member First Nations, to speak about the Community Access Road. Section 3 of the Final EA / IS includes information on the community-led process, including Project management and decision-making. Section 5 of the Final EA / IS includes information on the federal and provincial processes. Section 11 of the Final EA / IS includes information on consultation. Specific information related to Mushkegowuk Council is in Appendix X, the Final EA / IS RoCE.
Mushkegowuk Council	<ul style="list-style-type: none"> Request for Information 	<ul style="list-style-type: none"> On February 28, 2022, Mushkegowuk Council requested information via phone and email related to the Caribou Field Study Program and potential impacts to the Albany River and peatlands. 	<ul style="list-style-type: none"> Phone Email 	<ul style="list-style-type: none"> The MFFN CAR Project Team presented to the Mushkegowuk Council Technical Working Group at their bi-weekly meeting on May 18, 2022. Caribou, surface water and peatlands were the main topics of discussion. Sections 8.2.7, 9.4.1.5, 10.3.5, 14.1.2.4, 14.1.5.4, 14.2.2.4, 14.3.2.4 and Appendix M of the Final EA / IS include information on ungulates. Sections 8.1.5, 9.3.2 and 10 of the Final EA / IS include information on surface water, as well as Appendix F. Section 8.1.8, 9.3.5 and Appendix I include information on peatlands.
Mushkegowuk Council	<ul style="list-style-type: none"> Governance 	<ul style="list-style-type: none"> At the meeting on May 18, 2022, Mushkegowuk Council asked the MFFN CAR Project Team to elaborate on the governance structure of the Community Access Road. 	<ul style="list-style-type: none"> Meeting 	<ul style="list-style-type: none"> The MFFN CAR Project Team explained that the team arose from the need to meet community expectations and regulatory requirements. It was noted that the MFFN CAR Project Team includes MFFN Senior Community Member Advisors and technical experts who are directed and informed by MFFN Leadership and the community. These community leaders were able to help better inform the

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Indigenous Community	Specific Comment / Interest Raised	Details of Comment / Interest	Communication Channel	Response / Section Reference
				<p>MFFN CAR Project Team on community-specific processes and work in conjunction with regulatory requirements to create a system that works for the MFFN CAR Project. It was noted that it is an ongoing process but the governance of the Project has been fairly unique.</p> <ul style="list-style-type: none"> • Section 3 of the Final EA / IS includes information on the community-led process, including Project management and decision-making.
Mushkegowuk Council	<ul style="list-style-type: none"> • Construction 	<ul style="list-style-type: none"> • At the meeting on May 18, 2022, Mushkegowuk Council asked if construction of the Community Access Road would begin immediately after the EA / IS. 	<ul style="list-style-type: none"> • Meeting 	<ul style="list-style-type: none"> • The MFFN CAR Project Team noted that construction would not start immediately, as there is some time required after an EA / IS submission related to regulatory review and consultation. It was noted that there are often other conditions to be met before construction can begin, such as further studies or permits. • Section 5 of the Final EA / IS includes information on the federal and provincial processes. • Section 6 of the Final EA / IS includes information on construction timing.
Mushkegowuk Council	<ul style="list-style-type: none"> • Engineering 	<ul style="list-style-type: none"> • At the meeting on May 18, 2022, Mushkegowuk Council asked if the Community Access Road is considering floating roads, and if design would differ depending on if the road was built to support community members versus mining or industrial uses. 	<ul style="list-style-type: none"> • Meeting 	<ul style="list-style-type: none"> • The MFFN CAR Project Team expressed that design challenges and floating roads have been discussed for the Community Access Road, but that the design team has tried to find alternatives to avoid peatlands as much as possible. It was noted that avoiding impacts can also help create a good design, and that further studies and discussion will help to refine the design process. The MFFN CAR Project Team described that the road design is being built to a typical Ontario highway road standard, but that the volume of traffic for this road is predicted to be far less. It was further explained that the road is to be built to a design that will meet the standards and community needs based on current available growth and traffic, but that it is to be built so that it does not have to be adjusted to meet different needs in the future. It was noted that the design is ultimately up to the Proponent. • Section 7 of the Final EA / IS includes information on engineering, design and construction. • Appendix W of the Final EA / IS includes information on traffic assumptions and challenges.
Mushkegowuk Council	<ul style="list-style-type: none"> • Cumulative Effects 	<ul style="list-style-type: none"> • At the meeting on May 18, 2022, Mushkegowuk Council asked if there has been any communication or coordination with the other road project teams in terms of cumulative effects, as this is just one road of three to be linked in the area, but they are all undergoing separate EA processes. 	<ul style="list-style-type: none"> • Meeting 	<ul style="list-style-type: none"> • The MFFN CAR Project Team advised that cumulative effects assessment is part of the provincial EA and federal IA processes. Any reasonably foreseeable projects (including other roads and mining) and available information will be considered in the cumulative effects assessment. • Section 6.8 of the Final EA / IS includes information on cumulative effects. • Section 10 of the Final EA / IS includes a summary of cumulative effects covered in the Technical Support Documents.
Mushkegowuk Council	<ul style="list-style-type: none"> • Indigenous Land Rights 	<ul style="list-style-type: none"> • At the February 2025 Three Road Projects Gathering and Expo, Mushkegowuk Council shared a comment which noted "whatever happens with the Ring of Fire, we must accommodate the mining companies that come after them. It's affecting Kashechewan First Nation and Fort Albany First Nations with the road. The provincial and federal governments are trying to work together, but the province doesn't consider the people on the land. Currently, this process is not Indigenous led. If we led the process we'd be further ahead than we are today". 	<ul style="list-style-type: none"> • In-person 	<ul style="list-style-type: none"> • The MFFN CAR Project Team thanked Mushkegowuk Council for the information and recorded the comment. The information was shared with the ATRI team. • Section 6.8 of the Final EA / IS includes information on cumulative effects. • Section 10 of the Final EA / IS includes a summary of cumulative effects covered in the Technical Support Documents.
Mushkegowuk Council	<ul style="list-style-type: none"> • Food and Land Use 	<ul style="list-style-type: none"> • At the February 2025 Three Road Projects Gathering and Expo, Mushkegowuk Council shared a comment which noted: "Mushkegowuk Council is all about the land, and they still use the land today, such as cutting their own wood. It was noted when the individual moved to Timmins, the food they were eating changed and they became sick more often. They weren't eating any more fish and geese, it all became processed food. It was noted they have riches on this land and wondered if it is for the benefit of the people". 	<ul style="list-style-type: none"> • In-person 	<ul style="list-style-type: none"> • The MFFN CAR Project Team thanked Mushkegowuk Council for the information and recorded the comment. The information was shared with the community well-being team. • The Community Well-Being Technical Support Document (Appendix T) includes information on country foods. Attachment A of Appendix T has further information. • Section 8.3.1 and 8.3.9 of the Final EA / IS includes information on Indigenous Knowledge and land and resource use.

Summary of Feedback and Response – Comments and Interests				
Indigenous Community	Specific Comment / Interest Raised	Details of Comment / Interest	Communication Channel	Response / Section Reference
				<ul style="list-style-type: none"> • Appendix U of the Final EA / IS, the Land and Resource Use Technical Support Document, includes information on land use.
Mushkegowuk Council	<ul style="list-style-type: none"> • Federal and Provincial Processes 	<ul style="list-style-type: none"> • At the February 2025 Three Road Projects Gathering and Expo, a representative of Mushkegowuk Council inquired if the federal and provincial processes are different. 	<ul style="list-style-type: none"> • In-person 	<ul style="list-style-type: none"> • The MFFN CAR Project Team provided a brief explanation of the difference between the federal IA and provincial EA processes. It was indicated that a single submission (the Draft EA / IS) was prepared to comply with both regulatory requirements. The MFFN CAR Project Team pointed to the printed copy Draft EA / IS and appendices which were available in the breakout room. • Section 5 of the Final EA / IS includes information on the federal and provincial processes.
Mushkegowuk Council	<ul style="list-style-type: none"> • Role of Indigenous Knowledge 	<ul style="list-style-type: none"> • At the February 2025 Three Road Projects Gathering and Expo, a representative of Mushkegowuk Council inquired where and how Indigenous Knowledge plays a role. 	<ul style="list-style-type: none"> • In-person 	<ul style="list-style-type: none"> • The MFFN CAR Project Team noted that both federal and provincial processes ask proponents to consider Indigenous Knowledge. It was noted that many major decisions were based on Indigenous Knowledge, such as the selection of the Preferred Route and river crossings. • Section 4 of the Final EA / IS includes information on how the Preferred Route was selected. • Section 6.1 and Section 11 of the Final EA / IS include information on Indigenous Knowledge.
Mushkegowuk Council	<ul style="list-style-type: none"> • Water Quality 	<ul style="list-style-type: none"> • At the February 2025 Three Road Projects Gathering and Expo, Mushkegowuk Council inquired how water quality would be monitored if mining wasn't 100% operational or during exploration. 	<ul style="list-style-type: none"> • In-person 	<ul style="list-style-type: none"> • The MFFN CAR Project Team noted wells were drilled and installed to monitor groundwater levels and collect existing conditions information for the Community Access Road. Some of these wells will not be reclaimed and will be used to continue monitoring groundwater quality. If changes in water quality are identified changes can be made to operations. This is also known as adaptive management. The future owner / operator will also be monitoring the water flow in peatlands during construction. • Sections 8.1.5, 9.3.2, 10.2.2, 14.1.1.1, 14.2.1.1, and 14.3.1.1 of the Final EA / IS include information on surface water, as well as Appendix F. • Section 8.1.7, 9.3.4, 9.3.5, 10.2.4, 14.1.1.3, 14.2.1.3, and 14.3.1.3 of the Final EA / IS include information on groundwater. • Section 8.1.8, 9.3.5, 10.2.5, 14.1.1.4, 14.2.1.4, 14.3.1.4 and Appendix I include information on peatlands.
Mushkegowuk Council	<ul style="list-style-type: none"> • Cumulative Effects from Industrial-Scale Activities 	<ul style="list-style-type: none"> • On August 26, 2025, Mushkegowuk Council emailed the MFFN CAR Project Consultant to share impressions after watching a video on understanding cumulative effects related to the MFFN CAR Project. It was noted that the examples provided (e.g., camping and picnicking) seemed to be disconnected from the more industrial-scale activities associated with the proposed road, such as mining, logging, hunting, and fishing. It was questioned whether these examples were appropriate in the context of the significant development being discussed. 	<ul style="list-style-type: none"> • Email 	<ul style="list-style-type: none"> • On August 29, 2025, the MFFN CAR Project Consultant sent an email to Mushkegowuk Council to clarify that the Understanding Cumulative Effects video was a new resource designed to provide a general overview of cumulative effects concepts and is not meant to address project-specific cumulative impacts. It complements the Assessment Process video shared in April 2025. For more detailed and project-relevant content, the MFFN CAR Project Consultant referred to the Draft EA / IS webinars, which explore cumulative effects in relation to specific value components. • Section 6.8 of the Final EA / IS includes information on cumulative effects. • Section 10 of the Final EA / IS includes a summary of cumulative effects covered in the Technical Support Documents.
Nibinamik First Nation	<ul style="list-style-type: none"> • Confidentiality Concerns 	<ul style="list-style-type: none"> • At the ATRI Forum #2 in Thunder Bay on November 21 to 23, 2023, Nibinamik First Nation noted concerns about sharing Aboriginal and / or Treaty Rights and Interests, including the potential for information that the community shared being used against them. People may not be comfortable being engaged or want to share information. 	<ul style="list-style-type: none"> • In-person 	<ul style="list-style-type: none"> • The MFFN CAR Project Team responded that there are options for confidentiality agreements related to sharing Aboriginal and / or Treaty Rights and Interests and that existing studies could be shared by Nibinamik First Nation, if appropriate. • A post-forum response was provided by the MFFN CAR Project Consultant on March 19, 2025: "Thank you for sharing this information. The proponent acknowledges the importance of confidentiality with regards to information sharing. The proponent notes that confidential information was excluded from the Aboriginal and / or Treaty Rights and Interests Preliminary Existing Conditions Report and Section 3 which is specific to the Indigenous community, will only be distributed to each applicable community. The proponent welcomes the opportunity to enter into an Indigenous Knowledge sharing agreement with Nibinamik First Nation and looks forward to information related to their rights and interests, to

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				<p>inform the Assessment Process through the Indigenous Knowledge Program. The proponent has attached a sharing agreement template to this ATRI Forum summary."</p> <ul style="list-style-type: none"> Information on the ATRI assessment is included in the Aboriginal and / or Treaty Rights and Interests Technical Support Document (Appendix O). Community-specific ATRI Impact Assessment Reports will not be made available to the public. Feedback received on the community-specific ATRI: Draft IA Report has been used to inform the preparation of the Final ATRI Impact Assessment Report. Specific information pertaining to Aboriginal and / or Treaty Rights and Interests is included in the confidential Nibinamik First Nation Aboriginal and / or Treaty Rights and Interests: Impact Assessment Report. Several communities are actively participating in the IK program Section 11.2.2 and IK has been used to inform the Assessment Process. Section 6.1 of the Final EA / IS includes information on Indigenous Knowledge.
Nibinamik First Nation	<ul style="list-style-type: none"> Consultation Methods 	<ul style="list-style-type: none"> At the ATRI Forum #2 in Thunder Bay on November 21 to 23, 2023, Nibinamik First Nation asked if members of the MFFN CAR Project Team from Dillon Consulting Limited ever visited Nibinamik First Nation. Nibinamik First Nation noted that other people from Dillon Consulting Limited have visited the community for work related to contaminated sites. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team responded that they had not visited the community. A post-forum response was provided by the MFFN CAR Project Consultant on March 19, 2025: "The comment is acknowledged. The proponent welcomes the opportunity to consult and engage with Nibinamik First Nation on the Project." Section 11 of the Final EA / IS includes information on consultation. Specific information related to Nibinamik First Nation is in Appendix X, the Final EA / IS RoCE.
Nibinamik First Nation	<ul style="list-style-type: none"> Cumulative Effects 	<ul style="list-style-type: none"> At the February 2025 Three Road Projects Gathering and Expo, a member of Nibinamik First Nation indicated that the cumulative effects of a regional project and the corresponding mitigation activities are a high priority to them. They acknowledged that cumulative effects can be positive or negative. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team agreed that there are cumulative effects, and the CAR will have positive impacts. Some positive impacts include improving access to currently remote areas and potentially benefitting Indigenous communities already connected to the provincial road network by making it easier to exercise traditional land use rights. Shorter and safer travel to hunting, trapping and fishing grounds can extend seasons, lower costs and strengthen traditional harvesting. By improving access to traditional lands and teaching sites, the Community Access Road could also deliver positive outcomes. Elders and knowledge holders could more readily teach hunting, fishing, trapping and food processing, strengthening intergenerational knowledge transfer. More time on the land reinforces life skills and cultural values alongside technical harvesting and could support everyday use of Indigenous languages. Community members could become engaged in preparing and sharing country foods, strengthening social bonds and enhancing food security. Easier access could encourage participation in cultural activities and deepen connections to language and culture. Section 6.8 of the Final EA / IS includes information on cumulative effects. Section 10 of the Final EA / IS includes a summary of cumulative effects covered in the Technical Support Documents.
Nibinamik First Nation	<ul style="list-style-type: none"> Sturgeon 	<ul style="list-style-type: none"> At the February 2025 Three Road Projects Gathering and Expo, Nibinamik First Nation noted they no longer have sturgeon and rely on Neskantaga First Nation for it. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team thanked Nibinamik First Nation for the information and recorded the comment. The information was shared with the wildlife team and the Indigenous Knowledge and land and resource use team. Section 8.1.6, 9.3.3 and 10.2.3 of the final EA / IS includes information on the Lake Sturgeon's existing conditions, potential effects and mitigation measures. Section 8.3.1 and 8.3.9 of the Final EA / IS includes information on Indigenous Knowledge and land and resource use. Appendix U of the Final EA / IS, the Land and Resource Use Technical Support Document, includes information on land use.

Summary of Feedback and Response – Comments and Interests				
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Nibinamik First Nation	<ul style="list-style-type: none"> Lacking Capacity for Human Resources 	<ul style="list-style-type: none"> At the February 2025 Three Road Projects Gathering and Expo, a member noted Nibinamik First Nation lacks human resources capacity in the community. They also noted that the community has never been offered capacity building through their Tribal Council (Matawa First Nations Management). 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team thanked Nibinamik First Nation for the information and recorded the comment. The MFFN CAR Project Team provided Community Capacity Funding to Nibinamik First Nation. This flexible funding was provided to support communities in reviewing the EA / IS and participate in consultation and engagement activities. The MFFN CAR Project Team also offered funding to Nibinamik First Nation for the IK Program. Section 11 of the Final EA / IS includes information on consultation. Specific information related to Nibinamik First Nation is in Appendix X, the Final EA / IS RoCE.
Nibinamik First Nation	<ul style="list-style-type: none"> Expanded Display Maps 	<ul style="list-style-type: none"> At the February 2025 Three Road Projects Gathering and Expo, a representative of Nibinamik First Nation suggested that the map on display at the meeting room be expanded. They suggested it should show the Community Access Road supporting infrastructure, location of the Indigenous communities and the Northern Road Link. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team indicated that maps with the requested information are included in the EA / IS.
Nibinamik First Nation	<ul style="list-style-type: none"> Community Engagement 	<ul style="list-style-type: none"> At the February 2025 Three Road Projects Gathering and Expo, a representative of Nibinamik First Nation noted support of engagement with the MFFN CAR and other projects. It was noted Nibinamik First Nation hosts a mining week in May each year, where regional projects can come into the community and give a presentation. It takes place after Prospectors & Developers Association of Canada. Nibinamik First Nation would provide the MFFN CAR Project Team with an invitation to visit and dates for mining week. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team thanked Nibinamik First Nation for the opportunity. On April 28, 2025, MFFN CAR Project Consultant followed up on the status of the Mining Week event. Nibinamik First Nation did not provide a response. Section 11 of the Final EA / IS includes information on consultation. Specific information related to Nibinamik First Nation is in Appendix X, the Final EA / IS RoCE.
Nibinamik First Nation	<ul style="list-style-type: none"> Capacity Building 	<ul style="list-style-type: none"> At the February 2025 Three Road Projects Gathering and Expo, a representative of Nibinamik First Nation noted interest in capacity building within regional projects. It was noted that capacity needs to be a step built into all regional projects. They inquired how capacity building, long-term growth and development was being considered as part of the CAR. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team noted that MFFN is looking at ways to build capacity and provide training for members of MFFN, including providing job readiness programs and trainings, as well as working with local employment and training services. The future owner / operator will also seek to provide job readiness programs and trainings, as well as working with local employment and training services. Appendix T of the Final EA / IS, the Community Well-Being Technical Support Document, includes information on socio-community, employment and economy.
Nibinamik First Nation	<ul style="list-style-type: none"> Explanation and Translations of the Draft EA / IS 	<ul style="list-style-type: none"> At the February 2025 Three Road Projects Gathering and Expo, a representative of Nibinamik First Nation noted the need to have an Environmental Technician to explain the technical reports of the Draft EA / IS. They also noted that once the translations for Oji-Cree are available, the Draft EA / IS can be presented to Elders within the community. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The MFFN CAR Project Team explained that plain language summaries were prepared for all the technical reports, and that they were being translated. All of the documents have been released in English and the MFFN CAR Project Team will notify Indigenous communities once translations are ready. On April 28, 2025, the MFFN CAR Project Consultant emailed copies of the plain language summaries translated into Oji-Cree and noted that these could be shared with Nibinamik First Nation members. The MFFN CAR Project Team regularly checked in and offered meetings to review technical documents. Additionally, the MFFN CAR Project Team provided Community Capacity Funding to Nibinamik First Nation. This flexible funding was offered to support communities in reviewing the EA / IS and participate in consultation and engagement activities. Section 11 of the Final EA / IS includes information on consultation. Specific information related to Nibinamik First Nation is in Appendix X, the Final EA / IS RoCE.
Nibinamik First Nation	<ul style="list-style-type: none"> Request for Copies of Plain Language Summaries 	<ul style="list-style-type: none"> At the February 2025 Three Road Projects Gathering and Expo, a representative of Nibinamik First Nation requested copies of the plain language summaries. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> The Project Team provided a printed copy of the plain language summaries. On April 28, 2025, the MFFN CAR Project Consultant emailed copies of the plain language summaries translated into Oji-Cree and noted that these could be shared with Nibinamik First Nation members.

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				<ul style="list-style-type: none"> Section 11 of the Final EA / IS includes information on consultation. Specific information related to Nibinamik First Nation is in Appendix X, the Final EA / IS RoCE.
Nokiiwin Tribal Council	<ul style="list-style-type: none"> Matawa and MFFN 	<ul style="list-style-type: none"> On November 29, 2022, Nokiiwin Tribal Council asked whether Matawa First Nations Management and MFFN were connected. It was noted that a contact for Matawa First Nations Management could be provided if needed. 	<ul style="list-style-type: none"> Phone Email 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant noted they would follow up to confirm the details related to the relationship between Matawa First Nations Management and MFFN, and whether a Matawa First Nations Management contact was needed. On February 28, 2023, the MFFN CAR Project Consultant sent an email that outlined the relationship between Matawa First Nations Management and MFFN and noted that the MFFN CAR Project Team is in regular contact with both Matawa First Nations Management and MFFN. Matawa First Nations is being consulted, like many other communities including MFFN, on the MFFN CAR Project are members. Section 11 of the Final EA / IS includes information on consultation, including Indigenous communities / organizations and their Tribal Council affiliation.
Nokiiwin Tribal Council	<ul style="list-style-type: none"> Involvement in Project 	<ul style="list-style-type: none"> On November 29, 2022, Nokiiwin Tribal Council mentioned Animbiigoo-Zaagi'igan Anishinaabek as being part of the Nokiiwin Tribal Council and asked if Animbiigoo-Zaagi'igan Anishinaabek is already engaged on the Project, and whether Nokiiwin Tribal Council needed to receive Project updates. On March 29, 2023, Nokiiwin Tribal Council noted no further comments or clarification were required after receiving a response from the MFFN CAR Project Consultant. 	<ul style="list-style-type: none"> Phone Email 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant noted that it would be beneficial for Nokiiwin Tribal Council to remain informed and stay on the Project contact list. On February 28, 2023, the MFFN CAR Project Consultant noted that the Community Access Road consults and engages with many Indigenous communities and the Tribal Councils and Provincial Territorial Organizations that support those communities. The MFFN CAR Project Consultant mentioned that Animbiigoo-Zaagi'igan Anishinaabek is regularly consulted and engaged, and they are members of Nokiiwin Tribal Council. Outreach to Nokiiwin Tribal Council is intended to provide consultation and engagement opportunities as well as updates related to the Community Access Road. Section 11 of the Final EA / IS includes information on consultation, including Indigenous communities / organizations and their Tribal Council affiliation.
Nokiiwin Tribal Council	<ul style="list-style-type: none"> Involvement in Project and Schedule 	<ul style="list-style-type: none"> On November 29, 2022, Nokiiwin Tribal Council asked what the schedule is for the MFFN CAR Project, including when the CAR will be constructed and what engagement events will happen after PIC #4. On March 29, 2023, Nokiiwin Tribal Council confirmed she had no further questions about the February 28th response from the MFFN CAR Project Consultant. On March 29, 2023, Nokiiwin Tribal Council noted no further comments or clarification were required after receiving a response from the MFFN CAR Project Consultant. 	<ul style="list-style-type: none"> Phone Email 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant noted in 2023 that the Draft EA / IS was scheduled to be submitted in Summer 2024 and the Final in 2025, which would be posted for public comment at that time. It was also mentioned that the detailed design stage of the Project would begin on approval of the EA / IS, and that a contractor would be selected and construction would begin once the detailed design is completed. The MFFN CAR Project Consultant offered to meet with Nokiiwin Tribal Council. Section 6 of the Final EA / IS includes information on construction timing; Section 7.2 includes information on construction activities. Section 11 of the Final EA / IS includes information on consultation, including post-PIC #4 consultation and engagement activities.
Red Sky Métis Independent Nation (RSMIN)	<ul style="list-style-type: none"> Support for Project 	<ul style="list-style-type: none"> On November 15, 2022, RSMIN noted they listened to the recent webinar series and expressed support for the Project. 	<ul style="list-style-type: none"> Phone 	<ul style="list-style-type: none"> The comment was noted by the MFFN CAR Project Consultant. On July 30, 2025, the MFFN CAR Project Consultant expressed appreciation for the feedback received on the MFFN CAR's consultation efforts to date. Section 11 of the Final EA / IS includes information on consultation. Specific information related to RSMIN is in Appendix X, the Final EA / IS RoCE.
RSMIN	<ul style="list-style-type: none"> Medicinal Plants 	<ul style="list-style-type: none"> At the ATRI Forum in Thunder Bay on February 7-8, 2023, RSMIN representatives discussed medicinal plants, their uses and the MFFN CAR Cultural Heritage Report approach to effective data collection. 	<ul style="list-style-type: none"> In-person Email Letter 	<ul style="list-style-type: none"> On May 31, 2023, the MFFN CAR Project Consultant provided a response to RSMIN's comments and noted the information was acknowledged and the approach to data collection was discussed. Section 8.3.1 and 8.3.9 of the Final EA / IS includes information on Indigenous Knowledge and land and resource use. Appendix Q of the Final EA / IS, the Cultural Heritage Technical Support Document, includes information related to cultural heritage.

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				<ul style="list-style-type: none"> • Appendix U of the Final EA / IS, the Land and Resource Use Technical Support Document, includes information on land use.
RSMIN	<ul style="list-style-type: none"> • Support of Consultation and Engagement Efforts 	<ul style="list-style-type: none"> • On December 19, 2024, RSMIN praised the Project's environmental assessment techniques and consultation efforts, mentioning the helpfulness of videos and radio programs. 	<ul style="list-style-type: none"> • Phone 	<ul style="list-style-type: none"> • The comment was noted by the MFFN CAR Project Consultant. • Section 11 of the Final EA / IS includes information on consultation.
RSMIN	<ul style="list-style-type: none"> • Elders and Storytelling 	<ul style="list-style-type: none"> • At the February 2025 Three Road Projects Gathering and Expo, a representative of RSMIN noted Elders and other older people understand stories differently. They are more visual and prefer information being shared in the form of stories. RSMIN is interested in how the MFFN CAR Project Team can tell stories and develop visualizations in the Draft EA / IS. 	<ul style="list-style-type: none"> • In-person 	<ul style="list-style-type: none"> • The MFFN CAR Project Team explained the simplification of the technical reports into Plain Language Summaries, which can help people better understand the technical topics. • Section 11 of the Final EA / IS includes information on consultation.
RSMIN	<ul style="list-style-type: none"> • Elders and Barriers 	<ul style="list-style-type: none"> • At the February 2025 Three Road Projects Gathering and Expo, a representative of RSMIN noted that not all Elders have a good grasp of the English language or are educated on the technical topics. 	<ul style="list-style-type: none"> • In-person 	<ul style="list-style-type: none"> • The MFFN CAR Project Team acknowledged that technical documents can be difficult to comprehend. These had to be prepared to meet regulatory requirements. However, the Draft EA / IS was written with the best efforts to make content more accessible. The first three sections in particular include quotes from MFFN community members and stories. • Technical reports were summarized and translated into easy-to-understand plain language summaries to highlight key areas of study and the Assessment Process for each valued component. • Section 1, 2 and 3 of the Final EA / IS are written more plain language. • Section 11 and Appendix X, the Final RoCE of the Final EA / IS includes details on translation efforts and creating plain language materials.
RSMIN	<ul style="list-style-type: none"> • Mitigation Measures 	<ul style="list-style-type: none"> • At the February 2025 Three Road Projects Gathering and Expo, a representative of RSMIN inquired about the mitigation measures for post-construction and how the land will be replenished after development. 	<ul style="list-style-type: none"> • In-person 	<ul style="list-style-type: none"> • The MFFN CAR Project Team indicated that each technical report includes a commitments table, which contains mitigation measures for the different phases, including post-construction. To facilitate the review of these, all commitments tables are compiled and included as Appendix AA. Commitments on reclamation are also included, as applicable.
RSMIN	<ul style="list-style-type: none"> • Winter Road Maintenance 	<ul style="list-style-type: none"> • At the February 2025 Three Road Projects Gathering and Expo, a representative of RSMIN inquired who will plow the road and if salt or sand will be used. 	<ul style="list-style-type: none"> • In-person 	<ul style="list-style-type: none"> • The MFFN CAR Project Team indicated that these are questions being considered in the current negotiations between MFFN and the province. • Ownership and operation of the road have not yet been identified, however, discussions on these topics are ongoing and will be addressed with the future owner / operator. • Section 7.2.5 of the Final EA / IS includes information on operations.
RSMIN	<ul style="list-style-type: none"> • Adaptation to Climate Change 	<ul style="list-style-type: none"> • At the February 2025 Three Road Projects Gathering and Expo, a representative of RSMIN noted environmental conditions are going to change over time. They do not know what the weather is going to be like in the future and how the climate will change. 	<ul style="list-style-type: none"> • In-person 	<ul style="list-style-type: none"> • The MFFN CAR Project Team noted the engineering of the CAR has considered adaptation to climate change to ensure its resiliency. For example, climate change influenced the design of bridges and culverts. In addition to this, the CAR will also adhere to the Ministry of Transportation standards. • Section 12 of the Final EA / IS includes information on climate change, as well as Appendix Y, the Final EA / IS Climate Change and Resiliency Report.
RSMIN	<ul style="list-style-type: none"> • Construction Timeline 	<ul style="list-style-type: none"> • At the February 2025 Three Road Projects Gathering and Expo, a representative of RSMIN inquired what the timeframe is for construction. 	<ul style="list-style-type: none"> • In-person 	<ul style="list-style-type: none"> • The MFFN CAR Project Team explained the regulatory timelines, which includes the federal government making a decision on the Final EA / IS by April 2027. In addition to this, detailed design needs to be completed before construction can commence, which will not occur for another few years. • Section 6 of the Final EA / IS includes information on construction timing.
RSMIN	<ul style="list-style-type: none"> • Archaeological Work 	<ul style="list-style-type: none"> • At the February 2025 Three Road Projects Gathering and Expo, a representative of RSMIN noted there needs to be a balance for conducting studies on areas where construction will occur. For another project, archaeological work did not occur before building a tourist centre for Ontario Parks and they found human bones after they began digging. 	<ul style="list-style-type: none"> • In-person 	<ul style="list-style-type: none"> • The MFFN CAR Project Team explained that not all the archaeological work has been completed because the Preferred Route hasn't been approved. Archaeologists completed surveys at important water crossings, such as the Ogoki and Albany Rivers. Detailed design has not been completed. The Preferred Route can change through micro-siting, which could include changes to the route as a result from the archaeologists' findings.

Summary of Feedback and Response – Comments and Interests				
Indigenous Community	Specific Comment / Interest Raised	Details of Comment / Interest	Communication Channel	Response / Section Reference
				<ul style="list-style-type: none"> Subsections on Archaeology and Cultural Heritage are included in Section 8.3.6, 9.5.5, 10.4.5, 14.1.3.3, 14.1.3.4, 14.2.3.3, 14.2.3.4, 14.3.3.3, 14.3.3.4 of the Final EA / IS. Section 8.3.1 and 8.3.9 of the Final EA / IS includes information on Indigenous Knowledge and land and resource use. Appendix U of the Final EA / IS, the Land and Resource Use Technical Support Document, includes information on land use.
RSMIN	<ul style="list-style-type: none"> Cultural Heritage: Potential Area of Interest 	<ul style="list-style-type: none"> On July 30, 2025, during a Project phone call update, RSMIN indicated that there may be an area of interest in the area where the Stage 2 Archaeological Assessment is being conducted. 	<ul style="list-style-type: none"> Phone 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant thanked RSMIN for the information and shared it with the cultural heritage team and the Indigenous Knowledge and land use team. Section 8.3.1 and 8.3.9 of the Final EA / IS includes information on Indigenous Knowledge and land and resource use. Appendix U of the Final EA / IS, the Land and Resource Use Technical Support Document, includes information on land use. Appendix Q of the Final EA / IS, the Cultural Heritage Technical Support Document, includes information on impacts to areas of interest.
RSMIN	<ul style="list-style-type: none"> Historic Use of the Attawapiskat River 	<ul style="list-style-type: none"> On July 30, 2025, during a project update phone call, RSMIN indicated that there are records of RSMIN traveling up the Attawapiskat River and delivering mail and that there was a lot of history there. 	<ul style="list-style-type: none"> Phone 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant thanked RSMIN for the information and shared it with the Indigenous Knowledge and land and resource team. Section 8.3.1 and 8.3.9 of the Final EA / IS includes information on Indigenous Knowledge and land and resource use. Appendix U of the Final EA / IS, the Land and Resource Use Technical Support Document, includes information on land use.
RSMIN	<ul style="list-style-type: none"> Support for Project 	<ul style="list-style-type: none"> On July 30, 2025, RSMIN sent a letter expressing approval of the consultation efforts on the MFFN CAR project thus far. 	<ul style="list-style-type: none"> Letter 	<ul style="list-style-type: none"> On July 30, 2025, the MFFN CAR Project Consultant expressed appreciation for the feedback received on the MFFN CAR's consultation efforts to date. Section 11 of the Final EA / IS includes information on consultation. Specific information related to RSMIN is in Appendix X, the Final EA / IS RoCE.
Webequie First Nation	<ul style="list-style-type: none"> Green Initiatives 	<ul style="list-style-type: none"> At the ATRI Forum in Thunder Bay on February 8-9, 2022, Webequie First Nation asked which green initiatives are being considered by the team during construction of the road. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> A post-ATRI Forum response was distributed and noted that unfortunately, information on green initiatives is not available yet as the MFFN CAR Project Consultants are in the early stages of the EA process, however, green initiatives for construction will be shared as they become available by the future owner / operator. Section 9.5.4 includes examples of green initiative mitigation measures including environmentally friendly dust-suppression during construction. Section 12.1.3 of the Final EA / IS includes information on mitigation of climate change impacts.
Webequie First Nation	<ul style="list-style-type: none"> Various Road Projects 	<ul style="list-style-type: none"> At the ATRI Forum in Thunder Bay on February 8-9, 2022, Webequie First Nation asked why the road is split up in various segments instead of being considered as one. 	<ul style="list-style-type: none"> In-person 	<ul style="list-style-type: none"> A post-ATRI Forum response was distributed and noted that while planning for all three road projects is ongoing, the MFFN CAR is a separate project from both the NRL and WSR projects. All three projects have a different primary purpose (i.e., the MFFN CAR is to provide year-round community access to MFFN) and each project has a different proponent and thus different engineering consulting firms providing technical support to the proponents. The MFFN CAR Project is subject to the Ontario EA process and a federal IA. As such, both the federal and provincial governments are involved in the Project. Section 2 of the Final EA / IS includes information about why the road is needed.
Weenusk First Nation	<ul style="list-style-type: none"> Feedback 	<ul style="list-style-type: none"> At the meeting on June 5, 2024, Weenusk First Nation indicated that they would be unable to attend Three Road Projects Gathering and Expo due to 	<ul style="list-style-type: none"> Virtual 	<ul style="list-style-type: none"> The MFFN CAR Project Consultant thanked Weenusk First Nation for their feedback, and mentioned they would make note of the comment for future Project events.

Summary of Feedback and Response – Comments and Interests				
Indigenous Community	Specific Comment / Interest Raised	Details of Comment / Interest	Communication Channel	Response / Section Reference
		the infrequency of flights to and from the community, and noted that charter flights would be useful for future events.		<ul style="list-style-type: none"> • Section 11 of the Final EA / IS includes information on consultation and summarized the Three Road Projects Gathering and Expo.