

B7. Ginoogaming First Nation

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

B7.1 Outgoing Community Specific Correspondence



Daltrop, Hanna [Redacted]

MF CAR Project Timeline

2 messages

Daltrop, Hanna [Redacted] Thu, Aug 1, 2024 at 5:40 PM

To: Shelly Rahme [Redacted]
Cc: Mishal Naseer [Redacted], Lucia Jara Moreno [Redacted], Calvin Taylor [Redacted], Cj Taylor [Redacted], Crystal Iserhoff [Redacted], Sheri Taylor [Redacted], Jason Chapais [Redacted], Jennifer Duncan [Redacted], Kimberly Jorgenson [Redacted]

Hello Shelly,

As discussed, I have attached a PDF of the MF CAR Project's timeline. If you have specific questions about any part of the timeline or project, please let me know and I will find out the answers for you.

Warm regards
Hanna



Hanna Daltrop
Dillon Consulting Limited
[Redacted]

Marten Falls First Nation - Project Timeline.pdf
430K



MARTEN FALLS FIRST NATION **COMMUNITY ACCESS ROAD**

TIMELINE

Environmental Assessment / Impact Assessment Process Milestones Timeline*

We are now in a coordinated Environmental Assessment (EA) / Impact Assessment (IA) process.

**Timeline is tentative and subject to change.*

2019

- A Notice of Commencement of the Terms of Reference was published and distributed on March 6, 2019 (view the [English](#) or [French](#) Notice of Commencement)
- Public Information Centre #1 (April 20 / May 1) for



Indigenous people and the public

- Initial Project Description submitted to the federal Impact Assessment Agency of Canada (the Agency)
- Detailed Project Description submitted under the Federal *Impact Assessment Act* on November 9, 2019
- A **Notice of Impact Assessment** was published by the Agency stating that a federal IA is required on November 29, 2019
- **Public Information Centre #2** (December 10 / 11) for Indigenous people and the public
- Draft Terms of Reference released for review by Indigenous communities, agencies, the public, and other stakeholders on December 4, 2019
- Indigenous Knowledge (IK) Program begins December 2019
- Ongoing engagement with Indigenous communities
- Field studies conducted on alternative routes throughout Summer into 2020

2020



2021

- Introduction of the Assessment Phase of the EA / IA Process
- The **Terms of Reference** was approved on October 8, 2021 with amendments
- The **Notice of Commencement** of Environmental Assessment was issued on October 29, 2021
- Field studies continue
- Ongoing engagement with Indigenous communities

2022

- A **Notice of Commencement** of the IA was published by the Agency on February 24
- **Terms of Reference was submitted** (Fall 2020)
- Field studies continue
- Ongoing engagement with Indigenous communities



- Indigenous Knowledge Program continues
- Fine tune Preferred Route Selection Approach
- **Public Information Centre #3** (June 27 / 29) for Indigenous people and the public.
- **Milestone: Effects Assessment Methodology (Fall 2022)**
- **Public Information Centre #4** (December 7 / 8) for Indigenous people and the public
- Ongoing engagement with Indigenous communities and the public
- Impact Statement extension request submitted to IAAC

2023



- **Impact Statement extension request** granted by IAAC (January 13)
- Indigenous Knowledge Program continues
- Field studies continue
- Share ATRI effects assessment information and host mitigation discussions
- Identification of technically preferred route recommendation and rationale for the Community Access Road (end of 2023)
- Ongoing engagement with Indigenous communities and the public including **Public**



Information Centre #5

(October 25 / 26)



2024

- **Milestone: Identification of Preferred Route**
- Cumulative effects assessment
- Preparation and submission of the Draft Environment Assessment / Impact Assessment (EA / IS)
- **Milestone: Review of Draft EA / IS**

2025

- Review of Final EA / IS update
- **Milestone: Submit the combined Draft (2024) and Final (2025) EA / IS**



From: Angelis, Niki <[REDACTED]>
Sent: Friday, August 9, 2024 9:47 PM
To: Jennifer Duncan <[REDACTED]>; Andrea Nokleby <[REDACTED]>
Cc: Kimberly Jorgenson <[REDACTED]>; Holly Pyhtila <[REDACTED]>; Alanna Robbins <[REDACTED]>; Amanda Misnakoshkang <[REDACTED]>; Micheal Fisher <[REDACTED]>; Bertha Sutherland <[REDACTED]>; [REDACTED]; LRManager <[REDACTED]>; Calvin Taylor <[REDACTED]>; Wayne Neegan <[REDACTED]>
Subject: RE: Request for hardcopy of EA and Draft copy of Table of Contents - MFCAR

Good afternoon Jennifer,

Thank you for your email and interest in reviewing the Draft EA / IS for the Community Access Road.

I have taken note of the 5 contacts (representing Matawa First Nations Management, Long Lake 58 First Nation, Constance Lake First Nation and Ginoogaming First Nation) who would like to receive hardcopies of the Draft EA / IS in November.

Please note, that the Draft is a very large document (close to 20,000 pages) and to expect it to be shipped in 3-4 bankers boxes.

If interested, the draft is also available to be shared on a USB storage drive.

As for the Table of Contents, I can certainly share a copy of that once it is finalised (likely in the fall, closer to the release of the draft).

Please let me know if you have any questions or requests.

Thank you again for your interest and have a lovely weekend,
Niki

Niki Angelis
Communication and Community Engagement

[REDACTED]
[REDACTED]



[REDACTED]
[REDACTED]

aecom.com | [LinkedIn](#) | [Twitter](#) | [Facebook](#) | [Instagram](#)



DRAFT

Interim Record of Consultation and Engagement Report

August 1, 2020 to October 28, 2021

Issued: December 2022



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Appendix A. Notices and Other Information Releases

A1. Submission of Terms of Reference

- A1.1 Advanced Notice of Submission of Terms of Reference to Indigenous Communities
- A1.2 Notice of Submission of Terms of Reference
- A1.3 Notice of Approval of Terms of Reference

A2. Terms of Reference Factsheet

- A2.1 Terms of Reference Factsheet – English
- A2.2 Terms of Reference Factsheet – Ojibway
- A2.3 Terms of Reference Factsheet – Oji-Cree
- A2.4 Terms of Reference Factsheet – Cree

A3. Community Access Road Newsletters

- A3.1 Community Access Road September 2020 Newsletter
- A3.2 Community Access Road April 2021 Newsletter

A4. Monthly E-Blasts

- A4.1 May E-Blast
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- A4.4 August E-Blast
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A5. Educational Videos Distribution

- A5.1 Surface Water and Fish and Fish Habitat
- A5.2 Vegetation

Appendix B. Indigenous Communities and Organizations

B1. Information Distributed to all Indigenous Communities

B1.1 Preliminary Aboriginal and Treaty Rights and Interests (ATRI) Study Areas Memo to Indigenous Communities

- B1.1.1 Preliminary ATRI Study Areas Memo
- B1.1.2 Revised Preliminary ATRI Study Areas Memo

B1.2 Preliminary ATRI Local LSA and Regional Study Areas Geographical Information Systems shapefiles and KMZ files

B1.3 Indigenous Knowledge Guidance Document

B1.4 Indigenous Knowledge Factsheet

- B1.4.1 Indigenous Knowledge Factsheet - English
- B1.4.2 Indigenous Knowledge Factsheet - Ojibway
- B1.4.3 Indigenous Knowledge Factsheet – Oji-Cree
- B1.4.4 Indigenous Knowledge Factsheet - Cree

B1.5 Field Study Notices

- B1.5.1 Aquatics Field Study Notice
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- B1.5.5 Surface water, Fish and Fish Habitat Field Study Notice
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B8. Ginoogaming First Nation

- B8.1 Outgoing Community-Specific Correspondence
- B8.2 Incoming Correspondence Received from the Community
- B8.3 Community-Specific Meeting Materials
- B8.4 Proposed ToR Comments Received / Responses

Appendix E. Comments Received / Response to Comments on the Terms of Reference

Acronyms

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

1. Introduction

For successful completion of the Environmental Assessment (EA) and Impact Assessment (IA), it is essential that the consultation and engagement process be documented to appropriately categorize, and address feedback received. This Interim Record of Consultation and Engagement (RoCE) has been developed to track all incoming and outgoing discussions, correspondence and meetings between the submission of the Terms of Reference (ToR) and Ontario's Minister of the Environment, Conservation and Parks approval with amendments of the ToR (August 1, 2020 to October 28, 2021). This Interim RoCE includes notes on how questions and concerns may have been addressed in the ToR or will be considered in the EA / IA.

This Interim RoCE provides a detailed account of all communication exchanged with Marten Falls First Nation (MFFN), neighbouring Indigenous communities, government agencies and interested persons¹ from August 1, 2020 to October 28, 2021. A similar RoCE will be prepared that documents consultation and engagement undertaken during the EA.

Although this Interim RoCE documents correspondence up to October 28, 2021, there has been ongoing Project-related correspondence occurring after this date, including outgoing letters, outgoing emails and follow-up related to outstanding issues or comments. Correspondence occurring after October 28, 2021 will be formally recorded in the RoCE for the EA.

The first section of this Interim RoCE provides an overview of the Project and outline of the approach to consultation and engagement, the second section describes the consultation and engagement activities undertaken during this interim time period, and the third section summarizes activities and discussions that occurred with MFFN, neighbouring Indigenous communities, government agencies and interested persons.

1.1 Overview of the Project

MFFN is a remote First Nation community in northern Ontario, approximately 430 kilometres (km) from Thunder Bay, Ontario, located at the junction of the Albany and Ogoki rivers. The MFFN community is proposing an all-season Community Access Road (CAR or the Project) that will connect the MFFN community to the Ontario provincial highway network. The Project includes construction and operation of a multi-purpose all-season access road consisting of:

- approximately 190 km to 230 km of two-lane gravel all-season road on a new right-of-way;
- approximately 100 metre (m) wide right-of-way cleared to a width of 60 m; and
- proposed designated speed limit of 80 km / hr.

The MFFN community is currently accessible year-round by air transportation out of Thunder Bay and Nakina, and by a winter access road constructed on an annual basis, if conditions permit. Since the 1990s, MFFN has received provincial funding to maintain 140 km of winter road to the community. However, the North² is noted as vulnerable to the effects of climate change in *Building Better Lives: Ontario's Long-term Infrastructure Plan* (MOI 2018). Therefore, interests and concerns of the community have identified a desire for improved all-season community access to the provincial highway network in the south, near Painter Lake. MFFN's winter road system is not reliable and is typically operational about six to eight weeks annually between the months of February and March. Due to the limited availability of the winter road, the MFFN community is reliant on air-transportation of the goods needed to sustain people living in the community, and have limited access to basic social, health, education and wellness services. This

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

2. *Northern Ontario is a geographic and administrative region of Ontario referred to as "the North".*

has resulted in high costs to ship goods and materials, food and fuel to the community, as well as affecting basic quality of life of MFFN community members.

In 2009, MFFN was successful in acquiring funds from the Northern Ontario Heritage Fund Corporation to complete the *2011 MFFN Winter Road Realignment / All Weather Road Project, Feasibility Analysis and Business Plan Report* (W. L. Lees & Associates and Marten Falls Logistics-LP. 2011, MFFN 2017). This report built on previous studies and was used by MFFN to guide discussions with government, industry and adjacent First Nations on improving community access to MFFN. In 2016, the Ministry of Northern Development and Mines (now the Ministry of Northern Development, Mines, Natural Resources and Forestry [NDMNR]) confirmed financial support for permitting the Project (MFFN 2017) and Indigenous and Northern Affairs Canada (now Indigenous Services Canada, and Crown-Indigenous Relations and Northern Affairs Canada [CIRNAC]) provided financial support under the Building Canada Fund for work related to realignment of the winter road to higher ground.

In April 2018, MFFN signed an agreement with the Ministry of the Environment, Conservation and Parks (MECP) to prepare an Individual EA. The Impact Assessment Act Agency of Canada (the Agency) determined that the Project is also subject to the federal review under the *Impact Assessment Act* (IAA).

The Project is community-led, meaning MFFN community membership will develop solutions and advance decisions on the Project. MFFN, as the Proponent of the Project, has formed a MFFN CAR Project Team that includes MFFN community members. The MFFN CAR Project Team acts with guidance, direction and input from MFFN Chief and Council, MFFN Community Member Advisors and MFFN community membership to:

- Manage the Project so as to meet the requirements of the provincial and federal assessment processes;
- Keep MFFN community membership, as the Proponent, up-to-date of plans and progress, and to gather direction and input to enable decisions by MFFN Chief and Council related to the Project; and
- Consult and engage members of MFFN and neighbouring Indigenous communities.

MFFN community membership have two distinct roles: 1) involvement in the community-led process as Proponent of the Project, and 2) an Indigenous community potentially affected by the Project. Although not every MFFN community member is part of the MFFN CAR Project Team, input from community members, in addition to direction from MFFN Chief and MFFN Council and Community Member Advisors, helps guide the Project.

Through preparation of the ToR, MFFN has commenced a community-led EA process for the Project. The ToR set out the framework MFFN must follow during preparation of the Individual EA. The ToR has been prepared in accordance with the *Environmental Assessment Act* (EAA) and the *Code of Practice for Preparing and Reviewing Terms of Reference for Environmental Assessments in Ontario* (MECP 2020) and was submitted to the MECP for review and decision. The ToR was approved by the Minister with amendments and MFFN will proceed with preparation of the Individual EA in accordance with the Minister-approved ToR and the EAA.

Ontario (MECP and ENDM³) and MFFN entered into an agreement through a Memorandum of Understanding (MOU) to share responsibility of the procedural aspects of Ontario's Duty to Consult, in the context of the EA for the Project. The Marten Falls-Ontario MOU on Shared Consultation Responsibilities was signed on January 7, 2020 and defines the roles and responsibilities of both parties as they pertain to the consultation of Indigenous communities whose Aboriginal or Treaty Rights may be adversely affected by the Project and other interested persons. A copy of the Marten Falls-Ontario MOU on Shared Consultation Responsibilities is provided in **Appendix D of the ToR**.

3. At the time of this report date, ENDM changed names to MNDMNR, however, they were ENDM at the time of the MOU development.

1.2 About the Interim Record of Consultation and Engagement

This Interim RoCE provides an overview of consultation and engagement carried out between the submission of the ToR and the Minister's approval with amendments of the ToR (August 1, 2020 to October 28, 2021). In accordance with the MECP Code of Practice, the Interim RoCE has been prepared to:

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

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

1.3 Interim RoCE Approach

The MFFN CAR Project Team has been actively consulting and engaging MFFN community members, Indigenous communities, government agencies and interested persons (including Indigenous Peoples) on the Project since 2017.

The Interim RoCE main consultation and engagement activities were generally organized around the following:

- **Proposed Terms of Reference Review (October 2020 submission)**
In October 2020, the Proposed ToR was submitted to the MECP for an approval decision. As part of this process, the availability of the Proposed ToR for review and comment was publicly advertised through notifications (e.g., newspapers, radio, email and hard copy letters) and distribution of the Proposed ToR document to Indigenous communities and public review locations. The comment period was extended and ongoing follow-up via email and phone calls were made to seek interest in the additional opportunity to provide feedback, including efforts to set up meetings to answer any questions. The Proposed ToR was approved with amendments on October 28, 2021. The proposed ToR will be the roadmap for planning and decision-making during the EA and it outlines how the EA will be prepared, including what studies will be conducted, the process to identify and assess effects and how people will be consulted and engaged.
- **Pivoting to Virtual Consultation and Engagement During COVID-19**
Some Indigenous communities expressed challenges engaging on the Project during COVID-19 and also experienced various States of Emergencies. Additional time was requested to allow for safe in-person

engagement to discuss the Project. MFFN voluntarily offered the ToR to be available for an extended period (60-day review period instead of the legislatively mandated 30-day comment period) and accepted comments past the 60-day deadline. MFFN also committed to working with each Indigenous community to understand how they would like to be engaged if traditional formats couldn't take place due to COVID-19, and collaborated with communities to determine a path forward. During this reporting time period, some communities also expressed challenges in gathering Elders and Knowledge Holders to review Project-related information as a result of COVID-19. MFFN made effort to offer online meetings or conference calls to safely conduct engagement activities during the pandemic. In addition, significant efforts were made to make educational materials (Discussion Guides, Value Component videos) and feedback-gathering activities (surveys) available online (see **Field Studies and Education, Consultation and Engagement on Valued Components below**).

- **Introduction of Community Consultation Co-ordinators (CCC)**

To support the EA consultation and engagement program, and data gathering activities, as well as assist with in-person and virtual / social distanced in-community engagement and consultation, the Community Consultation Co-ordinators Program was introduced and offered to individual Indigenous communities as a paid position to support the Project.

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

An important part of the assessment process is collecting IK and information on Indigenous land and resource use to help understand baseline (existing) conditions, predict the potential effects of the Project, and determine appropriate impact management and monitoring measures. The IK Program was developed with an aim to collect IK relevant to the Project and information on Indigenous land and resource use in the vicinity of the Project area. The IK Program strives to collaborate with interested Indigenous communities and to discuss how relevant information will become part of the assessment processes and Project planning and design. During this reporting time period, an IK Program Fact Sheet and Guidance Document were circulated to Indigenous communities, along with a Preliminary Aboriginal and Treaty Rights and Interests Study Areas Memo, including GIS shapefiles, to seek feedback on information provided. The Memo was then revised based on information provided and recirculated.

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

Several field programs took place during this reporting time period. To help Indigenous communities, government agencies and interested persons better understand the field studies related to valued components, Discussion Guides were distributed with plain language information about what the Project is studying, why it's important and questions to solicit feedback before the studies take place. Educational videos on valued components were also shared online.

The Interim RoCE does not include comments / responses from the Agency's Comment Registry; those comments are managed through another parallel process.

The following sections describe the main consultation and engagement activities undertaken during preparation of the Interim RoCE. Issues received through consultation and engagement activities during this time are included in **Sections 3 to 5**.

1.4 Project Notifications and Information Releases

In October 2020, the Notice of Submission of the Proposed ToR was circulated to the MFFN community, neighbouring Indigenous communities, government agencies, and interested persons which includes individuals or groups that are potentially affected by the Project and / or have an interest in the Project including, but not limited to the, following:

- Residents of the Municipalities of Greenstone and Thunder Bay;
- Those with recreational interest (e.g., hikers, campers, hunters and environmental groups);
- Camp operators and outfitters;
- Resource users (e.g., forestry, trappers, outfitters, mining and mineral tenure holders in the area);
- Interested businesses; and
- Community and public interest groups.

While this list is not intended to be an exhaustive list of potentially interested persons, it is intended to provide an initial understanding of groups that are in proximity to the Project, or of people and organizations who may have an interest in the potential effects associated with the Project. The Project Contact List will be continually updated as the EA process continues.

The Notice of Submission of the Proposed ToR was provided in English and French.

To support the circulation of the Notice of Submission of the Proposed ToR, notices were distributed via mail and email to people identified on the Project Contact List and advertisements were placed on Wawatay Radio and CFNO Radio on October 23, 2020 (in English, Cree and Oji-Cree). The MFFN CAR Project Team worked with MECP to finalize a circulation list that provided geographic coverage in a variety of mediums (e.g., mail, fax, email, newspapers and radio) for potentially interested Indigenous communities and Indigenous Peoples. A copy of the Notice and other Project-related information was posted on the Project website. The Notice is included in **Appendix A** and was published in the following newspapers:

- Geraldton Times Star;
- Chronicle Journal;
- Thunder Bay Source;
- Wawatay News;
- TBNewsWatch;
- Northern Ontario Business;
- Windspeaker; and
- Anishinabek News.

The Project website (www.martenfallsaccessroad.ca) was periodically updated with Project information including all relevant Project notices (e.g., Notice of Submission, Discussion Guides, videos, monthly E-Blasts) and other Project-related materials such as mapping. A unique Proposed ToR webpage was developed with plain language videos, in both English and Ojibway, to explain the changes introduced since release of the Draft TOR and an updated fact sheet (in English, Ojibway, Oji-Cree and Cree).

The Proposed ToR was also provided in print and / or on a USB drive to Indigenous communities, members of the EA Government Review Team. Copies were also made available at the following public viewing locations, however, this was at the height of COVID-19 and some locations were closed due restrictions and not many people visited the open locations to view materials:

- MECP Environmental Assessment and Permissions Branch (Toronto);
- MECP Thunder Bay District Office;
- Greenstone Public Library – Geraldton Branch;
- Greenstone Public Library – Long Lac Branch;
- Matawa First Nations Office;
- Thunder Bay Public Library – Waverley Resource Library;
- Sioux Lookout Public Library; and
- Timmins Public Library.

1.5 Summary of Indigenous Community and Organization Consultation

Listed below in **Table 1-1** are, according to the MECP (in a letter dated December 19, 2018), the neighbouring Indigenous communities to be consulted and engaged on the basis that they have (or may have) constitutionally protected Aboriginal or Treaty Rights that may be adversely affected by the Project and / or who may be interested in the Project. Mishkeegogamang First Nation was added to the list of neighbouring Indigenous communities to be consulted on the Project based on the Agency's 'Preliminary List of Indigenous Communities for Proponent Engagement on the Marten Falls Access Road'. Therefore 23 Indigenous communities have been identified for engagement. Although Mishkeegogamang First Nation has not yet expressed interest in the Project, they are being provided information in conjunction with the neighbouring Indigenous communities who might be affected by or have an interest in the Project.

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

Tribal Council Affiliation	Community or Organization
Matawa First Nations Management (Nishnawbe Aski Nation)	<ul style="list-style-type: none"> ■ Marten Falls First Nation (Proponent and potentially affected Indigenous community) ■ Aroland First Nation ■ Constance Lake First Nation ■ Eabametoong First Nation (Fort Hope) ■ Ginoogaming First Nation ■ Neskantaga First Nation ■ Nibinamik First Nation ■ Webequie First Nation
Matawa First Nation and the Union of Ontario Indians (Nishnawbe Aski Nation)	<ul style="list-style-type: none"> ■ Long Lake #58 First Nation**
Mushkegowuk Council (Nishnawbe Aski Nation)	<ul style="list-style-type: none"> ■ Attawapiskat First Nation ■ Fort Albany First Nation ■ Kashechewan First Nation
Shibogama First Nations Council (Nishnawbe Aski Nation)	<ul style="list-style-type: none"> ■ Kasabonika Lake First Nation ■ Kingfisher Lake First Nation ■ Wapekeka First Nation ■ Wawakapewin First Nation ■ Wunnumin Lake First Nation
Independent First Nations Alliance	<ul style="list-style-type: none"> ■ Kitchenuhmaykoosib Inninuwug First Nation
Independent First Nations (Nishnawbe Aski Nation)	<ul style="list-style-type: none"> ■ Mishkeegogamang First Nation*** ■ Weenusk First Nation
Nokiiwin Tribal Council	<ul style="list-style-type: none"> ■ Animiigoo Zaagi'igan Anishinaabek First Nation (AZA)*
Métis Nation of Ontario (MNO)	<ul style="list-style-type: none"> ■ Métis Nation of Ontario (MNO), Region 2*
Independent Métis Nation	<ul style="list-style-type: none"> ■ Red Sky Métis Independent Nation (RSMIN)*

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

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

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

As of October 28, 2021, 17 of these communities have expressed an interest in the Project, including meeting to understand more. Those communities MFFN has met with (primarily virtually due to COVID-19 restrictions) during the Interim RoCE period are indicated with an asterisk below (*):

- Marten Falls First Nation*;
- Aroland First Nation*;
- Attawapiskat First Nation*;

- Constance Lake First Nation*;
- Eabametoong First Nation (Fort Hope);
- Fort Albany First Nation*;
- Ginoogaming First Nation*;
- Kasabonika Lake First Nation;
- Kashechewan First Nation*;
- Kingfisher Lake First Nation’
- Long Lake #58 First Nation*;
- Neskantaga First Nation;
- Nibinamik First Nation;
- Webequie First Nation;
- RSMIN;
- Animbiigoo Zaagi’igan Anishinaabek; and
- Kitchenuhmaykoosib Inninuwug First Nation.

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

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

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

All 23 identified Indigenous communities have been contacted regularly by the MFFN CAR Project Team with conversations ranging from: follow-up on field study / valued component information (e.g., educational videos) and surveys (via Discussion Guides); regular Project email updates, including monthly E-Blasts; in-person outreach (via telephone and email); Proposed ToR comment period; the IK Program, Aboriginal and Treaty Rights and Interests Study Areas Memo; and offers to meet (e.g., Chief and Council meetings followed by meetings with the broader community). Comments, issues and questions received from Indigenous communities that can be shared publicly are included in the Interim RoCE.

From September 2020 to March 2021, follow-up calls and emails were made to the Indigenous communities to confirm that the Proposed ToR package was received, and during the comment timeline extension, to determine whether there were any questions or interest to meet to have a discussion about the Proposed ToR.

Comments on the Proposed ToR were received from the following 16 Indigenous communities / organizations / groups:

- Aroland First Nation;
- Attawapiskat First Nation;
- Constance Lake First Nation
- Fort Albany First Nation;

- Ginoogaming First Nation;
- Kasabonika Lake First Nation;
- Kitchenuhmaykoosib Inninuwug First Nation;
- Long Lake #58 First Nation;
- Marten Falls First Nation;
- Neskantaga First Nation;
- Nibinamik First Nation;
- Webequie First Nation;
- Matawa First Nations Management;
- Mushkegowuk Tribal Council;
- One member of Matawa First Nations; and
- Red Sky Métis Independent Nation;

Outreach efforts and correspondence with the Indigenous communities continued regarding their interest in the Project and the potential to meet / discuss the Project. Due to the continuation of the COVID-19 pandemic in late 2020 and into 2021, plans for in-person meetings with Indigenous communities were put on hold. MFFN, however, continued to share information on the Project, including field study notices, educational videos, and a monthly electronic news blast (E-Blast). Opportunities to consult and engage on field studies for valued components were also offered.

Ten communities, including MFFN, have expressed interest in participating in the IK Program to support the EA. An IK Program Fact Sheet and Guidance Document were circulated to Indigenous communities, along with a Preliminary Aboriginal and Treaty Rights and Interests Study Areas Memo, including GIS shapefiles, to seek feedback on information provided. The Memo was then revised based on information provided and recirculated.

In summary, the MFFN CAR Project Team has provided / offered many opportunities to consult and engage identified Indigenous communities, including:

- Submission of Project notifications, including Notice of Submission of ToR and the ToR;
- Opportunity to review / comment on the ToR, including extended opportunity to comment;
- Ongoing follow-up via phone calls and emails to confirm receipt of notifications and other distributed materials;
- Circulation of Project updates, including two newsletters and seven E-Blasts;
- Emails and phone calls to confirm interest in being consulted on the Project (for communities that had not yet expressed interest);
- Holding conference calls with community representatives and / or community meetings with nine communities, including Meetings with MFFN Chief and Council and broader community to provide an overview of the ToR in advance of public release and distribution and other Project update meetings;
- Distribution of Field Study Discussion Guides (including surveys for feedback) and Field Notices regarding specific programs;
- Distribution of plain language videos showcasing different valued components and supporting content in Field Study Discussion Guide and Notices;
- Ongoing follow-up regarding interest in the participation of Indigenous Knowledge Program to support the EA and circulation of Indigenous Knowledge Fact Sheet and Guidance Document;
- Distribution of preliminary and revised versions of the Aboriginal and Treaty Rights and Interests Study Areas Memo, including circulation of GIS shapefiles of Aboriginal and Treaty Rights and Interests Study Areas;
- Offers to meet / discuss the ToR;
- Receipt of ToR comments from 16 communities;
- Distribution of ToR comment responses via MECP;
- Receipt of comments and questions from Indigenous communities as documented in the RoCE;

Responses to comments on the Proposed ToR were provided by MECP to Indigenous communities between November 2020 and September 2021. These comments are responses are available in community-specific appendices in **Appendix B**.

MFFN members were also offered employment opportunities as Field Study Support Staff to assist with field programs. As of October 2021, 36 Field Study Support Staff opportunities have been filled by 15 MFFN community members. 13 additional MFFN community members provided vehicles, accommodation and food services in support of field study programs.

A detailed record of the efforts made to consult and engage with each of the 23 Indigenous communities and correspondence received and responses provided from the communities from August 1, 2020 to October 28, 2021 is provided in **Appendix B**. The following sections summarize key consultation activities and issues received through consultation and engagement activities during this time period. Further details regarding these events and how the issues have been addressed in the ToR, or will be considered in the EA, are provided in **Appendix B**.

1.6 Summary of Interested Persons Consultation

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

Between the submission of the ToR and the Minister's approval with amendments of the ToR (August 1, 2020 to October 28, 2021), there has been ongoing communication, engagement and consultation with interested persons regarding the Project. Key activities to highlight include:

- Notice of Submission of the Proposed ToR;
- Request for comments on the Proposed ToR during the review and extended review time period;
- Two newsletters and five monthly E-Blasts; and
- Distribution of educational videos.

During this interim reporting period, 11 comments were submitted directly to the MFFN CAR Project Team via email and telephone from interested persons on the following topics:

- Sampling for mercury or other metals such as chromium during the field studies / water monitoring;
- Hiring dump trucks or open tenders;
- Effects on outpost and wilderness camps from construction of the road and any plans to purchase businesses affected;
- Questions about the IK Program and IK Sharing Agreements;
- Brook Trout spawning habitat near Dusey Lake and the potential alternative road crossing of Dusey River;
- The need to consider heritage, hereditary and Traditional lands;
- Whether there will be revenue sharing;
- Whether there is a Land Use Agreement between MFFN, Ontario and Noront; and
- United Nations Declaration on the Rights of Indigenous Peoples and the Project.

Responses were provided to these questions / comments and are summarized in Section 4 with supporting documents in **Appendix C**.

In addition to comments submitted directly, four groups within the interested persons category submitted comments on the Proposed ToR:

- Twin Lakes (October 29, 2020)
- Leuenberger Air (December 19, 2020)
- Noront Resources (December 21, 2020)
- Wildlife Conservation Society (December 21, 2020)

Responses to comments on the Proposed ToR were provided by MECP February 8, 2021 to interested persons. These comments are responses are available in **Appendix E**.

1.7 Summary of Crown Government Consultation

During the course of the EA / IA development from August 1, 2020 to October 28, 2021, MFFN has discussed the Project with municipal, provincial and federal government representatives and agencies during meetings on various aspects of the EA / IA including comments received on the ToR as well as the timing for the ToR decision, technical review of discipline study plans, permitting requirements, and consultation and engagement activities, particularly as they relate to Indigenous communities.

MFFN has met with the MECP, the NDMNRF⁴, Ministry of Heritage, Sport, Tourism, and Cultural Industries (MHSTCI), the Ministry of Transportation (MTO), the Ministry of Indigenous Affairs Ontario, the Agency, CIRNAC, Health Canada, and Environment and Climate Change Canada (ECCC) during the EA / IA development from August 1, 2020 to October 28, 2021 to seek input and guidance on specific aspects of the EA / IA. Meeting summaries are provided in **Appendix D**.

The City of Thunder Bay and the Municipality of Greenstone are the closest municipalities in proximity to the Project and therefore have been included in the Project Contact List. The Municipality of Sioux Lookout and the Corporation for the Municipality of Timmins have also been added to the Project Contact List as municipalities that may have an interest in the Project.

Consultation with government agencies regarding discipline study plans also occurred between July 2020 and October 2021. Comments on discipline-specific draft study plans were received from both provincial and federal review teams between July and September 2020 with technical meetings to discuss the draft study plans occurring between September and November 2020. Final study plans were submitted on May 28 and June 11, 2021. Comments from provincial and federal agencies on the final study plans were received between July and October 2021. Discipline Work Plans for some disciplines were also submitted to government agencies for review between August 1, 2020 and October 28, 2021.

The Notice of Submission of the Proposed ToR was sent to municipal, provincial and federal agencies on October 23, 2020 including a link to the Project website and location of the Proposed ToR (AECOM 2029). In advance of the Notice of Submission, some agencies were also mailed USB's and hard copies of the Proposed ToR based on their individual preferences on October 14, 2020.

In response to the Notice of Submission of the Proposed ToR, seven government agencies submitted comments on the Proposed ToR:

- MECP (December 23, 2020);
- ENDM (December 21, 2020);

4. As of June 18, 2021, the Ministry of Energy, Northern Development and Mines (ENDM) and the Ministry of Natural Resources and Forestry (MNRF) merged to form the Ministry of Northern Development, Mines, Natural Resources and Forestry (NDMNRF)

- MNRF (December 22, 2020);
- MHSTCI (December 22, 2020);
- IAO (December 18, 2020);
- HC (November 16, 2020); and
- The Agency (December 21, 2020).

Two government agencies indicated that they did not have any comments on the Proposed ToR:

- MTO; and
- Ministry of Economic Development, Job Creation and Trade.

Responses to government agency (includes municipal, provincial and federal government representatives and agencies) comments were provided by the MFFN CAR Project Team on February 8, 2021.

Government agency comments on the Proposed ToR were related to their area of jurisdiction. The government agency comments received during the period of August 1, 2020 to October 28, 2021, including comments on the Proposed ToR, responses, and how the issues raised have been addressed in the ToR or will be considered in the EA / IS are provided in **Appendix D**.

The ToR was approved with amendments on October 8, 2021 and the Notice of Commencement of the EA for the Project was posted on October 28, 2021.

2. Consultation Snapshot

The table below provides an overview of consultation and engagement activities between submission of the ToR and Minister’s approval of the ToR. Further detailed information related to outreach and consultation is provided in **Section 3, 4 and 5** of this report (neighbouring Indigenous communities, government agencies and interested persons).

Table 2-1: Consultation Snapshot – From August 1, 2020 to October 28, 2021

Project Phase:	Between Submission of ToR and Minister’s Approval of ToR		
	Audience		
Activity	Indigenous Communities	Interested Persons	Agencies & Government Bodies
Individual Project Meetings			
■ Follow-up letters, emails, and phone calls to Indigenous communities regarding the Project.	✓		
■ Distribution of five notices / invites for MFFN Community Meetings.	✓		
■ Hosted ten meetings with MFFN community members and / or Chief and Council and / or Community Member Advisors: – September 25, 2020 – November 10, 2020 – May 13, 2021 – May 18, 2021 – May 31, 2021 – June 17, 2021 – July 23, 2021 – August 24, 2021 – September 10, 2021 – October 27, 2021	✓		
■ Response letters to Indigenous communities regarding the Project and key issues (communities and dates of letters received: Aroland First Nation (October 20, 2020, March 26, April 23, July 30 and September 3, 2021), Attawapiskat First Nation (September 14 and November 19, 2020), Fort Albany First Nation (September 24 and October 1, 2020, May 28, July 23 and July 31, 2021), Kitchenuhmaykoosib Inninuwug First Nation (September 10, 2020), Neskantaga First Nation (September 23, 24 and 25, 2020) and Mushkegowuk Council (June 15, 2021) .	✓		
■ Hosted virtual meetings with: Aroland First Nation (June 22, 2021), Constance Lake First Nation (October 27, 2020), Fort Albany First Nation (November 19, 2020), Ginoogaming First Nation (October 29, 2020), Kasabonika Lake First Nation (September 28, 2020), Long Lake #58 First Nation (October 26, 2020), Nokiiwin Tribal Council (September 23, 2021) and Webequie First Nation (August 17, 2020). See IK Program section below for IK-focused meetings.	✓		
Proposed ToR			
■ September 2020 - Follow-up phone calls and emails to confirm contacts for the planned Proposed ToR distribution in fall 2020.	✓	✓	✓
■ October 23, 2020 - Circulated Proposed ToR for review and comment including electronic and hard copy ToR and supporting documents, hard copy Project Fact Sheet and ToR-specific Fact Sheet (English, Oji-Cree, Ojibway and Cree) and two USBs with electronic versions of the ToR documents.	✓	✓	✓

Project Phase:	Between Submission of ToR and Minister's Approval of ToR		
	Audience		
	Indigenous Communities	Interested Persons	Agencies & Government Bodies
Activity			
<ul style="list-style-type: none"> ■ September 2020 – Online-based communications and engagement activities to support the ToR distribution, including informational videos and opportunities to submit questions and comments. 	✓	✓	✓
<ul style="list-style-type: none"> ■ October to December 2020 – Ongoing follow-up to confirm receipt of Proposed ToR documents and plans to submit comments to MECP. 	✓		
<ul style="list-style-type: none"> ■ February 2021 – Circulated letters to specific Indigenous communities and groups regarding Proposed ToR comments submitted and opportunity to submit additional comments until March 31, 2021, as applicable. 	✓		
<ul style="list-style-type: none"> ■ February to March 2021 - Ongoing follow-up to confirm receipt of ToR documents and plans to submit comments to MECP during additional opportunity to comment, as applicable. 	✓		
<ul style="list-style-type: none"> ■ February to October 2021 - Ongoing conversations with Indigenous communities regarding comments on the ToR, as needed. 	✓		
<ul style="list-style-type: none"> ■ 2021 - MECP forwarded Proponent responses to Indigenous communities to the comments submitted to MECP on the Proposed ToR: <ul style="list-style-type: none"> – November 2020: Neskantaga First Nation – March 2021: Aroland First Nation, Attawapiskat First Nation, Constance Lake First Nation, Fort Albany First Nation, Ginoogaming First Nation, Kasabonika Lake, Kitchenuhmaykoosib Inninuwug First Nation, Long Lake #58 First Nation, Neskantaga First Nation, Matawa First Nations Management, Mushkegowuk Council, Marten Falls First Nation – May 2021: Aroland First Nation, Neskantaga First Nation, Nibinamik First Nation, RSMIN – June 2021: Fort Albany First Nation – July 2021: Constance Lake First Nation ■ MECP forwarded Proponent responses to government agencies and interested persons on February 8, 2021. 	✓	✓	✓
Other Notices / Newsletters			
<ul style="list-style-type: none"> ■ Circulated Air Monitoring Field Study Notice electronically to MFFN members (October 08, 2020)*. 	✓*		
<ul style="list-style-type: none"> ■ Circulated Air Monitoring Field Program Update via Facebook to MFFN members only*: <ul style="list-style-type: none"> – March 09, 2021 – May 13, 2021 	✓*		
<ul style="list-style-type: none"> ■ MFFN Field Study Support Staff Job Posting distributed to MFFN members only*: <ul style="list-style-type: none"> – Air Monitor Job Posting (Mar 09, 2021) – Field Study Support Staff (May 26, 2021) 	✓*		
<ul style="list-style-type: none"> ■ Circulated Project Update Newsletter (April 09, 2021) and shared September 2020 Newsletter with Proposed ToR documents online. *Select government agency recipients received this newsletter. 	✓	✓	✓*
<ul style="list-style-type: none"> ■ Circulated Monthly Project Update Email Blast (referred to as E-Blast) <ul style="list-style-type: none"> – May 2021 – June 2021 – July 2021 – August 2021 – September 2021 – October 2021 	✓	✓	✓
<ul style="list-style-type: none"> ■ Circulated Field Study Notices & Field Program Related Discussion Guides, including surveys. *Specific government agency staff received all field notices, 	✓		✓*

Project Phase:	Between Submission of ToR and Minister's Approval of ToR		
	Audience		
Activity	Indigenous Communities	Interested Persons	Agencies & Government Bodies
with plans to expand the recipient list to including all agencies on the Project contact list after this reporting period. <ul style="list-style-type: none"> - Aquatics Field Study Notice (Oct 08 / 15, 2020) - Caribou Field Study Notice (Feb 03 and 12, 2021) - Bat Acoustic Monitoring Program Advanced Notice (May 12-13, 2021) - Remote Camera Discussion Guide and Survey (May 13, 2021) - Bat Acoustic Monitoring Program and Remote Camera Program Notices (June 04, 2021) - Groundwater and Geochemistry Field Program Discussion Guide and Survey (June 25, 2021) - Surface Water, Fish and Fish Habitat Discussion Guide (July 09, 2021) - Vegetation, Physiography and Peatlands Discussion Guide (July 16, 2021) - Aerial Waterfowl Field Study Discussion Guides (August 20, 2021) - Surface Water, Fish and Fish Habitat Notice (August 30, 2021) - Vegetation, Bat ARU and Ungulate Mortality Investigation Notice (September 02, 2021) - Groundwater and Geochemistry, and Remote Camera Check (October 05, 2021) 			
<ul style="list-style-type: none"> ■ Circulation of educational videos: <ul style="list-style-type: none"> - Groundwater and Geochemistry (Aug 26, 2021) - Surface Water, Fish and Fish Habitat (Sep 13, 2021) - Vegetation (Sep 20, 2021) 	✓	✓	✓
Stand Alone Consultation Activities			
<ul style="list-style-type: none"> ■ Meetings with MFFN Community Member Advisors to discuss and collect feedback on field programs: <ul style="list-style-type: none"> - Ungulate Remote Camera and Bat Acoustic Monitoring Field Programs (May 13 and 18, 2021) - Bird field programs (May 31, 2021) - Groundwater and Geochemistry Field Program (July 23, 2021) - Surface Water, Fish and Fish Habitat & Vegetation, Physiography, and Peatlands Field Programs (August 24, 2021) 	✓		
IK Program			
<ul style="list-style-type: none"> ■ August 2020 to October 2021 – Ongoing follow-up with the 10 communities that have expressed an interest in the IK Program to establish Memorandums of Understanding and data sharing agreements (Marten Falls First Nation, Fort Albany First Nation, Long Lake #58 First Nation, Neskantaga First Nation, Aroland First Nation, Constance Lake First Nation, Eabametoong First Nation, Attawapiskat First Nation, Ginoogaming First Nation and Kasabonika Lake First Nation). 	✓		
<ul style="list-style-type: none"> ■ August 2020 – Circulated the Preliminary Aboriginal and Treaty Rights and Interests Study Areas Memo to Indigenous communities as part of the IK Program. 	✓		
<ul style="list-style-type: none"> ■ September 2020 – Circulated the Preliminary Aboriginal and Treaty Rights and Interests Study Areas GIS Shapefiles to Indigenous communities as part of the IK Program. 	✓		
<ul style="list-style-type: none"> ■ Teleconferences to discuss the IK Program and participation with: <ul style="list-style-type: none"> - Constance Lake First Nation (October 27, 2020) - Ginoogaming First Nation (October 29, 2020) - Long Lake #58 First Nation (October 26, 2020) - Kasabonika Lake First Nation (September 28, 2020) 	✓		

Project Phase:	Between Submission of ToR and Minister’s Approval of ToR		
	Audience		
Activity	Indigenous Communities	Interested Persons	Agencies & Government Bodies
<ul style="list-style-type: none"> ■ November 2020 – Circulated IK Guidance Document to Indigenous communities as part of the IK Program. 	✓		
<ul style="list-style-type: none"> ■ January 2021 – Circulated revised Aboriginal and Treaty Rights and Interests Study Areas Memo and IK Program Fact Sheet, updated IK Program Guidance Document and IK Program Geodatabase as part of the IK Program. 	✓		
<ul style="list-style-type: none"> ■ March 2021 – Circulated IK Program update and updated IK Sharing Agreement template for review as part of the IK Program to select Indigenous communities. 	✓		
<ul style="list-style-type: none"> ■ July to September 2021 – Continuing to solicit existing IK from Indigenous communities via other Project-related correspondence. 	✓		

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

3.1 Consultation and Engagement with Indigenous Communities

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

The following sections provide an overview of consultation and engagement that has occurred with Indigenous communities, Provincial and Territorial Organizations and Tribal Councils between the submission of the ToR and the Minister's approval with amendments of the ToR (August 1, 2020 to October 28, 2021). **Appendix A** of this report includes mass communications and general distributions, including copies of Project distributions sent to Indigenous communities and others including monthly E-Blasts, educational videos, Field Notices and Field Study Discussion Guides. **Appendix B** of this report includes Indigenous-community specific copies of distributions including, presentations, meeting summaries and ATRI memos. Each Indigenous community, Provincial and Territorial Organization and Tribal Council will receive their community-specific sections of the report for their review and comment in advance of being published.

3.1.7 Ginoogaming First Nation

Community Profile	
Location:	P.O Box 89, Longlac, Ontario P0T 2A0
Tribal Council:	Matawa First Nations Management Inc.
Treaty:	9
Project Team Lead:	Stephanie Burnham

Key Consultation and Engagement Activities Undertaken During EA / IA (August 1, 2020 – October 2021)	
Date	Consultation Activity
Aug to Sep 2020	Circulation of, and follow-up regarding, the Preliminary ATRI Study Areas Memo.
Sep 22, 2020	Circulation of GIS shapefiles of the Preliminary ATRI Study Areas.
Sep 25, 2020	Ginoogaming First Nation submitted an email providing comments on the Preliminary ATRI Study Areas Memo and requested a meeting at the end of October.
Sep 2020	Follow-up phone calls and emails to confirm community contacts for future ToR submission later in the fall.
Oct 08, 2020	Aquatics Field Study Program Notice distributed via email.
Oct 15, 2020	Notice of Submission of ToR and ToR distributed via registered mail (hard copy and two USBs).
Oct 20, 2020	Advanced email notice re: Notification of Submission of the ToR to MECP on October 23, 2020.
Oct 23, 2020	Distribution of Notification of Submission of ToR to MECP via email including the Notice of Submission, a Memo from MECP, Acknowledgment of Receipt of ToR Form and electronic links to ToR documents.
Oct 29, 2020	Teleconference to discuss the Indigenous Knowledge Program and IK Study Areas Memo.
Oct 28 to 30, 2020	Follow-up calls and emails to confirm receipt of ToR documents as noted above and reminder of comment period deadline.
Nov to Dec 2020	Ongoing follow-up to confirm receipt of ToR documents and reminders of the ToR comment period deadline.
Nov 06, 2020	Circulated IK Guidance Document as part of the IK Program.
Dec 18 2020	Ginoogaming First Nation submitted ToR comments to MECP.
Jan 22, 2021	Circulated revised ATRI Study Areas Memo and IK Program Fact Sheet, updated IK Program Guidance Document and IK Program Geodatabase as part of the IK Program.
Jan 28, 2021	Sent Ginoogaming First Nation October 29, 2020, meeting minutes and revised IK Sharing Agreement for their review and consideration.
Feb to Mar, 2021	Ongoing follow-up and reminder of additional opportunity to comment on the ToR.
Feb 03 and 12, 2021	Caribou Field Study Program Notice and update distributed via email.
Mar 02, 2021	Circulated IK Program update and IK Sharing Agreement template for review.
Mar 10, 2021	MECP sent Proponent responses to December 18, 2020, ToR comments.
Apr 09, 2021	April 2021 MFFN CAR E-Blast distributed via email.
May 11, 2021	May 2021 MFFN CAR E-Blast distributed via email.
May 12, 2021	Bat Acoustic Monitoring Program Advanced Notice distributed via email.

Key Consultation and Engagement Activities Undertaken During EA / IA (August 1, 2020 – October 2021)	
Date	Consultation Activity
May 13, 2021	Remote Camera Installation Program Discussion Guide and Survey distributed via email and followed up with phone call.
June 04, 2021	Bat Acoustic Monitoring Program and Remote Camera Program Field Notices distributed via email.
June 23, 2021	June 2021 MFFN CAR E-Blast distributed via email.
Jun 25, 2021	Groundwater and Geochemistry Discussion Guide and Survey distributed via email.
Jul 09, 2021	Surface water, Fish and Fish Habitat Discussion Guide and Survey distributed via email.
Jul 16, 2021	Vegetation, Physiography and Peatlands Discussion Guide and Survey distributed via email.
July 23, 2021	Follow up phone call and email regarding Groundwater and Geochemistry, Surface water, Fish and Fish Habitat and Vegetation, Physiography and Peatlands Discussion Guides.
July 30, 2021	July 2021 MFFN CAR E-Blast distributed via email.
Jul 2021	Follow-up phone call outreach on the IK Program.
Aug 26, 2021	August 2021 MFFN CAR E-Blast distributed via email.
Aug 30, 2021	Surface water, Fish and Fish Habitat Field Study Program Notice distributed via email.
Aug 2021	Follow-up phone call outreach on the IK Program.
Sep 10, 2021	Follow up phone calls following distribution of Surface water, Fish and Fish Habitat and Vegetation, Bat ARU and Ungulate Mortality Field Notices.
Sep 13, 2021	Distribution of Surface water, Fish and Fish Habitat educational video.
Sep 20, 2021	Distribution of Vegetation educational video.
Sep 21, 2021	Follow-up phone call outreach on the IK Program.
Oct 01, 2021	September 2021 MFFN CAR E-Blast distributed via email.
Oct 05, 2021	Groundwater and Geochemistry and Remote Camera Check Field Notice distributed via email.

Summary of Feedback Received and Response / Action – Ginoogaming First Nation					
Item #	Topic / Issue Raised	Specific Issue / Comment Raised	Communication Channel	Response / Action	Addressed in the ToR / Consideration in the EA / IA
1.	<ul style="list-style-type: none"> ■ Aboriginal and Treaty Rights and Interests ■ Study Area ■ Indigenous Knowledge and Land Use 	<ul style="list-style-type: none"> ■ Issue—Study Areas: There are three distinct areas near the southern portion of the undertaking where the RSA is narrower than the LSA area. The RSA should be inclusive of the LSA and that the quaternary watersheds crossed by the LSA should be added to the RSA. ■ The ATRI RSA and LSA should be expanded further south to help to ensure that impacts to First Nations 	<ul style="list-style-type: none"> ■ Email / Conference Call 	<ul style="list-style-type: none"> ■ Status: Complete ■ The MFFN CAR Project Team has revised the ATRI RSA to include all quaternary watersheds that interact with the potential route alignments, and as a result now includes the ATRI LSA. ■ The MFFN CAR Project Team has included an additional quaternary watershed to the southern terminus of Alternative 4. 	<ul style="list-style-type: none"> ■ Descriptions of the preliminary study areas are found in Section 7.1 of the ToR and will be refined throughout the EA / IA.

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Item #	Topic / Issue Raised	Specific Issue / Comment Raised	Communication Channel	Response / Action	Addressed in the ToR / Consideration in the EA / IA
		rights and values are appropriately considered from the resultant increased traffic flow onto Painter Lake Road.			
2.	<ul style="list-style-type: none"> ■ Consultation Methods ■ Indigenous Knowledge and Land Use 	<ul style="list-style-type: none"> ■ Issue—Request for More Information About IK Program: Request for a meeting at the end of October 2020 to discuss the Project and the IK Program. 	<ul style="list-style-type: none"> ■ Email 	<ul style="list-style-type: none"> ■ Status: Complete ■ MFFN CAR Project Team coordinated a meeting with Ginoogaming First Nation to discuss the IK Program on October 29, 2020. 	<ul style="list-style-type: none"> ■ Incorporation of IK into the EA process is described in Section 3.4 of the ToR. ■ There are two concurrent and complementary avenues for Indigenous communities and groups to be engaged with and provide input on the Project: the IK Program and the Consultation and Engagement Program. Both programs serve to support the collection of Indigenous perspectives, values, and input on the Project, including ATRI and how they may be impacted by the Project, to be integrated throughout the EA / IA process.
3.	<ul style="list-style-type: none"> ■ Consultation Methods 	<ul style="list-style-type: none"> ■ Issue—COVID-19 and Engagement: Ginoogaming First Nation raised concerns about capacity due to COVID-19. The community wishes to hold off on any engagement on the Project until the situation improves. 	<ul style="list-style-type: none"> ■ Email 	<ul style="list-style-type: none"> ■ Status: Complete ■ A letter was sent on September 9, 2020 from the MFFN CAR Project Team that acknowledged concerns related to Ginoogaming First Nation's capacity to engage on the Project and noted that the MFFN CAR Project Team will continue to keep communication lines open. 	<ul style="list-style-type: none"> ■ The EA / IS Consultation and Engagement Plan includes a note on alternative engagement methods as a result of the COVID-19 outbreak and pandemic.
4.	<ul style="list-style-type: none"> ■ EA Process 	<ul style="list-style-type: none"> ■ Comment—ToR Comments: Ginoogaming First Nation submitted 23 comments to MECP on the ToR on December 18, 2020. 	<ul style="list-style-type: none"> ■ Letter ■ Email 	<ul style="list-style-type: none"> ■ Status: Complete ■ MECP provided Proponent responses to Ginoogaming First Nation on March 10, 2021. 	<ul style="list-style-type: none"> ■ N/A

Summary of Feedback Received and Response / Action – Ginoogaming First Nation					
Item #	Topic / Issue Raised	Specific Issue / Comment Raised	Communication Channel	Response / Action	Addressed in the ToR / Consideration in the EA / IA
5.	<ul style="list-style-type: none"> ■ EA Process 	<ul style="list-style-type: none"> ■ Comment—Additional ToR Comments: Ginoogaming First Nation confirmed they would not be providing additional ToR comments on March 11, 2021. ■ Received an email February 23, 2021, from Kimberly Jorgenson that no further comments will be provided on the ToR because no further community engagement will be taking place in the community due to COVID-19. 	<ul style="list-style-type: none"> ■ N/A 	<ul style="list-style-type: none"> ■ Status: Complete ■ Ginoogaming First Nation did not provide additional ToR comments to the Proponent during the additional opportunity to provide comments (Jan–March 31, 2021) 	<ul style="list-style-type: none"> ■ Opportunities will be provided to comment on the Draft and Final EA / IS.
6.	<ul style="list-style-type: none"> ■ Consultation Methods ■ Indigenous Knowledge and Land Use ■ EA Process 	<ul style="list-style-type: none"> ■ Issue—COVID-19 and IK Funding: Ginoogaming First Nation raised concerns regarding the ability to collect IK during COVID-19, and the need for funding to complete this. ■ Kimberly Jorgenson notified MFFN CAR Project Consultant on September 21, 2021, that she will provide updated IK Funding Agreement to newly elected Chief and Council. 	<ul style="list-style-type: none"> ■ Conference Call 	<ul style="list-style-type: none"> ■ Status: Ongoing ■ The IK Sharing Agreement was sent to Ginoogaming First Nation on January 22, 2021, with the October 29, 2020, meeting minutes. ■ The IK Updated Sharing Agreement was sent to Ginoogaming First Nation on March 2, 2021. ■ A revised IK Funding Agreement was sent to Ginoogaming First Nation on August 6, 2021. ■ The MFFN CAR Project Team noted that the first step is to sign an IK Sharing Agreement then finalize and secure funding available. The following summarizes the status of the IK Sharing and Funding Agreements, as of October 28, 2021. 	<ul style="list-style-type: none"> ■ Efforts will continue throughout the EA / IA to assist Ginoogaming First Nation with participating in the IK Program.

Consultation Log – Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Aug 24, 2020	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Calvin Taylor ■ Lisa Echum ■ Peter Rasevych ■ Conrad Chapais ■ Jason Chapais ■ Marianne Echum ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Councillor ■ Land and Resource Manager ■ Councillor ■ Community Communications Liaison Officer ■ Councillor ■ Councillor ■ Councillor ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email regarding the preliminary Study Areas (Local and Regional) for the ATRI valued component of the Project assessment processes. Explained that the Study Areas will also inform the IK and Indigenous Land and Resource Use Studies. The email stated that the MFFN CAR Project Team welcomes any comments on the preliminary Study Areas by September 25, 2020. The MFFN CAR Project Team also noted that they are available to answer any questions related to the Preliminary ATRI Study Areas Memo.
Aug 25, 2020	Email	X		<ul style="list-style-type: none"> ■ Sheri Taylor ■ Calvin Taylor ■ Lisa Echum ■ Peter Rasevych ■ Conrad Chapais ■ Jason Chapais ■ Marianne Echum ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Councillor ■ Land and Resource Manager ■ Councillor ■ Community Communications Liaison Officer ■ Councillor ■ Councillor ■ Councillor ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team received a follow-up email noting that the Preliminary ATRI Study Areas Memo was not attached to the August 24, 2020, email sent to Ginoogaming First Nation.
Aug 25, 2020	Email and Letter		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Calvin Taylor ■ Lisa Echum ■ Peter Rasevych ■ Conrad Chapais ■ Jason Chapais ■ Marianne Echum ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Councillor ■ Land and Resource Manager ■ Councillor ■ Community Communications Liaison Officer ■ Councillor ■ Councillor ■ Councillor ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent a follow up email on the Preliminary ATRI Study Areas Memo with the memo attached (first email did not contain the attachment). The email reiterated that the MFFN CAR Project Team welcomes any comments on the proposed Study Areas by September 25, 2020, and that the MFFN CAR Project Team is available to answer any questions related to the information in the memo.

Consultation Log – Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Sep 09, 2020	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Calvin Taylor ■ Lisa Echum ■ Peter Rasevych ■ Conrad Chapais ■ Jason Chapais ■ Marianne Echum ■ Kimberly Jorgenson ■ Lori Churchill ■ Anjala Puvananathan 	<ul style="list-style-type: none"> ■ Councillor ■ Land and Resource Manager ■ Councillor ■ Community Communications Liaison Officer ■ Councillor ■ Councillor ■ Councillor ■ Four Rivers Environmental Services ■ Director, MENDM ■ Director, IAAC 	<ul style="list-style-type: none"> ■ MFFN Leadership ■ MFFN CAR Community Member Advisory ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent a letter in response to the July 22, 2020, letter from Ginoogaming First Nation thanking them for the comments provided on the Record of Consultation. The letter acknowledged concerns related to Ginoogaming First Nation’s capacity to engage on the Project, and that the MFFN CAR Project Team will continue to keep communication lines open.
Sep 10, 2020	Phone		X	<ul style="list-style-type: none"> ■ Calvin Taylor 	<ul style="list-style-type: none"> ■ Land and Resource Manager 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant called Calvin Taylor to request confirmation of key contacts and address for the proposed Terms of Reference distribution. Calvin was unavailable for a call.
Sep 10, 2020	Email		X	<ul style="list-style-type: none"> ■ Calvin Taylor ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Land and Resource Manager ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Calvin Taylor and Kimberly Jorgenson to request confirmation of key contacts and mailing address for the proposed ToR distribution.
Sep 14, 2020	Email		X	<ul style="list-style-type: none"> ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email with the GIS files for the Preliminary ATRI Local and Regional Study Areas as an attachment. The email noted that if Four Rivers Inc. has any issues with the file format to please reach out to the MFFN CAR Project Team.
Sep 14, 2020	Email	X		<ul style="list-style-type: none"> ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team received an email thanking the MFFN CAR Project Team for the GIS files for the Preliminary ATRI Study Areas.

Consultation Log – Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Sep 15, 2020	Email	X		<ul style="list-style-type: none"> ■ Eugene Labelle ■ Sheri Taylor ■ Calvin Taylor ■ Lisa Echum ■ Peter Rasevych ■ Conrad Chapais ■ Jason Chapais ■ Marianne Echum ■ Kimberly Jorgenson ■ Lori Churchill ■ Anjala Puvananathan ■ Henry Waboose 	<ul style="list-style-type: none"> ■ Economic Development Officer ■ Councillor ■ Land and Resource Manager ■ Councillor ■ Special Projects ■ LTRA Implementation Coordinator ■ Environmental Monitor ■ MCC ■ Four Rivers Environmental Services ■ Director, MENDM ■ Band Advisor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team was advised by Eugene Labelle that he would be taking over as the lead in overseeing the Project. He also requested the Preliminary ATRI Study Memo.
Sep 16, 2020	Email	X		<ul style="list-style-type: none"> ■ Eugene Labelle 	<ul style="list-style-type: none"> ■ Economic Development Officer 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team received an email from Eugene Labelle that thanked the MFFN CAR Project Team for the update and agreed to share Traditional Knowledge for the Project.
Sep 16, 2020	Email		X	<ul style="list-style-type: none"> ■ Eugene Labelle ■ Sheri Taylor ■ Calvin Taylor ■ Lisa Echum ■ Peter Rasevych ■ Conrad Chapais ■ Jason Chapais ■ Marianne Echum ■ Kimberly Jorgenson ■ Lori Churchill ■ Anjala Puvananathan ■ Henry Waboose 	<ul style="list-style-type: none"> ■ Economic Development Officer ■ Councillor ■ Land and Resource Manager ■ Councillor ■ Special Projects ■ LTRA Implementation Coordinator ■ Environmental Monitor ■ MCC ■ Four Rivers Environmental Services ■ Director, MENDM ■ Band Advisor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team resent the Preliminary ATRI Study Areas Memo that was previously sent on August 25, 2020, and confirmed the primary contact from the Project Team for communication. The email also requested to confirm the mailing address and primary contact information for the Proposed ToR distribution.

Consultation Log – Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Sep 17, 2020	Email		X	<ul style="list-style-type: none"> ■ Eugene Labelle 	<ul style="list-style-type: none"> ■ Economic Development Officer 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent a follow up to request confirmation of the mailing address and key contact for the mailing of the Proposed ToR.
Sep 21, 2020	Email	X		<ul style="list-style-type: none"> ■ Eugene Labelle ■ Sheri Taylor ■ Calvin Taylor ■ Lisa Echum ■ Peter Rasevych ■ Conrad Chapais ■ Jason Chapais ■ Marianne Echum ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Economic Development Officer ■ Councillor ■ Land and Resource Manager ■ Councillor ■ LTRA Implementation Coordinator ■ Environmental Monitor ■ MCC ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email from Ginoogaming First Nation consultant from Four Rivers to confirm contact information for the proposed ToR distribution.
Sep 22, 2020	Email	X		<ul style="list-style-type: none"> ■ Calvin Taylor ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Land and Resource Manager ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email from Calvin Taylor to clarify that Sheri Taylor was not the Band Manager and is a Councillor.
Sep 22, 2020	Email		X	<ul style="list-style-type: none"> ■ Eugene Labelle ■ Sheri Taylor ■ Calvin Taylor ■ Lisa Echum ■ Peter Rasevych ■ Conrad Chapais ■ Jason Chapais ■ Marianne Echum ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Economic Development Officer ■ Councillor ■ Land and Resource Manager ■ Councillor ■ Special Projects ■ LTRA Implementation Coordinator ■ Environmental Monitor ■ MCC ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to confirm the distribution contact list and that previous contacts are to be removed from the list.

Consultation Log – Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Sep 22, 2020	Email	X		<ul style="list-style-type: none"> ■ Eugene Labelle ■ Sheri Taylor ■ Calvin Taylor ■ Lisa Echum ■ Peter Rasevych ■ Conrad Chapais ■ Jason Chapais ■ Marianne Echum ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Economic Development Officer ■ Councillor ■ Land and Resource Manager ■ Councillor ■ Special Projects ■ LTRA Implementation Coordinator ■ Environmental Monitor ■ MCC ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email from Ginoogaming First Nation consultant Kimberly Jorgenson confirming the distribution list was accurate and to remove former contacts.
Sep 23, 2020	Email		X	<ul style="list-style-type: none"> ■ Calvin Taylor ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Land and Resource Manager ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to confirm receipt of the emails and acknowledge the change to Sheri Taylor's title from Interim Band Manager to Councillor.
Sep 25, 2020	Email	X		<ul style="list-style-type: none"> ■ Eugene Labelle ■ Sheri Taylor ■ Calvin Taylor ■ Lisa Echum ■ Peter Rasevych ■ Conrad Chapais ■ Jason Chapais ■ Marianne Echum ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Economic Development Officer ■ Councillor ■ Land and Resource Manager ■ Special Projects ■ LTRA Implementation Coordinator ■ Environmental Monitor ■ MCC ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Ginoogaming First Nation consultant Kimberly Jorgenson regarding the Preliminary ATRI Memo. Kimberly provided comments on behalf of Ginoogaming First Nation on the Regional Study Area boundary and provided a suggestion that the study area be expanded south to consider traffic on Painter Lake Road. Ginoogaming First Nation is hoping for provincial funding to allow for the capacity to participate and would also like to resume communications and schedule a meeting with the MFFN CAR Project Team in October 2020 to discuss the IK Program.

Consultation Log – Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Sep 28, 2020	Email		X	<ul style="list-style-type: none"> ■ Eugene Labelle ■ Sheri Taylor ■ Calvin Taylor ■ Lisa Echum ■ Peter Rasevych ■ Conrad Chapais ■ Jason Chapais ■ Marianne Echum ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Economic Development Officer ■ Councillor ■ Land and Resource Manager ■ Councillor ■ Special Projects ■ LTRA Implementation Coordinator ■ Environmental Monitor ■ MCC ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to acknowledge the comments received regarding the Preliminary ATRI Study Areas Memo.
Oct 08, 2020	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Maurice Waboose ■ Sheri Taylor ■ Maurice Waboose ■ Eugene Labelle ■ Calvin Taylor ■ Marianne Echum ■ Jason Chapais 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Economic Development Officer ■ Land and Resource Manager ■ MCC ■ LTRA Implementation Coordinator 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent a notification of upcoming Aquatics Field Study program scheduled from October 14 - 25, 2020, and the potential for increased air traffic in the Project area.
Oct 15, 2020	Mail		X	<ul style="list-style-type: none"> ■ Sheri Taylor 	<ul style="list-style-type: none"> ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team mailed a hard copy of the Notice of Submission of ToR via mail to Ginoogaming First Nation.
Oct 15, 2020	Mail		X	<ul style="list-style-type: none"> ■ Sheri Taylor 	<ul style="list-style-type: none"> ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team mailed a hard copy of the ToR and two USBs containing electronic versions of the ToR to Councillors Sheri Taylor and Councillor Maurice Waboose, with expected delivery date of October 26, 2020.
Oct 16, 2020	Email	X		<ul style="list-style-type: none"> ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email from Ginoogaming First Nation consultant Kimberly Jorgenson acknowledging the email and confirmed that they would get back to the MFFN CAR Project Team to confirm a date for the conference call regarding the IK Program.

Consultation Log – Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Oct 16, 2020	Email		X	<ul style="list-style-type: none"> ■ Eugene Labelle ■ Sheri Taylor ■ Calvin Taylor ■ Lisa Echum ■ Peter Rasevych ■ Jason Chapais ■ Marianne Echum ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Economic Development Officer ■ Councillor ■ Land and Resource Manager ■ Councillor ■ Special Projects ■ Environmental Monitor ■ MCC ■ Councillor ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an agenda, and revised ATRI Regional Study Area Update in advance of the Thursday conference call with Ginoogaming First Nation.
Oct 16, 2020	Email		X	<ul style="list-style-type: none"> ■ Eugene Labelle ■ Sheri Taylor ■ Calvin Taylor ■ Lisa Echum ■ Peter Rasevych ■ Jason Chapais ■ Marianne Echum ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Economic Development Officer ■ Councillor ■ Land and Resource Manager ■ Councillor ■ Special Projects ■ Environmental Monitor ■ MCC ■ Councillor ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent options for date and time to discuss the IK program with Ginoogaming First Nation via conference call.
Oct 19, 2020	Email	X		<ul style="list-style-type: none"> ■ Eugene Labelle ■ Sheri Taylor ■ Calvin Taylor ■ Lisa Echum ■ Peter Rasevych ■ Jason Chapais ■ Marianne Echum ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Economic Development Officer ■ Councillor ■ Land and Resource Manager ■ Councillor ■ Special Projects ■ Environmental Monitor ■ MCC ■ Councillor ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email from Ginoogaming First Nation consultant, Kimberly Jorgenson from Four Rivers confirming that the afternoon of October 29, 2020, would work for Calvin Taylor and the Ginoogaming First Nation team members for a conference call.

Consultation Log – Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Oct 20, 2020	Email	X		<ul style="list-style-type: none"> ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email from Ginoogaming First Nation consultant, Kimberly Jorgenson from Four Rivers requested that Peter Rasevych also be included in the conference call invitation.
Oct 20, 2020	Email		X	<ul style="list-style-type: none"> ■ Eugene Labelle ■ Sheri Taylor ■ Calvin Taylor ■ Lisa Echum ■ Peter Rasevych ■ Jason Chapais ■ Marianne Echum ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Economic Development Officer ■ Councillor ■ Land and Resource Manager ■ Councillor ■ Special Projects ■ Environmental Monitor ■ MCC ■ Councillor ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to notify Ginoogaming First Nation that MFFN will be submitting the ToR for the MFFN CAR EA to the Ontario government on October 23, 2020. The email noted that the ToR will be available for a 60-day review period, instead of the legislatively mandated 30-day comment period, and that the Notice of Submission will be provided soon.
Oct 20, 2020	Email		X	<ul style="list-style-type: none"> ■ Eugene Labelle ■ Sheri Taylor ■ Calvin Taylor ■ Lisa Echum ■ Peter Rasevych ■ Jason Chapais ■ Marianne Echum ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Economic Development Officer ■ Councillor ■ Land and Resource Manager ■ Councillor ■ Special Projects ■ Environmental Monitor ■ MCC ■ Councillor ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team confirmed the date and time for the conference call for October 29, 2020, and noted the MFFN CAR Project Consultant will send out the agenda and calendar invitation.

Consultation Log – Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Oct 23, 2020	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Maurice Waboose 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent the notification of MFFN submission of the ToR for the CAR to MECP for a 60-day review period. The email also included the Notice of Submission, a Memo from MECP, Acknowledgment of Receipt of ToR Form and electronic links to ToR documents. The MFFN CAR Project Consultant reminded that hard copies of ToR documents were mailed to Sheri Taylor and Maurice Waboose on October 15 and can be expected to arrive in-community on October 26.
Oct 26, 2020			X	<ul style="list-style-type: none"> ■ Eugene Labelle ■ Sheri Taylor ■ Calvin Taylor ■ Lisa Echum ■ Peter Rasevych ■ Jason Chapais ■ Marianne Echum ■ Kimberly Jorgenson ■ Leslie Onabigon 	<ul style="list-style-type: none"> ■ Economic Development Officer ■ Councillor ■ Land and Resource Manager ■ Councillor ■ Special Projects ■ Environmental Monitor ■ MCC ■ Councillor ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an agenda, and revised ATRI Regional Study Area Update in advance of the Thursday conference call with Ginoogaming First Nation.
Oct 28, 2020	Phone		X	<ul style="list-style-type: none"> ■ Sheri Taylor 	<ul style="list-style-type: none"> ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant called the Ginoogaming First Nation office to speak with Councillor Sheri Taylor. The purpose of the call was to confirm whether or not the community had received the ToR Notice and ToR documents for the Marten Falls First Nation All-Season Community Access Road Project. Reception indicated that Councillor Sheri Taylor was working out of the medical building in the community and provided the phone number 807-876-2732.

Consultation Log – Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Oct 28, 2020	Phone		X	<ul style="list-style-type: none"> ■ Sheri Taylor 	<ul style="list-style-type: none"> ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant called the Ginoogaming First Nation medical office to speak with Councillor Sheri Taylor. The purpose of the call was to confirm whether or not the community had received the ToR Notice and ToR documents for the Marten Falls First Nation All-Season Community Access Road Project. Sheri Taylor thought she did receive the hard copy of the ToR documents, and confirmed that she did receive the email with the documents and passed them along to the team. Sheri Taylor mentioned that it is confusing to be receiving Webequie and MFFN materials being circulated at the same time. Sheri Taylor also noted that Peter Rasevych will be the lead for MFFN CAR on behalf of Ginoogaming FN from now on.
Oct 29, 2020	Teleconference		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Kelly Fortier ■ Calvin Taylor ■ Peter Rasevych ■ Jason Chapais 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Land and Resource Manager ■ LTRA Implementation Coordinator ■ MCC 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team was in a conference call with Ginoogaming First Nation to discuss the Indigenous Knowledge program and next steps.
Oct 29, 2020	Email		X	<ul style="list-style-type: none"> ■ Eugene Labelle ■ Sheri Taylor ■ Calvin Taylor ■ Lisa Echum ■ Peter Rasevych ■ Conrad Chapais ■ Jason Chapais ■ Marianne Echum ■ Kimberly Jorgenson ■ Maurice Waboose 	<ul style="list-style-type: none"> ■ Economic Development Officer ■ Councillor ■ Land and Resource Manager ■ Councillor ■ Special Projects ■ LTRA Implementation Coordinator ■ Environmental Monitor ■ MCC ■ Four Rivers Environmental Services ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent a follow-up email to Councillor Sheri Taylor, Ginoogaming First Nation, and to other Ginoogaming First Nation Representatives to confirm whether or not the community had received the ToR Notice and ToR documents for the MFFN CAR Project.

Consultation Log – Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Oct 29, 2020	Email	X		<ul style="list-style-type: none"> ■ Sheri Taylor 	<ul style="list-style-type: none"> ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email from councillor Sheri Taylor confirming receipt of the ToR documents.
Nov 06, 2020	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Maurice Waboose ■ Eugene Labelle ■ Calvin Taylor ■ Marianne Echum ■ Jason Chapais ■ Peter Rasevych ■ Kimberley Jorgenson 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Economic Development Officer ■ Land and Resource Manager ■ MCC ■ LTRA Implementation Coordinator ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent the IK Program Guidance Document highlighting that the document provides information on the IK Program and includes resource materials to support communities in sharing existing IK and ILRU information and completing a Project-specific IK / ILRU Study. Offered to meet to answer questions on the IK Program, to provide an overview of the Guidance Document and / or to discuss timelines and available funding.
Dec 10, 2020	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Maurice Waboose ■ Eugene Labelle ■ Calvin Taylor ■ Marianne Echum ■ Jason Chapais ■ Peter Rasevych ■ Kimberley Jorgenson ■ Henry Waboose ■ Conrad Chapais 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Economic Development Officer ■ Land and Resource Manager ■ MCC ■ LTRA Implementation Coordinator ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to confirm receipt of ToR documents from the community, reminding the community that the comment end date of December 21, 2020, is approaching and to send any comments to MECP directly.

Consultation Log – Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Dec 11, 2020	Email	X		<ul style="list-style-type: none"> ■ Sheri Taylor ■ Maurice Waboose ■ Eugene Labelle ■ Calvin Taylor ■ Marianne Echum ■ Jason Chapais ■ Peter Rasevych ■ Kimberley Jorgenson ■ Henry Waboose ■ Conrad Chapais 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Economic Development Officer ■ Land and Resource Manager ■ MCC ■ LTRA Implementation Coordinator ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email commenting on a spelling error in the community's name.
Dec 14, 2020	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Maurice Waboose ■ Eugene Labelle ■ Calvin Taylor ■ Marianne Echum ■ Jason Chapais ■ Peter Rasevych ■ Kimberley Jorgenson ■ Henry Waboose ■ Conrad Chapais 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Economic Development Officer ■ Land and Resource Manager ■ MCC ■ LTRA Implementation Coordinator ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant reminded Ginoogaming First Nation about the upcoming one-week ToR comment period deadline. Also provided details on how to submit comments and requests for extensions directly to MECF, along with a link to the electronic ToR materials.
Dec 17, 2020	Phone		X	<ul style="list-style-type: none"> ■ Sheri Taylor 	<ul style="list-style-type: none"> ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant called Councillor Sheri Taylor to remind community of comment due date of December 21, 2020. Not able to leave a voicemail.

Consultation Log – Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Dec 18, 2020	Phone		X	<ul style="list-style-type: none"> ■ Sheri Taylor 	<ul style="list-style-type: none"> ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant called Councillor Sheri Taylor to remind the community of the ToR comment due date of December 21, 2020. Not able to leave a voicemail.
Dec 21, 2020	Email	X		<ul style="list-style-type: none"> ■ Eugene Labelle ■ Sheri Taylor ■ Calvin Taylor ■ Lisa Echum ■ Peter Rasevych ■ Jason Chapais ■ Kimberly Jorgenson ■ Conrad Chapais ■ Sasha McLeod ■ Shannon Gauthier 	<ul style="list-style-type: none"> ■ Economic Development Officer ■ Councillor ■ Land and Resource Manager ■ Councillor ■ Special Projects Environmental Monitor ■ MCC ■ Four Rivers Environmental Services ■ Conrad Chapais ■ Project Officer, MECP ■ Special Project Officer, MECP 	<ul style="list-style-type: none"> ■ MFFN Leadership ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team and Chief Achneepineskum were cc'd on an email from Kimberly Jorgenson to MECP with Ginoogaming First Nation's comments on the ToR.
Dec 21, 2020	Email	X		<ul style="list-style-type: none"> ■ Eugene Labelle ■ Sheri Taylor ■ Calvin Taylor ■ Lisa Echum ■ Peter Rasevych ■ Jason Chapais ■ Kimberly Jorgenson ■ Conrad Chapais ■ Sasha McLeod ■ Shannon Gauthier 	<ul style="list-style-type: none"> ■ Economic Development Officer ■ Councillor ■ Land and Resource Manager ■ Councillor ■ Special Projects Environmental Monitor ■ MCC ■ Four Rivers Environmental Services ■ Conrad Chapais ■ Project Officer, MECP ■ Special Project Officer, MECP 	<ul style="list-style-type: none"> ■ MFFN Leadership ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MECP acknowledged receipt of Ginoogaming First Nations comments on the MFFN CAR ToR and cc'd Chief Achneepineskum and the Project webmail email.

Consultation Log – Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Jan 22, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Maurice Waboose ■ Eugene Labelle ■ Calvin Taylor ■ Lisa Echum ■ Jason Chapais ■ Peter Rasevych ■ Kimberley Jorgenson 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Economic Development Officer ■ Land and Resource Manager ■ Land and Resource Manager ■ LTRA Implementation Coordinator ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed copies of the revised ATRI Study Areas Memo, IK Program Fact Sheet (English and translated versions), IK Program Guidance Document (with updated page numbers) and an IK Program Geodatabase to assist with IK data management. Offered to meet to discuss the Project and / or the IK Program further and / or to answer any questions about the Project.
Jan 28, 2021	Email		X	<ul style="list-style-type: none"> ■ Peter Rasevych ■ Calvin Taylor ■ Jason Chapais ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Special Projects Environmental Monitor ■ Land and Resource Manager ■ LTRA Implementation Coordinator ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email containing October 29, 2020, meeting minutes and IK Sharing Agreement information.
Feb 03, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Leslie Onabigon ■ Calvin Taylor ■ Jason Chapais ■ Peter Rasevych ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Land and Resource Manager ■ LTRA Implementation Coordinator ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an advanced notification of the upcoming Caribou Field Program scheduled from mid-February to mid-March 2021 and the potential for increased air traffic in the Project area. Exact dates to be provided once confirmed

Consultation Log – Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Feb 09, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Leslie Onabigon ■ Eugene Labelle ■ Calvin Taylor ■ Lisa Echum ■ Jason Chapais ■ Peter Rasevych ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Economic Development Officer ■ Land and Resource Manager ■ Land and Resource Manager ■ LTRA Implementation Coordinator ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant thanked Ginoogaming First Nation for submitting comments on the ToR and informed Ginoogaming First Nation that MECP has offered an additional opportunity to comment until March 31, 2021. The MECP and the MFFN CAR Project Team will continue to follow up to confirm that Ginoogaming First Nation is aware of the new comment period deadline and whether Ginoogaming First Nation is planning to submit additional comments on the ToR. The MFFN CAR Project Team offered to set up a meeting to discuss the information provided.
Feb 12, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Leslie Onabigon ■ Calvin Taylor ■ Jason Chapais ■ Peter Rasevych ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Land and Resource Manager ■ LTRA Implementation Coordinator ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent a notification of confirmed dates for the Caribou Field Program starting February 16, 2021, running for approximately two-weeks. It was noted that if there are any changes to the program end date, an email update would be provided.
Feb 23, 2021	Phone		X	<ul style="list-style-type: none"> ■ Sheri Taylor 	<ul style="list-style-type: none"> ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant called Councillor Sheri Taylor to confirm the community is aware of the additional opportunity to comment on the ToR, confirm if the community is planning to submit comments and if they are interested in a meeting with the MFFN CAR Project Team. A message was left at the front desk of the Health Center.

Consultation Log – Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Feb 23, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Leslie Onabigon ■ Eugene Labelle ■ Calvin Taylor ■ Lisa Echum ■ Jason Chapais ■ Peter Rasevych ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Economic Development Officer ■ Land and Resource Manager ■ Land and Resource Manager ■ LTRA Implementation Coordinator ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent a follow up email to provide a summary of the call and to confirm that community is aware of the additional opportunity to comment on the ToR, confirm if the community is planning to submit comments and if they are interested in a meeting with the MFFN CAR Project Team. The email also included, as an attachment, the previous letter from the MFFN CAR Project Team provided to the community on February 8, 2020, via email.
Feb 23, 2021	Email	X		<ul style="list-style-type: none"> ■ Sheri Taylor ■ Leslie Onabigon ■ Eugene Labelle ■ Calvin Taylor ■ Lisa Echum ■ Jason Chapais ■ Peter Rasevych ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Economic Development Officer ■ Land and Resource Manager ■ Land and Resource Manager ■ LTRA Implementation Coordinator ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received confirmation from Kim Jorgenson on behalf of Ginoogaming First Nation that the comments submitted on December 21, 2020, still stand and the community COVID-19 situation is preventing further community engagement.

Consultation Log – Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Feb 24, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Leslie Onabigon ■ Eugene Labelle ■ Calvin Taylor ■ Lisa Echum ■ Jason Chapais ■ Peter Rasevych ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Economic Development Officer ■ Land and Resource Manager ■ Land and Resource Manager ■ LTRA Implementation Coordinator ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email response to Ginoogaming First Nation to thank them for the update and that this information will be passed along to the MFFN CAR Project Team.
Mar 02, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Leslie Onabigon ■ Calvin Taylor ■ Jason Chapais ■ Peter Rasevych ■ Kimberly Jorgenson ■ Marianne Echum ■ Lisa Echum ■ Eugene Labelle ■ Conrad Chapais ■ Maurice Waboose 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Land and Resource Manager ■ LTRA Implementation Coordinator ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Ginoogaming First Nation to follow up on the Indigenous Knowledge Program for the MFFN CAR and confirm the receipt of the program information and to provide the community with the revised IK Sharing Agreement.

Consultation Log – Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Mar 10, 2021	Email			<ul style="list-style-type: none"> ■ Sheri Taylor ■ Calvin Taylor ■ Lisa Echum ■ Marianne Echum ■ Leslie Onabigon ■ Jason Chapais ■ Kimberly Jorgenson ■ Dorothy Moszynski ■ Sasha McLeod ■ Dorothy Moszunski ■ Vedanarine Mangrue ■ Peter Brown 	<ul style="list-style-type: none"> ■ Councillor ■ Land and Resource Manager ■ Executive Director ■ Councillor ■ LTRA Implementation Coordinator ■ Four Rivers Environmental ■ Special Project Officer, MECP ■ MECP ■ MECP ■ MECP 	<ul style="list-style-type: none"> ■ MFFN Leadership ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MECP provided Ginoogaming First Nation Proponent responses to 24 ToR comments provided on December 18, 2020.
Mar 11, 2021	Phone		X	<ul style="list-style-type: none"> ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant called Kimberly Jorgenson to follow-up on the ToR extension period for comments to March 31, 2021. Kimberly noted that the Feb. 23, 2021, email response was confirmation that Ginoogaming First Nation will not be providing further comments on the ToR during the extension period.
Mar 11, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Leslie Onabigon ■ Calvin Taylor ■ Jason Chapais ■ Peter Rasevych ■ Kimberly Jorgenson ■ Lisa Echum ■ Eugene Labelle ■ Conrad Chapais 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Land and Resource Manager ■ LTRA Implementation Coordinator ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Kimberly Jorgenson with a summary of the phone call made to inquire if Ginoogaming First Nation will be providing further comments on the ToR during the extension period. Also, included a reminder that the IK Sharing Agreement was still outstanding.

Consultation Log – Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Apr 08, 2021	Phone		X	<ul style="list-style-type: none"> ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant called Kimberly Jorgenson, Four Rivers Group, to follow-up on the IK Sharing Agreement sent to Ginoogaming First Nation. Left a voicemail message.
Apr 08, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Leslie Onabigon ■ Eugene Labelle ■ Calvin Taylor ■ Lisa Echum ■ Jason Chapais ■ Peter Rasevych ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Economic Development Officer ■ Land and Resource Manager ■ Land and Resource Manager ■ LTRA Implementation Coordinator ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Kimberly Jorgenson, Four Rivers Group and Ginoogaming First Nation to provide a summary of the voicemail left regarding the IK Sharing Agreement and as a friendly reminder that a signed agreement is required for information to be shared.
Apr 09, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Leslie Onabigon ■ Calvin Taylor ■ Jason Chapais ■ Peter Rasevych ■ Kimberly Jorgenson ■ Marianne Echum ■ Lisa Echum ■ Eugene Labelle ■ Conrad Chapais ■ Maurice Waboose 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Land and Resource Manager ■ LTRA Implementation Coordinator ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent the April E-Blast for the MFFN CAR to Ginoogaming First Nation as a PDF attachment and included a link to the E-Blast on the Project website. The E-Blast included updates and information about the provincial EA and federal IA, as well as upcoming field programs and events.
May 06, 2021	Email	X		<ul style="list-style-type: none"> ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email from Kimberly Jorgenson on behalf of Ginoogaming First

Consultation Log – Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
							Nation to inform the MFFN CAR Project that Ginoogaming First Nation has experienced a number of deaths in the community, which has impacted her follow-up with the community in regards to the IKSA and hopefully progress can be made soon on these matters.
May 06, 2021	Email		X	<ul style="list-style-type: none"> ■ Kimberley Jorgenson 	<ul style="list-style-type: none"> ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Kimberly Jorgenson, Four Rivers Group, to thank her for the update and send condolences to the community during these times.
May 11, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Leslie Onabigon ■ Calvin Taylor ■ Jason Chapais ■ Peter Rasevych ■ Kimberly Jorgenson ■ Lisa Echum ■ Eugene Labelle ■ Conrad Chapais 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Land and Resource Manager ■ Environmental Technician ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent the May E-Blast to members of Ginoogaming First Nation. The E-Blast included updates about the ToR, field studies, the IK Program and upcoming virtual information sessions.
May 12, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Leslie Onabigon ■ Calvin Taylor ■ Jason Chapais ■ Peter Rasevych ■ Kimberly Jorgenson ■ Lisa Echum ■ Eugene Labelle ■ Conrad Chapais 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Land and Resource Manager ■ Environmental Technician ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team provided advance notice of the Bat Acoustic Monitoring Program to Ginoogaming First Nation noting that the field program is anticipated to start in June 2021 and exact dates will be distributed as soon as they are finalized.

Consultation Log – Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
May 13, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Leslie Onabigon ■ Calvin Taylor ■ Jason Chapais ■ Peter Rasevych ■ Kimberly Jorgenson ■ Lisa Echum ■ Eugene Labelle ■ Conrad Chapais 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Land and Resource Manager ■ Environmental Technician ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team provided the Remote Camera Installation Discussion Guide to Ginoogaming First Nation noting that the field program is anticipated to start in June 2021 and the team is looking for insights / knowledge on wildlife distributions and movement in the study area.
Jun 04, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Leslie Onabigon ■ Calvin Taylor ■ Jason Chapais ■ Peter Rasevych ■ Kimberly Jorgenson ■ Marianne Echum ■ Lisa Echum ■ Eugene Labelle ■ Conrad Chapais ■ Maurice Waboose 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Land and Resource Manager ■ Environmental Technician ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team provided the final field notices for the Bat Acoustic Monitoring Program and the Remote Camera Installation Program to Ginoogaming First Nation confirming that both field programs would be taking place from June 7, 2021, to June 16, 2021.

Consultation Log – Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Jun 23, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Leslie Onabigon ■ Calvin Taylor ■ Jason Chapais ■ Peter Rasevych ■ Kimberly Jorgenson ■ Lisa Echum ■ Eugene Labelle ■ Conrad Chapais 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Land and Resource Manager ■ Environmental Technician ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent the June E-Blast to Ginoogaming First Nation. The E-Blast included updates about the ToR, field studies, a feature on groundwater and upcoming information videos.
Jun 25, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Leslie Onabigon ■ Calvin Taylor ■ Jason Chapais ■ Peter Rasevych ■ Kimberly Jorgenson ■ Lisa Echum ■ Eugene Labelle ■ Conrad Chapais 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Land and Resource Manager ■ Environmental Technician ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team provided the Groundwater and Geochemistry Discussion Guide to Ginoogaming First Nation noting that the field program is anticipated to start in August 2021 and the team is looking for insights / knowledge on groundwater sources in the area, sensitive locations that should be avoided and timing considerations.
Jul 09, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Leslie Onabigon ■ Calvin Taylor ■ Jason Chapais ■ Peter Rasevych ■ Kimberly Jorgenson ■ Lisa Echum ■ Eugene Labelle ■ Maurice Waboose 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Land and Resource Manager ■ Environmental Technician ■ Special Projects Environmental Monitor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team provided the Surface Water, Fish and Fish Habitat Discussion Guide to Ginoogaming First Nation noting that the field program is anticipated to start in August 2021 and the team is looking for insights / knowledge on important water crossings in the area, known fishing sites, sensitive locations that should be avoided and information related to fish spawning activity.

Consultation Log – Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
					<ul style="list-style-type: none"> ■ Four Rivers Environmental Services ■ Councillor ■ Councillor ■ Councillor 		
Jul 16, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Leslie Onabigon ■ Calvin Taylor ■ Jason Chapais ■ Peter Rasevych ■ Kimberly Jorgenson ■ Lisa Echum ■ Eugene Labelle ■ Maurice Waboose 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Land and Resource Manager ■ Environmental Technician ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team provided the Vegetation, Physiography and Peatlands Discussion Guide to Ginoogaming First Nation noting that the field program is anticipated to start in August 2021 and the team is looking for insights / knowledge on culturally significant or traditional use plants in the study area, drinking water locations and sensitive locations that should be avoided.
Jul 21, 2021	Phone		X	<ul style="list-style-type: none"> ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant called Kimberly Jorgenson on behalf of Ginoogaming First Nation to discuss the IK Program and specifically the available funding. The MFFN CAR Project Consultant requested a call back.
July 22, 2021	Phone		X	<ul style="list-style-type: none"> ■ Sheri Taylor 	<ul style="list-style-type: none"> ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant left a voicemail for Sheri Taylor about the IK Program and the IK funding. The MFFN CAR Project Consultant asked for Sheri Taylor to call back.

Consultation Log – Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Jul 22, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Leslie Onabigon ■ Calvin Taylor ■ Jason Chapais ■ Peter Rasevych ■ Kimberly Jorgenson ■ Lisa Echum ■ Eugene Labelle ■ Maurice Waboose 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Land and Resource Manager ■ Environmental Technician ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Ginoogaming First Nation to follow up on the request for information on the Field Program and Discussion Guides.
Jul 23, 2021	Phone	X		<ul style="list-style-type: none"> ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received a phone call from Kimberly Jorgenson. They discussed the IK Funding Agreement and concluded that the MFFN CAR Project Consultant would send Kimberly Jorgenson the IK Funding Agreement and copy representatives from Ginoogaming First Nation.
Jul 30, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Leslie Onabigon ■ Calvin Taylor ■ Jason Chapais ■ Peter Rasevych ■ Kimberly Jorgenson ■ Lisa Echum ■ Eugene Labelle ■ Maurice Waboose 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Land and Resource Manager ■ Environmental Technician ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent the July E-Blast to Ginoogaming First Nation. The E-Blast included updates about the ToR, recent and upcoming field studies, a feature on fish and fish habitat and a profile of a MFFN CAR Project Team member.

Consultation Log – Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Aug 03, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Calvin Taylor ■ Peter Rasevych ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Councillor ■ Land and Resource Manager ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent the Draft IK Funding Agreement, Preliminary Study Area Map and IK Guidance Document to Kimberly Jorgenson of Four Rivers and Sheri Taylor, Peter Rasevych and Calvin Taylor at Ginoogaming First Nation.
Aug 06, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Calvin Taylor ■ Peter Rasevych ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Councillor ■ Land and Resource Manager ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent a revised version of the IK Funding Agreement that addressed some minor errors in spelling and MFFN references to Kimberly Jorgenson of Four Rivers and Sheri Taylor, Peter Rasevych and Calvin Taylor at Ginoogaming First Nation.
Aug 20, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Leslie Onabigon ■ Calvin Taylor ■ Jason Chapais ■ Peter Rasevych ■ Kimberly Jorgenson ■ Lisa Echum ■ Eugene Labelle ■ Maurice Waboose 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Land and Resource Manager ■ Environmental Technician ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team provided the Aerial Waterfowl Migration Survey Discussion Guide to Ginoogaming First Nation noting that the field program is anticipated to start in September 2021 and the team is looking for insights / knowledge on known waterfowl staging / harvesting locations and sensitive locations that should be avoided.

Consultation Log – Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Aug 26, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Leslie Onabigon ■ Calvin Taylor ■ Jason Chapais ■ Peter Rasevych ■ Kimberly Jorgenson ■ Lisa Echum ■ Eugene Labelle ■ Maurice Waboose 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Land and Resource Manager ■ Environmental Technician ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent the August E-Blast to Ginoogaming First Nation. The E-Blast included updates about the ToR, recent and upcoming field studies, a feature on the groundwater and geochemistry educational video and a profile of a MFFN CAR Project Team member.
Aug 30, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Leslie Onabigon ■ Calvin Taylor ■ Jason Chapais ■ Peter Rasevych ■ Kimberly Jorgenson ■ Lisa Echum ■ Eugene Labelle ■ Maurice Waboose 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Land and Resource Manager ■ Environmental Technician ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team provided the field notice for the Surface Water, Fish and Fish Habitat Field Program to Ginoogaming First Nation noting that the field programs would be taking place from September 10, 2021, to September 19, 2021.

Consultation Log – Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Aug 30, 2021	Email and Letter		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Leslie Onabigon ■ Calvin Taylor ■ Jason Chapais ■ Peter Rasevych ■ Kimberly Jorgenson ■ Lisa Echum ■ Kathleen O'Neill ■ Sasha McLeod ■ Lori Churchill ■ Mary Hennessy 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Land and Resource Manager ■ Environmental Technician ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services ■ Councillor ■ MECP ■ MECP ■ ENDM ■ ENDM 	<ul style="list-style-type: none"> ■ MFFN Leadership ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team was copied on an email where MECP provided Ginoogaming First Nation a letter thanking them for their comments on the MFFN CAR ToR, requesting that any additional comments be received by September 13, 2021. The MECP also confirmed that both the comments and the responses would be considered by the Minister of Environment, Conservation and Parks prior to making a decision on the ToR
Sep 02, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Leslie Onabigon ■ Calvin Taylor ■ Jason Chapais ■ Peter Rasevych ■ Kimberly Jorgenson ■ Lisa Echum ■ Eugene Labelle ■ Maurice Waboose 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Land and Resource Manager ■ Environmental Technician ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team provided the field notice for the Vegetation Field Program, Bat ARU Pickup and Caribou Mortality Investigation to Ginoogaming First Nation noting that the field programs would be taking place from September 18, 2021, to October 1, 2021.
Sep 10, 2021	Phone		X	<ul style="list-style-type: none"> ■ Sheri Taylor 	<ul style="list-style-type: none"> ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant left voicemail for Councillor Sheri Taylor to follow-up on the Surface Water and Fish and Fish Habitat Field Notice, the Vegetation Field Program, Bat Audio Recording Unit Pick-up and Caribou Mortality Investigation Field Notice and the groundwater and geochemistry educational video. The MFFN CAR Project Consultant also inquired about current COVID-19 status and re-opening plans.

Consultation Log – Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Sep 10, 2021	Email			<ul style="list-style-type: none"> ■ Sheri Taylor ■ Leslie Onabigon ■ Calvin Taylor ■ Jason Chapais ■ Peter Rasevych ■ Kimberly Jorgenson ■ Lisa Echum ■ Eugene Labelle ■ Maurice Waboose 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Land and Resource Manager ■ Environmental Technician ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant emailed to follow-up on the Surface Water and Fish and Fish Habitat Field Notice, the Vegetation Field Program, Bat Audio Recording Unit Pick-up and Caribou Mortality Investigation Field Notice and the groundwater and geochemistry educational video. The MFFN CAR Project Consultant also inquired about current COVID-19 status and re-opening plans.
Sep 13, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Leslie Onabigon ■ Calvin Taylor ■ Jason Chapais ■ Peter Rasevych ■ Kimberly Jorgenson ■ Lisa Echum ■ Eugene Labelle ■ Maurice Waboose 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Land and Resource Manager ■ Environmental Technician ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent out a notice that the Surface Water, Fish and Fish Habitat educational video was available for viewing on the Project website. The MFFN CAR Project Team provided a summary of the information provided in the video, and a link to view the video.
Sep 20, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Leslie Onabigon ■ Calvin Taylor ■ Jason Chapais ■ Peter Rasevych ■ Kimberly Jorgenson ■ Lisa Echum ■ Eugene Labelle ■ Maurice Waboose 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Land and Resource Manager ■ Environmental Technician ■ Special Projects Environmental Monitor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent out a notice that the Vegetation educational video was available for viewing on the Project website. The MFFN CAR Project Team provided a summary of the information provided in the video, and a link to view the video.

Consultation Log – Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
					<ul style="list-style-type: none"> ■ Four Rivers Environmental Services ■ Councillor ■ Councillor ■ Councillor 		
Sep 21, 2021	Phone		X	<ul style="list-style-type: none"> ■ Calvin Taylor ■ Peter Rasevych ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Land and Resource Manager ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant spoke with Kimberley Jorgenson who indicated that the election put a pause on certain projects within the community. Now that the election has concluded they are working on onboarding new leadership. A meeting is scheduled with the community later this week where the IK Program will be brought up. Another resource at Four Rivers has reviewed the IK Guidance Document and the Funding Agreements and is prepared to assist the community once they are ready to begin.
Oct 01, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Leslie Onabigon ■ Calvin Taylor ■ Jason Chapais ■ Peter Rasevych ■ Kimberly Jorgenson ■ Lisa Echum ■ Eugene Labelle ■ Maurice Waboose 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Land and Resource Manager ■ Environmental Technician ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent the September E-Blast to Ginoogaming First Nation. The E-Blast included updates about the ToR, an overview of recently completed, upcoming and delayed field studies, a feature on two new educational videos and a profile of a MFFN CAR Project Team member.
Oct 01, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Calvin Taylor 	<ul style="list-style-type: none"> ■ Councillor ■ Land and Resource Manager 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent Ginoogaming First Nation an email to confirm the current community contacts.
Oct 04, 2021	Email	X		<ul style="list-style-type: none"> ■ Sheri Taylor 	<ul style="list-style-type: none"> ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email providing updates for the contact list.

Consultation Log – Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Oct 05, 2021	Phone		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Leslie Onabigon ■ Calvin Taylor ■ Jason Chapais ■ Peter Rasevych ■ Kimberly Jorgenson ■ Lisa Echum ■ Eugene Labelle ■ Maurice Waboose 	<ul style="list-style-type: none"> ■ Councillor ■ Councillor ■ Land and Resource Manager ■ Environmental Technician ■ Special Projects Environmental Monitor ■ Four Rivers Environmental Services ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team provided the field notices for the Remote Camera Field Program and the Groundwater and Geochemistry Field Program to Ginoogaming. The MFFN CAR Project Team noted that the Remote Camera Field Program work would take place from November 1 to 6, 2021. There are no confirmed dates for the Groundwater and Geochemistry Field Program, but an updated notice would be distributed as soon as dates are confirmed.



DRAFT

Progress Report: Notice of Commencement of Provincial Environmental Assessment

October 2022



Statement of Qualifications and Limitations: AECOM

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

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

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4. References435

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Appendices

Appendix A. Information Distributed to all Indigenous Communities

- A1. Terms of Reference Notice of Approval**
- A2. Environmental Assessment Notice of Commencement**
 - A2.1 Environmental Assessment Notice of Commencement – English
 - A2.2 Environmental Assessment Notice of Commencement – French
 - A2.3 Environmental Assessment Notice of Commencement – Cree
 - A2.4 Environmental Assessment Notice of Commencement – Ojibway
 - A2.5 Environmental Assessment Notice of Commencement – Oji-Cree
- A3. Field Study Notices & Updates**
 - A3.1 Winter Field Studies Notice
 - A3.2 Furbearer Ground Track Survey update
 - A3.3 Ungulate Aerial Surveys update
 - A3.4 Wolverine Den Surveys Field Study Notice
 - A3.5 Wolverine Den Surveys and Winter Field Programs update
 - A3.6 Groundwater and Geochemistry Field Notice
 - A3.7 Wolverine Hair Snag and Bird ARU update
 - A3.8 Wolverine Den Surveys update
 - A3.9 Winter Field Studies update
 - A3.10 Early Spring Field Notice
 - A3.11 Terrain and Soils Field Notice
 - A3.12 Surface Water, Fish and Fish Habitat Field Notice
 - A3.13 Vegetation Field Study Notice
- A4. Field Study Discussion Guides**
 - A4.1 Winter Field Studies Discussion Guide
 - A4.2 Birds Discussion Guide
 - A4.3 Spring Discussion Guide
- A5. E-Blasts**
 - A5.1 October 2021
 - A5.2 November 2021
 - A5.3 December 2021
 - A5.4 January 2022
 - A5.5 February / March 2022
 - A5.6 April 2022
 - A5.7 May 2022
 - A5.8 June 2022

A6. 2021 Project Updates Letter

A7. Public information Centre #3

A7.1 Public information Centre #3 Invitation

A7.1.1 Public information Centre #3 Invitation – English

A7.1.2 Public information Centre #3 Invitation – French

A7.1.3 Public information Centre #3 Invitation – Cree

A7.1.4 Public information Centre #3 Invitation – Ojibway

A7.1.5 Public information Centre #3 Invitation – Oji-Cree

A7.2 Advertisements

A7.2.1 Newspaper Advertisements

A7.2.2 Online Advertisements

A7.3 Display Boards

A7.4 Factsheet

A7.4.1 Project Factsheet - English

A7.4.2 Project Factsheet - Cree

A7.4.3 Project Factsheet - Ojibway

A7.4.4 Project Factsheet – Oji-Cree

A7.5 Route Alternatives Map

A7.6 Field Study Discussion Guides

A7.6.1 Remote Camera Discussion Guide

A7.6.2 Surface water and Fish and Fish Habitat Discussion Guide

A7.6.3 Groundwater and Geochemistry Discussion Guide

A7.6.4 Vegetation, Physiography and Peatlands Discussion Guide

A7.6.5 Aerial Waterfowl Discussion Guide

A7.7 IK Program

A7.7.1 IK Program Timeline

A7.7.2 IK Program Factsheet – English

A7.7.3 IK Program Factsheet – Cree

A7.7.4 IK Program Factsheet – Ojibway

A7.7.5 IK Program Factsheet – Oji-Cree

A7.8 Feedback Form

A8. IK Program

A8.1 Letter & Updated Timeline

B Community Specific Appendices

B7. Ginoogaming First Nation

B7.1 Outgoing Community-Specific Correspondence

B7.2 Incoming Correspondence Received from the Community

Acronyms

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

1. Introduction

1.1 Background

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

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

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

Each progress report is required to:

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

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

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

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

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

milestone. Note that government agencies and interested persons¹ are not included in progress reports, however, their sections will be included in the Record of Consultation and Engagement for the draft and final EA / IS. **Section 1.5** includes details about the neighbouring Indigenous communities.

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

1.2 About the Progress Report

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

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

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

1.3 Approach

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

Planned Activities for Indigenous communities:

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

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

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

Targeted Input (request information to determine and identify):

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

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

– **PIC #3: EA / IS Phase #1 Introduction**

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

– **ATRI and Indigenous Knowledge (IK) Program**

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

- **Field Studies and Education, Consultation and Engagement on Valued Components**
Several field programs took place during the NoC of EA milestone. To help Indigenous communities better understand the field studies related to valued components, Discussion Guides were distributed with plain language information about what the Project is studying, why it is important and questions to solicit feedback before the studies take place. Educational videos on valued components were also shared online.
- **Raising Awareness**
Several activities were completed related to raising awareness on the Project and encouraging opportunities to meet with the MFFN CAR Project Team. Monthly electronic newsletters were distributed (referred to as E-Blasts) and always included a section seeking those interested to reach out and schedule a meeting with the MFFN CAR Project Team, a public social media account was created, the private MFFN members only Facebook account was used to share information and promote upcoming events and an article was featured in the Matawa Messenger newsletter.

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

1.4 Project Notifications and Information Releases

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

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

Print Advertisements:

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

Online Advertisements

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

Radio Advertisements

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

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

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

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

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

1.5 Summary of Indigenous Community and Organization Consultation

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

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

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

Tribal Council Affiliation	Community or Organization
Matawa First Nations Management (Nishnawbe Aski Nation)	<ul style="list-style-type: none"> ■ Marten Falls First Nation (Proponent and potentially affected Indigenous community) ■ Aroland First Nation ■ Constance Lake First Nation ■ Eabametoong First Nation (Fort Hope) ■ Ginoogaming First Nation ■ Neskantaga First Nation ■ Nibinamik First Nation ■ Webequie First Nation
Matawa First Nation and the Union of Ontario Indians (Nishnawbe Aski Nation)	<ul style="list-style-type: none"> ■ Long Lake #58 First Nation**
Mushkegowuk Council (Nishnawbe Aski Nation)	<ul style="list-style-type: none"> ■ Attawapiskat First Nation ■ Fort Albany First Nation ■ Kashechewan First Nation
Shibogama First Nations Council (Nishnawbe Aski Nation)	<ul style="list-style-type: none"> ■ Kasabonika Lake First Nation* ■ Kingfisher Lake First Nation* ■ Wapekeka First Nation* ■ Wawakapewin First Nation** ■ Wunnumin Lake First Nation
Independent First Nations Alliance	<ul style="list-style-type: none"> ■ Kitchenuhmaykoosib Inninuwug First Nation
Independent First Nations (Nishnawbe Aski Nation)	<ul style="list-style-type: none"> ■ Mishkeegogamang First Nation*** ■ Weenusk First Nation
Nokiiwin Tribal Council	<ul style="list-style-type: none"> ■ Animbiigoo Zaagi'igan Anishinaabek First Nation (AZA)*
Métis Nation of Ontario (MNO)	<ul style="list-style-type: none"> ■ Métis Nation of Ontario (MNO), Region 2**
Independent Métis Nation	<ul style="list-style-type: none"> ■ Red Sky Métis Independent Nation (RSMIN)* *

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

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

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

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

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

- | | |
|--|---|
| <ul style="list-style-type: none"> Marten Falls First Nation*; Aroland First Nation; Attawapiskat First Nation; Constance Lake First Nation*; Eabametoong First Nation (Fort Hope); Fort Albany First Nation; Ginoogaming First Nation; Kasabonika Lake First Nation; Kashechewan First Nation; | <ul style="list-style-type: none"> Kingfisher Lake First Nation; Long Lake #58 First Nation; Neskantaga First Nation; Nibinamik First Nation; Webequie First Nation; RSMIN; AZA; and Kitchenuhmaykoosib Inninuwug First Nation. |
|--|---|

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

Wunnumin Lake First Nation;
Wapekeka First Nation;
Wawakapewin First Nation;

Weenusk First Nation;
Mishkeegogamang First Nation; and
Métis Nation of Ontario, Region 2.

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

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

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

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

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

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

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

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

1.6 Summary of Input and Information Received and EA Milestone Development

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

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

Input and Information Provided by Indigenous Communities	How the Development of the EA Milestone or EA Has Been or May Be Informed
<p>Specific Feedback Provided on Environmental Existing Conditions</p> <ul style="list-style-type: none"> ■ Specific feedback was provided on the bird field program, including birds observed and comments on their habitats ■ Specific feedback was provided on the wolverine field program ■ Confidential information regarding the Albany River was provided and is considered as IK ■ Caribou were identified in the District of Kenora ■ Request to participate in field studies 	<ul style="list-style-type: none"> ■ Birds and comments on their habitats were noted for the bird field program. ■ One site of the wolverine hair snag was changed based on feedback provided ■ The EA has been informed by confidential information regarding the Albany River and details are being kept confidential ■ The general identification of caribou location(s) has been noted ■ Members of Aroland First Nation were invited to participate in the Groundwater and Geochemistry field program, including a flyover and planning for subsequent drilling program (outside of this reporting time period); any feedback provided during the flyover will be considered as part of the EA
<p>Concerns Related to Environmental Existing Conditions; Additional Details Required</p> <ul style="list-style-type: none"> ■ It was noted that a spawning area could be relocated if it would be disrupted by the Project ■ Concern was expressed for watersheds ■ Concern was expressed regarding caribou migration and impacts to gathering rights ■ Concern was expressed related to salting on the road and impacts to nearby rivers 	<ul style="list-style-type: none"> ■ Relocating spawning areas has not yet been determined due to insufficient details provided. On-going follow-up is taking place to receive additional information to help identify the spawning area ■ More specific details are required related to concerns for watersheds. As part of the alternative selection, effects to Natural Environment will be taken into consideration. ■ More specific details are required related to concerns for caribou migration and impacts to gathering rights. ■ The concern regarding salting and nearby rivers has been noted and maintenance of the Community Access Road, including usage of salt, will be one of the indicators for the evaluation
<p>Interests Related to Environmental Existing Conditions; Additional Details Required</p> <ul style="list-style-type: none"> ■ Several communities indicated interest in different topics related to existing conditions without providing specific feedback or comments. Some examples include receiving field study results when they become available for caribou 	<ul style="list-style-type: none"> ■ Interest in topics has been noted for each community. The MFFN CAR Project Team continues to distribute Discussion Guides related to field studies, educational videos and is planning upcoming webinars on valued components. Early observations and methods for field studies completed to-date were provided at PIC #3 and will be expanded as more information becomes available. Meetings will continue to be offered based on specific topics of interest to solicit additional feedback and issues
<p>Route Alignment</p> <ul style="list-style-type: none"> ■ A variety of comments were provided on the route alignment near MFFN, including: river and ice levels can be high near MFFN and there are locations where the bank is eroding and could affect the road; intense rain could damage the road and impact streams due to erosion; safety concerns were raised regarding truck activities (including dust, noise, low visibility and speeding) north of the airport and children who play in the same area; and concerns regarding how the Community Access Road may interfere with MFFN community activities (e.g., gathering firewood, social events) 	<ul style="list-style-type: none"> ■ Concerns related to the route alignment closer to MFFN have been noted and will be considered as part of the EA. As part of the EA, the evaluation will identify the preferred route for the Community Access Road, temporary infrastructure and aggregate sources with the least potential for negative effects, greatest opportunity for mitigating negative effects and greatest benefits to the community. Safety will be considered as part of the technical considerations and issues such as water level and erosion will also be considered as part of technical considerations and examined under Natural Environment.

Input and Information Provided by Indigenous Communities	How the Development of the EA Milestone or EA Has Been or May Be Informed
<p>Cumulative Effects, Road Projects and Regional Assessment</p> <ul style="list-style-type: none"> Some communities expressed concerns regarding cumulative effects / impacts in the Project area, including the scope of the EA, impacts from all three road projects (the Community Access Road, Webequie Supply Road and Northern Road Link), the Regional Assessment and a moratorium on the Ring of Fire activities. 	<ul style="list-style-type: none"> Some of the comments received were directed to government agencies (e.g., NDMNRF, MECP, the Agency) to respond to as they were outside of the scope of the Community Access Road Project. In terms of cumulative effects, if specific details are provided they will be considered as part of the EA; the EA will predict cumulative effects of the preferred alternative with the effects of past, present and reasonably foreseeable projects. Cumulative effects assessment methods will be shared during the Identifications of Preferred alternatives milestone.
<p>Impacts from COVID-19</p> <ul style="list-style-type: none"> Some communities expressed inability to effectively engage with their community members due to the COVID-19 pandemic. 	<ul style="list-style-type: none"> The MFFN CAR Project Team continues to work with each Indigenous community's preference in how they would like to be consulted and engaged, whether virtually or in-person and in light of the COVID-19 pandemic or other crises. Custom consultation plans and protocols were also offered and will be followed up on with communities who expressed interest.
<p>Timeline Extensions</p> <ul style="list-style-type: none"> Some communities requested extended Project timelines, both on the provincial and federal processes. 	<ul style="list-style-type: none"> Questions regarding timeline extensions will continue to be responded to, seeking to understand the needs of each community. A request for an IS extension is being planned and will be formally requested outside of this reporting time period. Communities will continue to be kept informed on timelines.
<p>Request for Funding</p> <ul style="list-style-type: none"> Some communities expressed need for provincial participant funding to participate in consultation and engagement activities. There has also been ongoing coordination to onboard communities to the IK Program and Community Coordinator Program, with funding provided by the MFFN CAR Project Team. 	<ul style="list-style-type: none"> While participant funding is issued by the province and not the MFFN CAR Project Team, requests were shared with the province to respond to. Additional funding for Indigenous communities include participation in the IK Program and Community Coordinator Program. The MFFN CAR Project Team has followed up with Indigenous communities via phone and email throughout this milestone regarding funding opportunities.

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

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

2. Consultation Snapshot

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

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

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

Project Phase: NoC of EA			
Activity	Audience		
	Indigenous Communities	Interested Persons	Agencies & Government Bodies
<ul style="list-style-type: none"> ■ Circulated Field Study Notices & Discussion Guides: <ul style="list-style-type: none"> – Winter Field Program Notice and Discussion Guide (December 10, 2021) – Furbearer Ground Track Survey Update (January 19, 2022) – Bird Aerial Surveys Update (February 4, 2022) – Wolverine Den Surveys Notice (February 14, 2022) – Wolverine Hair Snag Program and Bird Autonomous Recording Unit Update (March 3, 2022) – Wolverine Den Survey Update (March 9, 2022) – Early Spring Notice (March 29, 2022) – Terrain and Soils Notice (May 11, 2022) – Surface Water, Fish and Fish Habitat Notice (May 30, 2022) – Vegetation Field Notice (June 10, 2022) 	✓	✓	✓
■ Matawa Messenger newsletter feature (June 2022)	✓	✓	✓
Indigenous Knowledge (IK) Program			
■ Circulated an update on the MFFN CAR IK Program which included an updated schedule and timeline for Indigenous communities to share IK (January 21 to 24, 2022)	✓		
■ Teleconference with Métis Nation of Ontario (MNO) to discuss the IK Program (February 4, 2022)	✓		
■ Teleconference with Constance Lake First Nation to discuss the IK Program (and Community Co-ordinator Program) (April 21, 2022)	✓		
Community Co-ordinator Program			
■ Distribution of letter introducing the Community Co-ordinator Program to 13 neighbouring Indigenous communities including job posting (March 17, 2022)	✓		
■ Teleconference with Constance Lake First Nation to discuss the Community Co-ordinator Program (and the IK Program) (April 21, 2022)	✓		
■ Ongoing outreach to 13 Indigenous communities to address questions and discuss details of the Community Co-ordinator Program (April – May, 2022)	✓		

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

3.1 Consultation and Engagement with Indigenous Communities

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

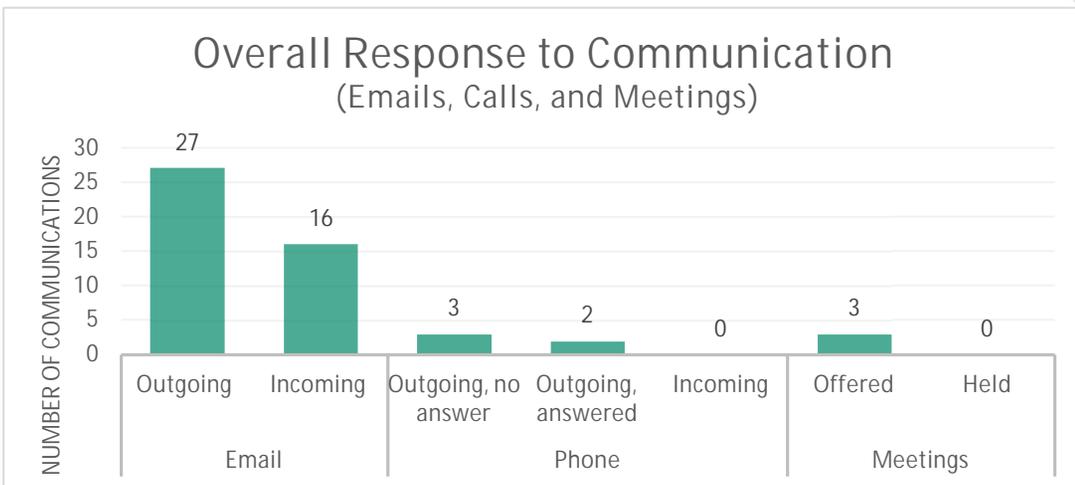
The **Level of Engagement Effort and Response** bar graph reflects the efforts taken by the MFFN CAR Project Team to engage Indigenous communities and the level of response received. Communications channels considered include **email correspondence** (outgoing & incoming), **phone correspondence** (outgoing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

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

3.1.7 Ginoogaming First Nation

Community Profile	
Location:	PO Box 89, Longlac, ON P0T 2A0
Tribal Council:	Matawa First Nations Management
Treaty:	9
Project Team Lead:	Stephanie Burnham & Ish Chowdhury

Communication Distribution



Summary of Participation During Reporting Period	
Date of Last Outgoing Communication from MFFN CAR Project Team (Email or Phone)	June 27, 2022
Date of Last Incoming Communication from Community (Email or Phone)	June 27, 2022
Participating in IK Program: In Progress	Status of IK Sharing Agreement: In Progress
	Status of IK Funding Agreement: In Progress
	IK information provided: TBD

Summary of Participation During Reporting Period

Participating in Community Coordinator Program: Offered	Offered, Expressed Interest
Commented during The ToR	Commented on Draft ToR: Yes
	Commented on Final ToR: Yes

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

Date	Consultation and Engagement Activity
Oct 29, 2021	EA NoC distributed via email.
Nov 02, 2021	EA NoC distributed via mail (hard copy).
Nov 03, 2021	October 2021 MFFN CAR E-Blast distributed via email.
Nov 30, 2021	November 2021 MFFN CAR E-Blast distributed via email.
Dec 08, 2021	Emails sent and received on the IKSA and updated contacts.
Dec 10, 2021	Winter Field Programs Discussion Guide and Notice distributed via email.
Dec 15, 2021	December 2021 MFFN CAR E-Blast & 2021 Highlights Letter distributed via email.
Dec 17, 2021	Phone calls to follow-up on the December E-Blast, Winter Field Programs Notice and Discussion Guide.
Jan 17, 2022	Circulated a MFFN CAR IK Program update including updated schedule.
Jan 19, 2022	Furbearer Ground Track Survey update distributed via email.
Jan 31, 2022	January 2022 MFFN CAR E-Blast distributed via email.
Feb 04, 2022	Ungulate Aerial Surveys update distributed via email.
Feb 07, 2022	Follow up for IK Program and offer to schedule a meeting.
Feb 14, 2022	Wolverine Den Surveys Field Study Notice and Winter Field Programs update distributed via email.
Mar 03, 2022	Wolverine Hair Snag and Bird ARU update distributed via email.
Mar 09, 2022	Wolverine Den Surveys update distributed via email.
Mar 15, 2022	February / March 2022 MFFN CAR E-Blast distributed via email.
Mar 17, 2022	Community Coordinator Program letter and job posting distributed via email.
Mar 28 – 29, 2022	Follow up calls and emails to confirm receipt of the Community Coordinator letter, and the February / March E-Blast including the Bird and Spring Discussion Guides and Project update video. Follow-up included status of IK Sharing and Funding Agreements and offering a meeting
Mar 29, 2022	Early Spring Field Notice and Winter program updates distributed via email.
Apr 05, 2022	Follow up on the IK Sharing and Funding Agreements and the Project-specific IK / ILRU Studies and an offer to schedule a meeting.
Apr 07, 2022	Received updated contact information and follow up on IK Program.
Apr 27 – May 12, 2022	Coordinating a technical meeting with the MFFN CAR Project Team and Ginoogaming First Nation.
Apr 29, 2022	April 2022 MFFN CAR E-Blast distributed via email.
May 5 – 9, 2022	Phone call and email to follow up on the Community Coordinator Program letter and IK Program.
May 11, 2022	Terrain and Soils Field Notice distributed via email.
May 12, 2022	Postponement of technical meeting.
May 27, 2022	May 2022 MFFN CAR E-Blast distributed via email
May 30, 2022	Surface Water, Fish and Fish Habitat Field Notice distributed via email.
May 30 – Jun 30, 2022	Ongoing meeting coordination with Ginoogaming First Nation

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

Date	Consultation and Engagement Activity
Jun 10, 2022	Vegetation Field Notice distributed via email.
Jun 13, 2022	Notice for PIC #3 distributed via email.
Jun 22, 2022	Email and phone call invitation for PIC #3.
Jun 24, 2022	June 2022 E-Blast distributed via email.
Jun 30, 2022	PIC #3 materials and online feedback form distributed via email.

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

Item #	Topic / Issue Raised	Specific Issue / Comment Raised	Communication Channel	Response / Action	Addressed through the NoC EA Milestone and / or in the EA / IS
1.	<ul style="list-style-type: none"> ■ Consultation Methods ■ IK and Traditional Land Use ■ EA Process ■ Aboriginal and Treaty Rights and Interests 	<ul style="list-style-type: none"> ■ Issue—COVID-19 and IK Funding: On October 29, 2020, Ginoogaming First Nation raised concerns regarding the ability to collect IK during COVID-19 and the need for funding. ■ On March 9, 2022, Ginoogaming First Nation noted they delayed hiring staff, hindering ability to advance the Project-specific IK Study. Ginoogaming First Nation would have capacity to participate in IK Program after April 4, 2022. 	<ul style="list-style-type: none"> ■ Conference Call 	<ul style="list-style-type: none"> ■ Status: Ongoing ■ Since October 29, 2021 the MFFN CAR Project Team continues to work with Ginoogaming First Nation to prepare an IKSA. Recent follow up on the IK Program was sent on April 29, 2022. ■ Kimberly Jorgenson, Environmental Services Coordinator, and MFFN CAR Project Consultant agreed setting a date to meet would be helpful towards IK Program schedule. The MFFN CAR Project Consultant highlighted two workshops related to IK and ATRI. ■ Action: A meeting is scheduled for July 5, 2022 with Ginoogaming First Nation to discuss the IK Program, Community Coordinator Program and ATRI. 	<ul style="list-style-type: none"> ■ Opportunities to provide feedback will continue throughout the EA / IA. ■ Efforts will continue throughout the EA / IA to assist Ginoogaming First Nation with participating in the IK Program.

Consultation and Engagement Log– Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Oct 29, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Conrad Chapais ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team issued the NoC for the provincial EA to Ginoogaming First Nation on October 29, 2021. The email included the English NoC as an attachment and noted that the NoC is available in English, French, Ojibway, Oji-Cree and Cree on the MFFN CAR Project website.
Nov 02, 2021	Mail		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Conrad Chapais ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team mailed the NoC for the provincial EA to Ginoogaming First Nation and included the English Ojibway, Oji-Cree and Cree versions.
Nov 03, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Conrad Chapais ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent the October E-Blast to Ginoogaming First Nation. The E-Blast included updates about the provincial and federal assessment processes, the experience of a MFFN field support staff during the Vegetation Field Program, recently completed and upcoming field studies, the new Ungulates educational video, and a profile of a MFFN CAR Project Team member.

Consultation and Engagement Log– Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Nov 30, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Conrad Chapais ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the November E-Blast to Ginoogaming First Nation. The E-Blast included updates about the provincial and processes, recently completed and upcoming field studies, the new Valued Components video, and a profile of a MFFN CAR Project Team member.
Dec 08, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Conrad Chapais ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Ginoogaming First Nation to follow up on the IKSA, provide a copy of the IKSA for community discussion and offer to coordinate a meeting with the Project Team if there were any questions.
Dec 08, 2021	Email	X		<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Conrad Chapais ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email from Jennifer Duncan, Ginoogaming Consultant, Four Rivers Group introducing herself and Marianne Echum from Ginoogaming First Nation returning from Maternity Leave and will be resuming work with Ginoogaming First Nation. Jennifer Duncan will be in contact in the new year regarding the IKSA and confirming the community contacts.

Consultation and Engagement Log– Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Dec 10, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Conrad Chapais ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Jennifer Duncan, Four Rivers Group and Marianne Echum, Ginoogaming First Nation, thanking them for the quick response and will look forward to hearing from Ginoogaming First Nation in the new year regarding the IKSA and confirmation of community contacts.
Dec 10, 2021	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Conrad Chapais ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the Winter Field Program Discussion Guide and Field Notice to Ginoogaming First Nation. The documents highlighted upcoming work related to the furbearer ground track surveys, winter ungulate aerial surveys and wolverine hair snag surveys with approximate start dates. The Discussion Guide included key questions relating to the upcoming winter field study programs and requested input.
Dec 15, 2021	Email and Letter		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Conrad Chapais ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the December E-Blast to Ginoogaming First Nation. A letter was also attached detailing upcoming outreach in the new year, opportunities to meet and gather feedback. The E-Blast included key highlights from 2021, upcoming winter field study programs and their approximate timelines, and a message from a MFFN CAR Project Team member.

Consultation and Engagement Log– Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Dec 17, 2021	Phone		X	<ul style="list-style-type: none"> ■ Sheri Taylor 	<ul style="list-style-type: none"> ■ Chief 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant called Chief Taylor at the Health Center to confirm receipt of the letter, E-Blast, Winter Program Discussion Guides and Field Programs. Chief Taylor confirmed receipt and would be in touch in the new year if a meeting is required once Ginoogaming First Nation is able to meet with Four Rivers Group.
Jan 17, 2022	Email and Letter		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Conrad Chapais ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant distributed an IK Program Timeline and Update letter to Ginoogaming First Nation via email. The letter provided information on key IK Program and ATRI dates and deadlines. A copy of the IK Funding Agreement was also included.
Jan 19, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Conrad Chapais ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed a notification providing confirmed dates for the first round of surveys for the furbearer ground track field program from January 20 to 24, 2022. The field crew will also conduct a remote camera check and caribou mortality investigation from January 21 – 27, 2022. Further updates will be provided in the January E-Blast.

Consultation and Engagement Log– Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Jan 31, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Conrad Chapais ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent the January E-Blast to Ginoogaming First Nation. The E-Blast included an overview of recently completed and upcoming field studies, upcoming outreach to help inform the Project's land use assessment, updates on the schedule for the IK Program, a feature on two new educational videos (furbearers and greenhouse gases and air quality), and opportunities to meet the MFFN CAR Project Team virtually.
Feb 04, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Conrad Chapais ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team followed up from the Winter Field Notice with confirmed dates for the winter ungulate aerial field program taking place from February 7 – 14, 2022. A field notice with more information was attached.
Feb 07, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an IK Program Timeline and Update letter to Ginoogaming First Nation via email. The letter provided information on key IK Program and ATRI dates and deadlines. A follow up email was provided regarding any inquiry to the IK program. A copy of the IK Funding Agreement was also included.

Consultation and Engagement Log– Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Feb 10, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Marianne Echum ■ Conrad Chapais ■ Calvin Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an introduction to Ginoogaming representatives to introduce the new primary contact for the Project. Ish Chowdhury.
Feb 14, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ CJ Taylor ■ Conrad Chapais ■ Calvin Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team distributed an update for winter programs. The first update included a Field Notice for Wolverine Den Surveys taking place in advance of tree clearing activities for the upcoming Groundwater and Geochemistry field program, and noted that the Groundwater and Geochemistry Program was delayed and is expected to start after the Wolverine Den Surveys. The second update was that the Ungulate Aerial Survey was delayed due to needing optimal snow conditions. The third update was that the second round of Furbearer Ground Track Surveys are expected to start later in February. Links to videos about wolverines, groundwater, ungulates and furbearers were included, along with a link to the website for notices. Notices for the Groundwater and Geochemistry Program, Wolverine Den Surveys and Combined Winter Field Programs were attached.
Mar 01, 2022	Phone		X	<ul style="list-style-type: none"> ■ Jennifer Duncan 	<ul style="list-style-type: none"> ■ Community Consultant 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an introduction to Ginoogaming representative to introduce the new primary contact for the Project - Ish Chowdhury.

Consultation and Engagement Log– Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Mar 01, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ CJ Taylor ■ Conrad Chapais ■ Calvin Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent a follow up email to Ginoogaming representatives to introduce the new primary contact for the Project - Ish Chowdhury.
Mar 03, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ CJ Taylor ■ Conrad Chapais ■ Calvin Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team distributed an update for the wolverine hair snag program confirming crews will be making the monthly trip to re-bait hair snag traps from March 6 – 16, 2022. In an effort to avoid programs during the traditional goose hunt, it was noted that around 30 bird autonomous recording units would be placed in the study area during this time. A Discussion Guide will be provided shortly with questions asking for input on future locations of the units. The Winter Field Notice was attached, and a link to the wolverine video was included.
Mar 09, 2022	Phone		X	<ul style="list-style-type: none"> ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Environmental Services Coordinator 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant called Kimberly Jorgenson to follow up on the IKSA and the IK Program in general. <ul style="list-style-type: none"> – Ginoogaming First Nation is delayed in hiring staff, hindering their ability to advance the Project-specific IK Study. – Following the Marathon Palladium Project Environmental Assessment Review Panel on April 4, 2022 the community should have more capacity to participate in the IK Program. – A Community Coordinator has been hired.

Consultation and Engagement Log– Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
							<ul style="list-style-type: none"> – Travel to the community and in-person meetings should help to facilitate the Project-specific IK Studies, once travel restrictions are lifted. ■ Kimberley Jorgenson and the Project Consultant discussed the IK Program schedule and agreed that having a date to work towards a meeting would be helpful. The Project Consultant also highlighted the two workshops that the Project Team is hoping to host with Ginoogaming First Nation related to IK and ATRI. ■ The Project Consultant reiterated that the IK Team is available to meet to share information on the Project and the IK Program, and that she can resend any information the community may need to assist them in participating in the IK Program.
Mar 09, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Marianne Echum ■ Conrad Chapais ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team distributed an update confirming the Wolverine Den Surveys, in advance of the Groundwater and Geochemistry program, will take place from March 11 - 15, 2022. The Groundwater and Geochemistry program is anticipated to start shortly after the wolverine den surveys. It was also noted field crews are awaiting appropriate weather to conduct the last round of furbearer surveys, with a modified methodology, and dates will be provided once confirmed. The Wolverine Den Survey Field Notice, Groundwater and Geochemistry Field Notice and Winter Field Notice were attached, and links to the wolverine, furbearer and groundwater videos were included.

Consultation and Engagement Log– Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Mar 15, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Marianne Echum ■ Conrad Chapais ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the combined February / March E-Blast to Ginoogaming First Nation. The E-Blast included a Project update video, Bird and Spring Programs Discussion Guides and an overview of recently completed and upcoming field studies and their approximate timelines. A link to the website with more detailed information was provided.
Mar 17, 2022	Email		X	<ul style="list-style-type: none"> ■ Calvin Taylor 	<ul style="list-style-type: none"> ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent Calvin Taylor, Ginoogaming First Nation, an introduction letter and job posting for the Community Coordinator Program. The letter provided information on key Community Coordinator program details, deadlines and a request for who should be hired as the Community Coordinator. There had been a bounce back with CJ Taylor, just sent to Calvin as a way to confirm the message was received.
Mar 17, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Marianne Echum ■ Conrad Chapais ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent Jennifer Duncan, Ginoogaming First Nation, an introduction letter and job posting for the Community Coordinator Program. The letter provided information on key Community Coordinator program details, deadlines and a request for who should be hired as the Community Coordinator.

Consultation and Engagement Log– Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Mar 17, 2022	Email	X		<ul style="list-style-type: none"> ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Community Consultant 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an automated response that Kimberly Jorgenson is out of office.
Mar 17, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Conrad Chapais ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the combined February / March E-Blast to Ginoogaming First Nation. The E-Blast included a Project update video, Bird and Spring Programs Discussion Guides and an overview of recently completed and upcoming field studies and their approximate timelines. A link to the website with more detailed information was provided. Sent Calvin Taylor an email since email to CJ Taylor had bounced back. Also asked if confirmation could be made to CJ Taylors email.
Mar 17, 2022	Email		X	<ul style="list-style-type: none"> ■ Calvin Taylor 	<ul style="list-style-type: none"> ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant provided the February / March E-Blast to Calvin Taylor, Ginoogaming First Nation. Previous email bounce backs had occurred and so confirmation of the updated email was requested.
Mar 28, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Conrad Chapais ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed Jennifer Duncan, Ginoogaming First Nation, with a follow up to the most recent communications that were sent out with regards to the Community Coordinator Program, the February / March E-Blast, Bird and Spring Discussion Guides and the IK program and insight to ATRI.

Consultation and Engagement Log– Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Mar 29, 2022	Phone		X	<ul style="list-style-type: none"> ■ Jennifer Duncan 	<ul style="list-style-type: none"> ■ Community Consultant 	<ul style="list-style-type: none"> ■ MFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant called Jennifer Duncan, Ginoogaming First Nation, with a follow up to the most recent communications that were sent out with regards to the Community Coordinator Program, the February / March E-Blast, Bird and Spring Discussion Guides and the IK program and insight to ATRI. Also inquired to CJ Taylor's contact information.
Mar 29, 2022	Email	X		<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Marianne Echum ■ Conrad Chapais ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team received email from Kim Jorgenson, regarding primary contacts, to remove certain contacts and include others. Importantly, they wanted additional time to discuss and consider participating in the Community Coordinator program.
Mar 29, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Conrad Chapais ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team distributed an update on the last round of winter furbearer surveys scheduled for April 1-5, 2022 during which, remaining wolverine denning surveys will be completed in advance of the Groundwater and Geochemistry Field program. The email included an Early Spring Field Notice, providing advanced notice of upcoming field programs taking place between March - May 2022 and includes links to the Bird Discussion Guide and Spring Programs Discussion Guide. The Winter Field Notice, Wolverine Den Survey Field Notice and Early Spring Field Notice were attached, and a links to the Project website and furbearer video were included.

Consultation and Engagement Log– Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Apr 05, 2022	Email		X	<ul style="list-style-type: none"> ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Environmental Services Coordinator 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Kimberley Jorgenson, Ginoogaming First Nation Consultant, to follow up on the IK Sharing and Funding Agreements and the Project-specific IK / ILRU Studies. The MFFN CAR Project Consultant inquired if the community needed anything to assist them in the work and offered to meet to discuss the IK Program or the Project in general.
Apr 07, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant emailed to confirm updates made to the Project contact list as directed. A meeting was also offered to discuss the Project, Community Coordinator Program or IK Program.
Apr 27, 2022	Email	X		<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle ■ Kelly Fortier 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email from Kim Jorgenson, Ginoogaming First Nation Consultant wanting to set up a technical meeting with the MFFN CAR team and Ginoogaming First Nation to learn more about the IK and Community Coordinator program on May 3, 2022. It was noted that the community would be interested in discussing the current IK program, the status of the draft IK data sharing agreement and to better understand how the Community Coordinator program is aligned with the IK program.

Consultation and Engagement Log– Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Apr 27, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle ■ Kelly Fortier 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent an email to Kimberly Jorgenson, Ginoogaming First Nation Consultant, to set up a time for Ginoogaming First Nation's technical meeting. The MFFN CAR Project Consultant had suggested to meet for May 3, 2022 at 11:00AM, aiming to confirm with the MFFN CAR project Team by end of week. The MFFN CAR Project Consultant inquired whether Chief Taylor would be attending and gave Kimberly an idea that the meeting would be presentation style.
Apr 28, 2022	Email	X		<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle ■ Kelly Fortier 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email from Kimberly Jorgenson, Ginoogaming First Nation Consultant, confirming the proposed meeting on May 3 at 11:00AM EST and she requested that all Ginoogaming First Nation contacts for the MFFN CAR Project be invited to the virtual meeting.

Consultation and Engagement Log– Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Apr 29, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle ■ Kelly Fortier 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to Kimberly Jorgenson, Ginoogaming First Nation Consultant, and confirmed the meeting time for May 3 at 11:00AM EST worked for the Project Team. ■ The MFFN CAR Project Consultant also provided the technical presentation regarding the IK agreement and community coordinator program in advance of the meeting to allow Ginoogaming First Nation to review the material. ■ Along with the presentation, The MFFN CAR Project Consultant provided the community coordination job posting along with the general IK Sharing and Funding Agreement templates.
Apr 29, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle ■ 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the April E-Blast to Ginoogaming First Nation. The E-Blast included field study updates, an overview of upcoming field studies, an update on the IK Program submission deadline and upcoming opportunities to meet the MFFN CAR Project Team in-person at PDAC and at the first PIC for the EA in June 2022.

Consultation and Engagement Log– Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
May 03, 2022	Email	X		<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle ■ Kelly Fortier 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Consultant ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email from Councillor Kelly Fortier, Community Health Representative for Ginoogaming First Nation, that she will not be able to attend the technical meeting for May 3, at 11:00AM. This meeting would be regarding insights to the IK and Community Coordinator program, paired with a number of topics expressed in the February – March E-Blast.
May 03, 2022	Email	X		<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle ■ Kelly Fortier 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Consultant ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email from Councillor Kelly Fortier, Community Health Representative for Ginoogaming First Nation, that she is available on Thursday, May 5 or Friday, May 6 at 11:00AM if the technical meeting can be rescheduled.

Consultation and Engagement Log– Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
May 03, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle ■ Kelly Fortier 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant followed up with Kimberly Jorgenson, Ginoogaming First Nation Consultant, and let her know we would reschedule the meeting at the request of Kelly Fortier, Community Health Representative for Ginoogaming First Nation, and aim for the following Thursday, May 5, or Friday, May 6 at 11 a.m.
May 03, 2022	Email	X		<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle ■ Kelly Fortier 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email from Chief Sheri Taylor, Ginoogaming First Nation, noting that they will be in another meeting at the same time and to reschedule to next week.

Consultation and Engagement Log– Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
May 03, 2022	Email	X		<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle ■ Kelly Fortier 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Consultant ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email from Kimberly Jorgenson, Ginoogaming First Nation Consultant that she had spoken with Calvin Taylor, Lands & Resource Manager at Ginoogaming First Nation, and requested to have the meeting be rescheduled for next week Thursday, May 12 or Friday, May 13 at 11:00AM. Having the Chief and Council present is important.
May 03, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle ■ 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant followed up with Chief Sheri Taylor, Ginoogaming First Nation, and let them know that after speaking with the Project Team, an invitation will be sent out for Friday, May 13th, for 11:00AM for the technical meeting. The MFFN CAR Project Consultant followed up with Chief Sheri Taylor, Ginoogaming First Nation, and let them know that after speaking with the MFFN CAR Project Team, an invitation will be sent out for Friday, May 13th, for 11:00AM for the technical meeting.

Consultation and Engagement Log– Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
May 04, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle ■ Kelly Fortier 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Consultant ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant followed up with Kimberly Jorgenson, Ginoogaming First Nation Consultant, letting her know that preparations were being made for the meeting to be held on May 13, at 11 a.m. The MFFN CAR Project Consultant also inquired if Ginoogaming First Nation would like a representative from Ontario's Ministry of Northern Development and Mines to attend the technical meeting for Ginoogaming First Nation.
May 04, 2022	Email	X		<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle ■ Kelly Fortier 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Consultant ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email from Kimberly Jorgenson, Ginoogaming First Nation Consultant, that there is no need for a representative from Ontario's Ministry of Northern Development and Mines to be involved, and that the meeting was relationship building between the proponent and GFN.

Consultation and Engagement Log– Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
May 05, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle ■ Kelly Fortier 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Consultant ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant acknowledged Kimberly Jorgenson, Ginoogaming First Nation Consultant, confirmation of not needing a representative from Ontario's Ministry of Northern Development and Mines at the meeting.
May 11, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle ■ Kelly Fortier 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Consultant ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team distributed the Physiography, Terrain & Soils Field Notice and an update for May field programs to Ginoogaming First Nation. The Physiography, Terrain and Soils field study will be starting at the end of May. The Wolverine Hair Snag Survey / Bird Autonomous Recording Units / Remote Camera Check and Caribou Mortality Investigation will be ongoing until May 16, 2022. The Aerial Waterfowl Migration Surveys will be conducted May 12 - 16, 2022. Questions, comments or feedback were requested about the programs.

Consultation and Engagement Log– Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
May 11, 2022	Email	X		<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle ■ Kelly Fortier 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Consultant ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email from Kimberly Jorgenson, Ginoogaming First Nation Consultant, that after speaking with Calvin Taylor, Lands & Resource Manager, that Chief Sheri Taylor would not be able to attend the technical meeting, and that hopefully Councillor Kelly Fortier, Community Health Representative, will make it.
May 12, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle ■ Kelly Fortier 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Consultant ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant followed up with Kimberly Jorgenson, Ginoogaming First Nation Consultant, acknowledging that Chief Sheri Taylor, Ginoogaming First Nation, would not be able to attend.

Consultation and Engagement Log– Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
May 12, 2022	Email	X		<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle ■ Kelly Fortier 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Consultant ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email from Kimberly Jorgenson, Ginoogaming First Nation Consultant, that due to a tragedy in the community, the meeting would have to be postponed out of respect. Ginoogaming First Nation will find an alternative time and reschedule.
May 12, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle ■ Kelly Fortier 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Consultant ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant emailed Kimberly Jorgenson, Ginoogaming First Nation Consultant, acknowledging the tragedy and understanding to set up a time in the future out of respect.

Consultation and Engagement Log– Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
May 27, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle ■ 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the May E-Blast to Ginoogaming First Nation. The E-Blast included field study updates, an overview of upcoming field studies, an update on the IK Program submission deadline and upcoming opportunities to meet the MFFN CAR Project Team in-person at the EA / IS Introduction PIC #1 in June 2022.
May 30, 2022	Email	X		<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle ■ Kelly Fortier 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Community Member Advisor ■ MFFN CAR Project Consultant ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant followed up with Kimberly Jorgenson, Ginoogaming First Nation Consultant, inquiring if there would be an opportunity to set up a time for a technical meeting, since the last one was postponed due to a tragedy in the community.

Consultation and Engagement Log– Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
May 30, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Lisa Echum ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team distributed the Surface Water, Fish and Fish Habitat Field Notice to Ginoogaming First Nation. The Surface Water Fish and Fish Habitat field study will be starting mid to late June. Questions, comments or feedback were requested about the programs via the Discussion Guide, and a link to a video was also provided.
May 31, 2022	Email	X		<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email noting Ginoogaming First Nation is meeting next week to discuss timing for a meeting with the MFFN CAR Project Team.
Jun 01, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant emailed to thank Ginoogaming First Nation for the update provided regarding a meeting with the MFFN CAR Project Team.

Consultation and Engagement Log– Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Jun 01, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant emailed Kimberly Jorgenson, Ginoogaming First Nation Community Consultant, on June 1, encouraging a date to meet to discuss the IK program and Community Coordinator Program before or after the week of June 27, 2022 for Ginoogaming FN's technical meeting.
Jun 07, 2022	Email	X		<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email from Kimberly Jorgenson, Ginoogaming First Nation Community Consultant and suggested a meeting on July 5.
Jun 08, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant followed up with Kimberly Jorgenson suggesting Ginoogaming First Nation to attend the first hour of an upcoming PIC on June 29 at the Geraldton Community Center, or a few hours prior to the event.

Consultation and Engagement Log– Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Jun 10, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team distributed the Vegetation Field Notice to Ginoogaming First Nation noting that the program is starting mid-July. Questions, comments or feedback were requested about the programs via the Discussion Guide, and a link to a video was also provided. Dates for several other upcoming field programs were also confirmed.
Jun 13, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team sent out a notice for PIC #3 for the EA / IS Introduction on June 27, 2022 in Thunder Bay and June 29, 2022 in Geraldton for an opportunity to meet the MFFN CAR Project Team and share feedback, ideas and values related to the Project. Indigenous community members were invited to join early for the first hour of each meeting and the public can join afterwards. A formal notice was attached, along with a link to the website with the notice translated in French, Ojibway, Cree and Oji-Cree.
Jun 17, 2022	Email	X		<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email noting an in-person informal meeting may work for June 29, 2022, followed by a virtual meeting with Ginoogaming First Nation the morning of July 5, 2022

Consultation and Engagement Log– Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Jun 17, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant emailed Kimberly Jorgenson, nothing availability of the MFFN CAR Project Team is being confirmed regarding a meeting on July 5, 2022. The MFFN CAR Project Consultant also asked whether Conrad Chapais was still a contact with Ginoogaming First Nation.
Jun 17, 2022	Email	X		<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant received an email confirming removal of Conrad Chapais in the Project contact list since he was no longer working in the Lands & Resource Department for Ginoogaming First Nation.
Jun 22, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant sent an email to invite Ginoogaming First Nation to the PIC #3.

Consultation and Engagement Log– Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Jun 22, 2022	Phone		X	<ul style="list-style-type: none"> ■ Kimberly Jorgenson 	<ul style="list-style-type: none"> ■ Environmental Services Coordinator 	<ul style="list-style-type: none"> ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant called Kimberly Jorgenson, Community Consultant, to invite Ginoogaming First Nation to the PIC #3. After getting redirected to a voice messaging system, the Project Consultant left a voicemail expressing they would also follow up with an email.
Jun 23, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant emailed inquiring whether Ginoogaming First Nation will be able to attend prior to the PIC on June 27, 2022 in Thunder Bay or on June 29, 2022 in Geraldton. Confirmation of attendance was requested by June 27, 2022. The MFFN CAR Project Consultant also expressed that the MFFN CAR Project Team is available to conduct a virtual meeting on the week of July 4, 2022.
Jun 24, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed the June E-Blast to Ginoogaming First Nation. The E-Blast included details to meet the MFFN CAR Project Team in-person at PIC #3 in Thunder Bay on June 27 and Geraldton on June 29 as well as field study updates, an overview of upcoming field studies and an update on the IK Program submission deadline.

Consultation and Engagement Log– Ginoogaming First Nation							
Communication Date	Method of Engagement	Incoming	Outgoing	Contact Name	Contact Title	Project Team	Summary
Jun 27, 2022	Email	X		<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team received an email o from Kimberly Jorgenson, Ginoogaming First Nation Community Consultant that expressed Ginoogaming FN would not be able to attend the in-person meeting on June 29, and instead Ginoogaming First Nation were interested in the virtual meeting for July 5 at 3:00pm.
Jun 27, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team ■ MFFN CAR Project Consultant 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Consultant emailed to confirm availability of the MFFN CAR Project Team is being confirmed for 3:00pm on July 5, 2022 for a virtual meeting.
Jun 30, 2022	Email		X	<ul style="list-style-type: none"> ■ Sheri Taylor ■ Peter Rasevych ■ Leslie Onabigon ■ Eugene Labelle ■ Maurice Waboose ■ Calvin Taylor ■ CJ Taylor ■ Kimberly Jorgenson ■ Jennifer Duncan ■ Marianne Echum ■ Mandy Labelle 	<ul style="list-style-type: none"> ■ Chief ■ Special Project Officer ■ CCLO (ENDM) ■ Economic Development Officer ■ Councillor ■ Councillor ■ Environmental Services Coordinator ■ Community Consultant ■ Councillor ■ Councillor 	<ul style="list-style-type: none"> ■ MFFN CAR Project Team 	<ul style="list-style-type: none"> ■ The MFFN CAR Project Team emailed Ginoogaming First Nation to thank those who joined PIC #3 in Thunder Bay and Geraldton. A link to all PIC #3 materials on the website was shared, as well as an online feedback form with a deadline of July 13, 2022.



Weseluck, Lauren <[REDACTED]>

FW: Request for hardcopy of EA and Draft copy of Table of Contents - MFCAR

Angelis, Niki <[REDACTED]>
 To: "Cugnet, Jaimie" <[REDACTED]>, "Quigley, Iain" <[REDACTED]>, "Weseluck, Lauren" <[REDACTED]>, "Ratajczak, Gabbie" <[REDACTED]>
 Cc: "Jara Moreno, Lucia" <[REDACTED]>, "McEwen, Kate" <[REDACTED]>

Thu, Sep 12, 2024 at 10:56 AM

Good morning,

Similar to the August 9, 2024 correspondence from Jennifer Duncan on behalf of Matawa First Nations Management, Long Lake 58 First Nation, Constance Lake First Nation and Ginoogaming First Nation, I followed up with her on her request for a Table of Contents from the Draft EA / IS.

The email went out to Jennifer and the Cc'd key contacts for those communities. Like last time, you do not need to take any action on this – but wanted to make you aware of the outreach so you can make your staketracker entries when the time comes.

Best,

Niki

From: Angelis, Niki
Sent: Wednesday, September 11, 2024 4:24 PM
To: 'Jennifer Duncan' <[REDACTED]>
Cc: 'Kimberly Jorgenson' <[REDACTED]>; 'Holly Pyhtila' <[REDACTED]>; 'Alanna Robbins' <[REDACTED]>; 'Amanda Misnakoshkang' <[REDACTED]>; 'Micheal Fisher' <[REDACTED]>; 'Bertha Sutherland' <[REDACTED]>; Andrea Nokleby <[REDACTED]>; 'LRManager' <[REDACTED]>; 'Calvin Taylor' <[REDACTED]>; 'Wayne Neegan' <[REDACTED]>
Subject: RE: Request for hardcopy of EA and Draft copy of Table of Contents - MFCAR

Good afternoon Jennifer,

I hope you are well.

I wanted to follow up with you regarding your earlier request from August 9, 2024 for the Table of Contents of the upcoming Draft EA / IS.

Please find the draft table of contents below and be advised that it is still subject to change:

1. Our Story
2. Why we need this road
3. Our roles
4. How we selected our road
5. Roles of the regulators
6. Our approach
7. The engineering of our road
8. Life on our land
9. How our road could change our land
10. Cumulative effects
11. How the environment and other factors can affect our road
12. We listened
13. Our changing climate
14. Contributions to sustainability
15. What is next

In addition to the above chapters there will also be supporting documents attached to the draft, including the technical reports of the valued component studies (this list is also subject to change):

-

Water

- Fish, Fish Habitat
- Groundwater and Geochemistry
- Peatlands
- Surface Water

People

- Acoustic and Vibration Environment

10/2/24, 2:29 PM

Dillon Consulting Limited Mail - FW: Request for hardcopy of EA and Draft copy of Table of Contents - MFCAR

- Archaeology
- Atmospheric and GHG
- Cultural Heritage
- Visual
- Human Health
- Social
- Land and Resource Uses
- Climate Adaptation and Resiliency
- Economic
- ATRI

Land

- Physiography, Terrain and Soils
- Ungulates
- Wildlife
- Vegetation
- Birds

Please let me know if you have any questions.

Sincerely,

[Quoted text hidden]



Quigley, Iain <[REDACTED]>

Re: area of archaeological interest

Quigley, Iain <[REDACTED]>
To: Shelly Rahme <[REDACTED]>
Cc: Lauren Weseluck <[REDACTED]>
Bcc: Lucia Jara Moreno <[REDACTED]>

Fri, Sep 20, 2024 at 10:16 AM

Good morning Shelly,

I just tried to give you a call and left you a voicemail but this is a summary of what I had wanted to discuss:

This information that you had requested has been prepared by the archaeology team. As archaeological work is still ongoing, new information is still being found and any relevant information has been included in the document that the team has prepared. The document is currently going through the final review by the Project team and as soon as the review is complete we will get this information to you.

I've cc'd Lauren to this email, who I understand you have worked with in the past and she is happy to continue these discussions with you while I'm away September 23 - October 7.

Lauren's phone number is [REDACTED]

I am available to discuss this as well until the end of the day today, my phone number is [REDACTED]

[Quoted text hidden]

[Quoted text hidden]



Weseluck, Lauren <[redacted]>

MFFN Community Access Road - About the Draft EA / IS

Weseluck, Lauren <[redacted]> Thu, Sep 26, 2024 at 9:48 PM
 To: [redacted]
 Cc: [redacted], Kimberly Jorgenson, Qasim Saddique, Jennifer Bruin <[redacted]>, Bob Baxter <[redacted]>, Lawrence Baxter <[redacted]>, [redacted]
 Bcc: Iain Quigley <[redacted]>

Dear Chief Sheri Taylor,

Please find attached a letter and frequently asked questions (FAQ) regarding the circulation of the **Draft Environmental Assessment / Impact Statement Report (Draft EA / IS)** for the Marten Falls First Nation Community Access Road for your community's review and comment.

The Draft EA / IS, and supporting documents, will describe how the preferred route was determined and identify how the proposed Community Access Road may affect the social, cultural, economic and natural environment.

As we prepare to submit the Draft EA / IS, we want to ensure your community has easy access to the documents and has identified a key community contact to help guide the review process.

Please fill out this questionnaire to identify a key contact and preferences related to the review process: [redacted]

We will be in touch in the Fall to discuss these matters with you but if you have any questions or concerns in the meantime, please do not hesitate to contact me.

Sincerely,
Lauren Weseluck



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

2 attachments

- 2024-09-25 - About the Draft EA IS Process_GinoogamingFirstNation.pdf**
351K
- FAQ - Draft EA IS - September 2024.pdf**
1042K



September 25, 2024

Ginoogaming First Nation
[REDACTED]
[REDACTED]
[REDACTED]

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

Dear Chief Sheri Taylor,

This letter is to update you on the proposed Marten Falls First Nation (MFFN) Community Access Road and the circulation of the **Draft Environmental Assessment / Impact Statement Report (Draft EA / IS)** to Indigenous communities, the public and regulators for review and comment.

The Draft EA / IS, and supporting documents, will describe how the preferred route was determined and identify how the proposed Community Access Road may affect the social, cultural, economic and natural environment. Your input on the Draft EA / IS (e.g., on specific technical documents, proposed impact management and follow up measures, cumulative effects assessment, EA / IS conclusions, and on confirmation that input was captured appropriately) will help us prepare the Final EA / IS.

As we prepare to submit the Draft EA / IS, we want to ensure your community has easy access to the documents and has identified a key community contact to help guide the review process. We will be in touch in the Fall to discuss these matters with you.

Coming Soon for Your Review

Your input to these important planning documents is invaluable, and we want to ensure you have advance notice of when the Draft EA / IS will be circulated and what will be included in it. Some Indigenous communities have indicated that they would like time to review documents in advance of public release, so we're providing Indigenous communities early access to the Draft EA / IS this winter with a minimum review period of 120 days (additional time will be provided if the review period overlaps with the year-end holidays).

The Draft EA / IS will be circulated to the public and regulators 60-days following the Indigenous communities review period. Individual members of an Indigenous community are welcome to provide their own comments in addition to those provided on behalf of their community during the 60-day public review period. The exact review dates will be provided once confirmed.





We're Here to Help

The MFFN Community Access Road Project Team is available to support your community during the Draft EA / IS review process.

In addition to publishing plain language summaries to help guide you through the technical documents, we are planning activities to help prepare you for the review process. We will:

- Release a new webinars series on topics we've heard are of interest to you including: The Final Route for the Community Access Road and How the Road will be Constructed.
- Launch new videos to describe the final route for the Community Access Road and to provide an overview to the Draft EA / IS, including ways you can provide feedback.
- Host Public Information Center #6 to provide an update on the Community Access Road, share the Draft EA / IS report, answer questions and gather your feedback; and
- Three-Road Gathering & Expo #2.

We will also be available for—and encourage—meetings to review chapters and technical reports of interest to your community. If you have questions or if you would like to schedule a meeting to discuss, please contact us. We are happy to meet with you.

Be ready!

The Draft EA / IS will be a large document (approximately 500 - 1000 pages) and include thousands of pages of supporting documents (ranging from the technical documents to the Record of Consultation & Engagement).

We encourage you to book time with us before circulation of the Draft EA / IS to discuss how you would like to receive the Draft EA / IS from us and how best we can support you in your review.

Provincial Funding Support

The Province of Ontario continues to offer funding agreements with eligible communities to participate in the review of the Draft and Final EA / IS through the Participant Funding Initiative. They will be reaching out to you separately to discuss resources needed by the community to take part in the extended review period of the Draft EA / IS.

Funding for the Community Coordinator Program Is Still Available

We remind you that it is still possible to benefit from the help of a Community Coordinator. This person would be the primary point of contact between your community and the MFFN





Community Access Road Project Team as we work through the environmental assessment process.

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

If you would like a Community Coordinator in your community, this position will receive \$25 per hour and is expected to require approximately 16 hours per week up to summer 2025. We are flexible with respect to payment terms (e.g., to an individual or to the band council) and are open to discussing what works best for your community. Please reach out for more information!

Don't hesitate to be in touch! We're happy to support you through this review.

We thank you for your continued participation and collaboration as we work towards building the Community Access Road.

Sincerely,



Qasim Saddique
Project Director



Lawrence Baxter
Senior Community Member Advisor

Cc:

- Qasim Sadique, Project Director, MFFN Community Access Road Project Team
- Lawrence Baxter, Senior Community Advisor, MFFN Community Access Road Project Team
- Bob Baxter, Senior Community Member Advisor, MFFN Community Access Road Project Team
- Jennifer Bruin, Technical Advisor, MFFN Community Access Road Project Team
- Paul MacInnis, Senior Advisor, Ministry of Mines
- Sasha McLeod, Special Project Officers, Ministry of the Environment
- Dorothy Moszynski, Special Project Officers, Ministry of the Environment
- Chief Sheri Taylor, Ginoogaming First Nation





- Calvin Taylor, Ginoogaming First Nation
- Andrew Waboose, Ginoogaming First Nation
- Leslie O’Nabigon, Ginoogaming First Nation
- Kelly Fortier, Ginoogaming First Nation
- CJ Taylor, Ginoogaming First Nation
- Jason Chapais, Ginoogaming First Nation
- Samantha Gerrard, Ginoogaming First Nation
- Shelly Rahme, Ginoogaming First Nation
- Jennifer Duncan, Consultant, Ginoogaming First Nation
- Kimberly Jorgenson, Consultant, Ginoogaming First Nation





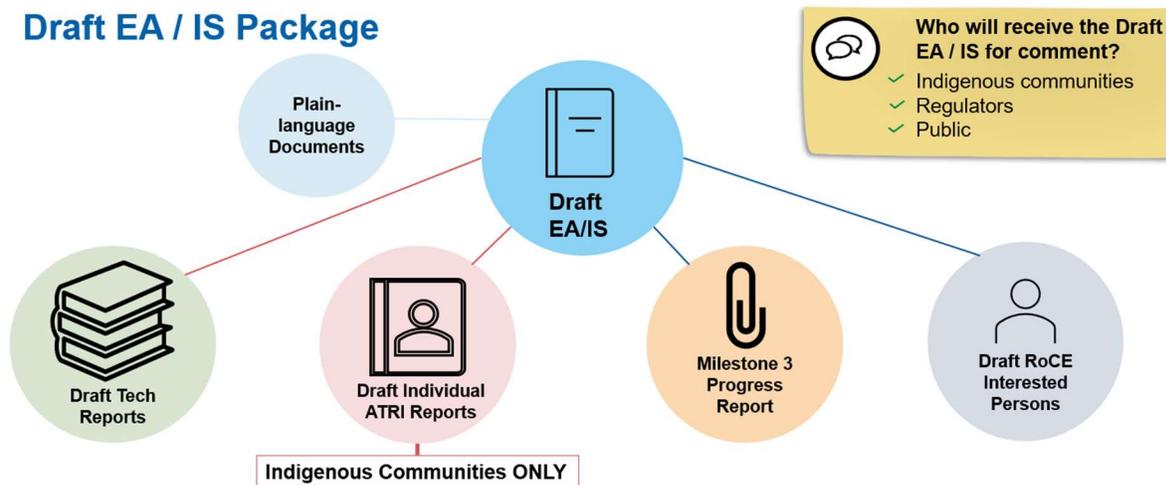
Frequently Asked Questions – Draft EA / IS

Issued September 2024

What is included in the Draft Environmental Assessment / Impact Statement Report (EA / IS)?

The Draft EA / IS will be a large document (approximately 500 - 1000 pages) which includes thousands of pages of supporting documents. These range from technical documents on valued components (like noise, air quality, peatlands—see below question for a full list), individual Aboriginal and Treaty Rights and Interests (ATRI) reports, to the Records of Consultation & Engagement. We are here to help in your review—plain-language versions of select documents will be made available, and we encourage you to book time with us to discuss before we circulate the Draft EA / IS.

Draft EA / IS Package



How have Indigenous communities influenced the Draft EA / IS?

Through consultation activities, the Marten Falls First Nation (MFFN) Community Access Road Project Team has collected feedback, information and Indigenous Knowledge to inform the final route selection and support the development of the Draft EA / IS. The ATRI / Three-Road Forums and Gatherings and Individual Community ATRI Existing Conditions Reports have facilitated the sharing of Indigenous Knowledge and provided a forum for open discussion around the proposed Community Access Road. The MFFN Community Access Road Project Team has engaged 22 Indigenous communities over the course of the environmental assessment process, working with key contacts and representatives of the communities who have provided their expertise, asked questions, and flagged concerns and issues that should be addressed and included in the Draft EA / IS.





Why is it important to provide your comments on the Draft Environmental Assessment / Impact Statement Report (Draft EA / IS)?

We are providing a Draft EA / IS to Indigenous communities, the public and regulators to allow for an early review of our information, approach and findings. Your input on the Draft EA / IS will inform the preparation of the Final EA / IS and allow us to incorporate your input and consider concerns related to the proposed Community Access Road.

How long do I have to review and provide comments on the Draft EA / IS?

Members of the Indigenous communities we are engaging will have access to the Draft EA / IS this winter via their community's key contact (identified by your Chief and Council). Indigenous communities have a minimum of 120 days to review and comment on the Draft EA / IS. If the 120 days overlap with year-end holidays; then additional time will be added to compensate. Access to the Draft EA / IS for Indigenous communities is 60-days in advance of the public and regulators' review period. The exact review dates will be provided once confirmed.

How and when will we get responses to the questions or comments that we provide on the Draft EA / IS?

Comments and questions received during the review process will be recorded and responses tracked and addressed, where possible, in the Final EA / IS. In addition, during the review period, we encourage you to contact us to schedule a meeting so that we can discuss with you directly any questions or concerns you might have. Our intent, where appropriate, is to provide you an opportunity to review or discuss your comments and our proposed response in advance of submitting the Final EA / IS.

What is the difference between the Draft EA / IS and the Final EA / IS version?

The Final EA / IS will incorporate comments, questions and feedback received on the Draft EA / IS from Indigenous communities, the public and regulators. Additional information from studies not completed before the release of the Draft EA / IS may also be included (if applicable). Because the Final EA / IS will be submitted by MFFN to the Ministry of the Environment, Conservation and Parks (MECP) and the Impact Assessment Agency of Canada (IAAC) for a decision by the Minister and Cabinet, it is important that communities participate in consultation on the Draft EA / IS, so that their input can be considered or addressed in the final version.





Where do we send our comments and feedback on the Draft EA / IS?

Once the key contact has compiled your community's feedback, the comments / edits / questions can be sent to your MFFN Community Access Road Project Team contact or to the Community Access Road general email address: info@martenfallsaccessroad.ca.

How will my feedback be received if I am not an official representative of my community (e.g., key contact)?

Individual members of an Indigenous community are welcome to provide their own comments in addition to those provided on behalf of their community during the public review period. This input will be addressed along with other comments received from the public and regulators.

What Technical Reports are included in the Draft EA / IS?

The technical documents will include information on valued components existing conditions, effects assessment and cumulative effects.

The following technical reports are included in the Draft EA / IS.

1. Noise and Vibrations	10. Ungulates
2. Groundwater and Geochemistry	11. Air Quality and Green House Gas
3. Surface Water	12. Land Use
4. Fish and Fish Habitat	13. Human Health
5. Physiography, Terrain and Soils	14. Social
6. Peatlands	15. Economics
7. Vegetation	16. Visual
8. Wildlife	17. Aboriginal and / or Treaty Rights Interests (ATRI) / Indigenous Knowledge
9. Birds	

What are Cumulative Effects and the Inclusions List?

Cumulative Effects are the potential effects of the Community Access Road combined with the





effects of other past, present and reasonably foreseeable future projects and activities. On their own, individual project effects may be minor, but when considered together with other project effects they may become significant.

As part of the provincial EA and federal Impact Assessment (IA) process for the Community Access Road, an assessment of the potential cumulative effects is being completed. The preliminary project Inclusion List identifies potential projects that will be considered for inclusion in the Cumulative Effects Assessment, which will be part of the Draft EA / IS.

How have Indigenous communities been consulted?

Indigenous Knowledge Program

The purpose of this program was to empower Indigenous communities to share information on their land and resource use, cultural practices and values, and rights and interests in the study area. Participation in the program enabled participating communities to either share existing Indigenous Knowledge (IK) and Indigenous Land and Resource Use (ILRU) information (previously collected by communities) or to complete project-specific IK and ILRU Studies.

Community Coordinator Program

The Community Coordinator Program supports the Community Access Road activities, meetings and events, helping to make sure input is collected and shared back with the MFFN Community Access Road Project Team.

Community Coordinators strengthen our collective efforts related to the EA / IA process and allow for a more open and responsive consultation and engagement between Indigenous communities and the MFFN Community Access Road Project Team.

Reports

Through the EA / IA process, the MFFN Community Access Road Project Team has worked with Indigenous communities to produce reports including: ATRI Existing Conditions Report, Milestone #1 and #2 Reports, Cultural Heritage Report, Stage 1 and Stage 2 Archaeological Assessment Reports, and the Interim Record of Consultation and Engagement (RoCE).

In-person & virtual consultation activities

To date, our consultation efforts have included:

- Five in-person Public Information Centres (PICs), including dedicated hours for Indigenous Community members;
- 31 in-person or virtual meetings with 11 communities, including 8 in-person or virtual meetings with MFFN;
- Two in-person ATRI forums;





- An in-person Three-road Project Gathering & Expo;
- Attendance at several conferences, including the Prospectors & Developers Association of Canada (PDAC) conference and the Matawa First Nations Management gathering.
- Fourteen virtual webinars; and
- Ongoing outreach including phone calls emails, virtual meetings, and in-person meetings with communities and tribal councils.



Hello Alanna,

Thank you for reaching out.

Descriptions of the Draft EA / IS chapters are being drafted. I will follow up with the EA Team on when we can expect those and I will forward them to the group once they are available.

Sincerely,
Niki



Quigley, Iain [REDACTED]

MFFN CAR - MINES Contact List Additions

Quigley, Iain <[REDACTED]>
To: Shelly Rahme <[REDACTED]>
Bcc: Lucia Jara Moreno <[REDACTED]>

Wed, Oct 16, 2024 at 9:42 AM

Good morning Shelly,

I hope this email finds you well.

It has come to my attention that another contact was added to our contact list at the direction of MINES; Leslie O'Nabigon.

I wanted to confirm with you if this addition is appropriate or if Leslie should be removed from the list.

Thank you,
Iain



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



Quigley, Iain [redacted]

MFFN CAR - October Project Updates

Quigley, Iain <[redacted]>
To: Shelly Rahme <[redacted]>
Cc: "Naseer, Mishal" <[redacted]>
Bcc: Lucia Jara Moreno <[redacted]>, "McEwen, Kate" <[redacted]>

Tue, Oct 29, 2024 at 2:05 PM

Good afternoon Shelly,

Thanks for speaking with me yesterday, I know you had noted that you would send me an email with a list of the appropriate emails to include on these types of outreach messages, however I haven't heard back just yet so for now I've sent this just to you. But please let me know who to include in future emails! Please see below for October project updates related to the Marten Falls First Nation Community Access Road project:

In September, we sent you an email with a letter and FAQ in preparation for the release of the Draft EA / IS. As we prepare to submit the Draft EA / IS, we want to ensure your community has easy access to the documents and has identified a key community contact to help guide the review process.

Please fill out this questionnaire to identify a key contact and preferences related to the review process: [redacted]

I've also attached to this email the meeting summary from the August 1, 2024 meeting that took place between Ginoogaming First Nation and members of the MFFN CAR archaeology, and project teams. Please review this summary and if anything was missed or is incorrect please let me know. The information requested during this meeting regarding the western Washi exit site and Washi lake site is still with the project team for final approval, I apologize for the delay in getting this information to you.

I understand that Ginoogaming First Nation is collecting IK in the traditional way and is in talks with Aroland First Nation currently. I also understand that the IK funding agreement has been finalized and signed off, the only thing outstanding at this point is the IK sharing agreement. If needed I am happy to arrange a meeting to discuss this, or anything else further.

Kind regards,
Iain



Iain Quigley
[redacted]
[redacted]
[redacted]
[redacted]
www.dillon.ca

2024-08-01_MFFN CAR_Ginoogaming First Nation_Arch Meeting Summary_Final.docx
200K



Marten Falls First Nation (MFFN) Community Access Road (CAR) Archaeology Assessment Report Meeting Ginoogaming First Nation August 1st, 2024

Meeting Summary Report

This summary report has been prepared to provide an overview of the meeting that took place on Thursday, August 1st, 2024, between Ginoogaming First Nation, the IC Lead, the ATRI Team Member, the Archaeology Team, and Project Team.

Timing and Location

10:00 AM – 11:00 AM EST
Videoconference

Attendance: Hanna Daltrop (IC Lead), Mishal Naseer (MFFN CAR Project Consultant/ATRI Team), Jennifer Bruin (Project Team), Qasim Saddique (Project Team), Katelyn Price (Arch Team), Kayley Sherret (Arch Team), Leah Deveaux (Arch Team), Samantha Markham (Arch Team), Shelly Rahme (Ginoogaming First Nation)

Introduction / Purpose

This meeting was requested by Shelly Rahme, Ginoogaming First Nation, to discuss the work being done by the MFFN CAR Project's Archaeology Team. The purpose of the meetings was to discuss:

- Ginoogaming First Nation's comments on the Archaeological Assessment Report;
- The format through which Ginoogaming First Nation has, or will be reviewing the Archaeological Assessment Report;
- An overview of the work completed to-date by the Archaeology Team;
- Next steps and future opportunities for Ginoogaming First Nation and the Archaeology Team to connect.

Format and Attendance

The IC Lead and ATRI Team Member for Ginoogaming First Nation were present to facilitate the meeting and conversation and the Archaeology Team was present to provide an overview of their work and answer any questions from Ginoogaming First Nation. Members of Project Team were present to gain insight into this conversation and provide support where necessary. The meeting was largely comprised



of an unstructured conversation between Shelly Rahme, Ginoogaming First Nation and members of the Arch Team.

Overview of Discussion

- Shelly had not yet read the Archaeology Report and did not have comments.
- Shelly explained that she planned to have an Elder's Committee meeting the following week, at which time she would be providing an overview to the communities' Elders on the Archaeology report and work of the Archaeology team.
- Shelly would note the Elders' comments on the report and provide them to the IC Lead and Arch Team by August 7th.
- Shelly discussed the composition of the Elder's Committee, as there are members from other neighbouring communities.
- Shelly sought to clarify whether any Indigenous archaeologists were involved in the archaeology work to-date, and stated that she would like to see more Indigenous perspectives on this work.
 - o Project Team response: There are currently no Indigenous archaeologists on the project; members of Marten Falls First Nation and Aroland First Nation were present during fieldwork. If there are any Indigenous perspectives on archaeology within the alignment that we can add to our report write ups for subsequent reports/fieldwork we are happy to incorporate it moving forward.
- Shelly asked to be sent an Executive Indigenous Summary of the Archaeology Assessment Report and information about findings in the general project area, which the Arch Team committed to sending to Shelly.

Next Steps

- Shelly noted that she would follow up with the IC Lead the following day to confirm her requests of the Archaeology Team via email.
- The IC Lead and the Arch Team committed to liaise with one another to ensure Shelly received information that could be used during the Elder's Committee meetings in the future.



Quigley, Iain >

MFFN CAR - Milestone #3

1 message

Quigley, Iain <>
To: Shelly Rahme <>
Cc: "Naseer, Mishal" <>
Bcc: Lucia Jara Moreno <>

Fri, Nov 29, 2024 at 9:18 AM

Good morning Shelly,

I hope this email finds you well.

The Milestone #3 Progress Report for the Marten Falls First Nation Community Access Road has been drafted and is ready for review. The following link includes the Report and associated appendices to view or download, for Ginoogaming First Nation: <>

The Milestone #3 Progress Report covers June 1, 2023, to July 31, 2024.

We welcome any edits or comments to your community-specific section by **February 14, 2025**, before the reports are incorporated into the Draft Record of Consultation.

If you haven't already, please fill out this questionnaire to identify a key contact and preferences related to the review process: <>

If you have any questions or would like to schedule a meeting to discuss the reports and timeline, please reply to this email. We also kindly ask if you could let us know if you received this email and can view / download the documents successfully.

If you have any questions or comments about the Community Access Road, please reply to this email.

Please also note that I will give you a call next week to discuss some of the recent updates for the project, and that I'm always available to be reached at the phone number in my email signature during business hours.

Sincerely,
Iain



Iain Quigley
Dillon Consulting Limited
<>
<>
<>
www.dillon.ca



Quigley, Iain <[redacted]>

MFFN CAR - Recent Project Updates

Quigley, Iain <[redacted]> Fri, Dec 6, 2024 at 9:40 AM
 To: Shelly Rahme <[redacted]>
 Cc: "Naseer, Mishal" <[redacted]>
 Bcc: "Zielbauer, Kyla" <[redacted]>, Jodi Miles <[redacted]>

Good morning Shelly,

I just left you a voicemail and wanted to provide a follow-up email as well. The reason for my call was to discuss some of the recent project updates including:

- The transition of the community coordinator program to capacity funding, which includes a one-time lump sum payment of [redacted] to support Ginoogaming First Nation in the review of the Draft EA / IS.
- The Milestone #3 Progress Report which was sent via email on November 29, 2024.
- The appropriate contacts to include on emails, as you had previously noted that some staff and council members, in particular Chief Taylor, were receiving too many emails.

I also wanted to provide the document that the archaeology team has put together on the Washi lake/Washi exit sites, which I have attached to this email.

If you have any questions about these updates, or anything regarding the project in general please do not hesitate to reach out via email or phone, my contact information is below. I would also be happy to arrange a meeting if it would be beneficial to discuss anything in depth.

Kind regards,
Iain



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

MFCAR_2024-11-05-Stage1AA-aggreg-Site_Details.pdf
 763K



Draft Archaeology Technical Support Document: Additional Details – Archaeological Sites within 50 km of the CAR Study Area

November 2024



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AECOM: 2015-04-13

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Revision History

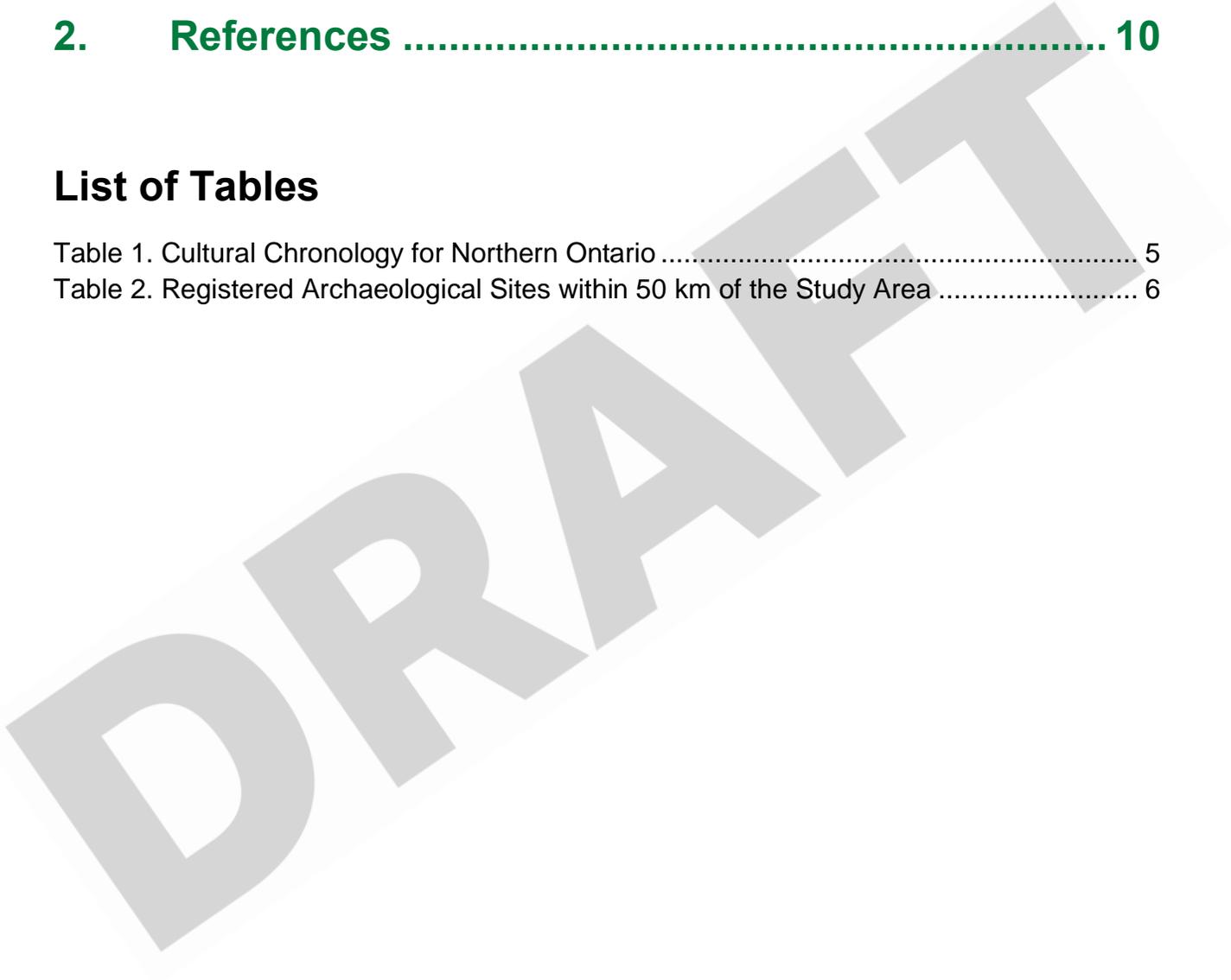
Revision Number	Date	Revised By:	Revision Description

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1. Context and Definitions

Table 1. Cultural Chronology for Northern Ontario

Archaeological Period	Culture	Time Period	General Archaeological Characteristics
Paleo	Plano	8000-4500 BC	<ul style="list-style-type: none"> – Lanceolate bifacial tools – Associated with large-game focused hunting – Sites often associated with relic shores north of the Upper Great Lakes
Archaic	Shield	5400-250 BC	<ul style="list-style-type: none"> – Broad spectrum seasonal resource exploitation – Development of environmental conditions like present – Slight reduction in group territory size – Introduction of copper tools – Highly mobile – Introduction of bow and arrow technology – Domestication of dogs
Middle Woodland	Laurel	700 BC – AD 1000	<ul style="list-style-type: none"> – Introduction of pottery – Introduction of horticultural production, primarily through trade – Development of distinctive Algonquian ceramic styles – Large earthen mounds in some regions (e.g. western end of Lake Superior)
Late Woodland	Blackduck Selkirk	AD 750-1650	<ul style="list-style-type: none"> – Diverse ceramics – out-flaring vessel rims, textile impressions, and puntates – Increasing variation in regional stylistic characteristics in various lithics and ceramics – Evidence of extensive-long range Indigenous trade activities – Communal burials
Contact Period Indigenous	Ojibway, Cree, Métis	AD 1650 – Present	<ul style="list-style-type: none"> – Early written records and treaties – Participation in fur trade – Mixture of Indigenous and European goods
Colonial Settlement		AD 1749 – Present	<ul style="list-style-type: none"> – Written records and treaties

Notes: Taken from Dawson (1984) and Wright (1981)

Definitions

Chert

- ◆ A type of sedimentary rock that when broken produces a sharp edge making it perfect for stone tools.

Hudson’s Bay Lowland Chert

- ◆ A local type of chert. Extensive trade networks are not required to use this material.

Flake

- ◆ The byproduct of the stone tool making process, called knapping. Knapping reduces a larger core of stone to a specialized tool. Flakes are typically small, thin and still very sharp.

Projectile Point

- ◆ A knapped stone arrowhead or spear head. Projectile points can sometimes be linked to certain time periods or cultural groups based on shape and size.

Biface

- ◆ A stone tool knapped on both sides that cannot be associated with any particular time period or cultural group.

Scraper

- ◆ A stone tool knapped on one side and used for working hides or wood by scraping the surface.

Multi-Component Site

- ◆ A site that consists of artifacts from multiple time periods.

1.1 Available Site Information

Table 2. Registered Archaeological Sites within 50 km of the Study Area

Borden #	Site Name	Cultural Affiliation/Period	Site Type	Development Status
Ejlp-1	Martin Falls House	Post-Contact Indigenous, Euro-Canadian	Hudson's Bay Company Trading Post	Further cultural heritage value or interest * (CHVI)
Eils-3	Floating Bottle	Pre-Contact Indigenous, Post-Contact	Scatter	Further CHVI
Eils-2	Washi Lake	Late Archaic or Early Initial Woodland	Scatter	Further CHVI
Eils-1	Gloucester House	Euro-Canadian	Hudson's Bay Company Trading Post	Further CHVI
Eilp-1	Caviar Site	Pre-Contact Indigenous, Post-Contact	Campsite	Further CHVI
Eilt-1	Claim Point	Pre-Contact Indigenous, Post-Contact	Scatter	Further CHVI
Eils-9	Middle Narrows	Post-Contact	Scatter	Further CHVI
Eils-8	Trap Set	Pre-Contact Indigenous	Scatter	Further CHVI
Eils-7	East of Narrows	Pre-Contact Indigenous	Scatter	Further CHVI
Eils-6	North Narrows	Pre-Contact Indigenous, Post-Contact	Scatter	Further CHVI
Eils-5	Western Washi Exit	Pre-Contact Indigenous	Scatter	Further CHVI
Eils-4	Twin Island	Pre-Contact Indigenous	Scatter	Further CHVI
Eilr-2	Twin Point	Pre-Contact Indigenous	Scatter	Further CHVI
Eilr-1	Baxter	Archaic, Post-Contact	Scatter	Further CHVI
Ehlt-7	Far East Beach	Late Archaic or Early Initial Woodland, Terminal Woodland	Scatter	Further CHVI
Ehlt-6	Fish Bones	Pre-Contact Indigenous	Scatter	Further CHVI
Ehlt-5	Lunch Point	Pre-Contact Indigenous	Scatter	Further CHVI
Ehlt-4	Stung Again	Pre-Contact Indigenous	Scatter	Further CHVI
Ehlt-3	Island View	Pre-Contact Indigenous	Scatter	Further CHVI
Ehlt-2	West Hebner River Exit	Terminal Woodland	Scatter	Further CHVI
Ehlt-1	East Hebner River Exit	Woodland	Scatter	Further CHVI

What is a Borden Number?

A Borden Number is a standardized way to identify the location of Canadian archaeological sites by latitude and longitude. The entire country is broken up into a grid and assigned letters by location and numbers by the number of sites within each letter “block”.

What is CHVI?

Cultural heritage value or interest (CHVI) is defined as according to the Ontario Government’s *Standards and Guidelines for Consultant Archaeologists* to determine if further archaeological work is legally required. This designation may not reflect the views of all Indigenous Nations regarding cultural value of archaeological sites.

Site Summaries

Ejlp-1 Martin Falls House

Recorded in 1976 by the Ontario Ministry of Culture and Recreation. Consists of a Hudson’s Bay Company trading post in operation between 1794-1923. No artifacts listed (OSDB).

Eils-3 Floating Bottle

Recorded in 1976 by Barry Newton on behalf of the Ontario Ministry of Culture and Recreation. The Floating Bottle Site (Eils-3) is a small multi-component site consisting of bottle glass, a white porcelain bead, iron artifacts, a Hudson Bay Lowland chert core and fragment of a Hudson Bay Lowland projectile point (Riddle 1981).

Eils-2 Washi Lake

Recorded in 1969 by K.C.A. Dawson on behalf of Lakehead University. The Washi Lake site (Eils-2) was still in use at the time of identification and consisted of a small scatter of lithic debitage and two projectile points. The artifact assemblage was interpreted to represent a late Archaic or early Initial Woodland occupation (Riddle 1981).

Eils-1 Gloucester House

Gloucester House was a significant Hudson’s Bay Company trading post located on Washi Lake. It was in operation from 1777 to 1818. The Gloucester House site (Eils-1) was first recorded in 1969 by K.C.A. Dawson on behalf of Lakehead University. The artifact assemblage consisted of a scatter of post-contact trading materials, including a porcelain bead, King George II coin (c. 1727-1739), and white clay pipe stem. The site has been noticeably impacted by looting (Riddle 1981).

Eilp-1 Caviar Site

There is one registered archaeological site within the Community Access Road study area, the Caviar Site (Eilp-1). This site was identified as part of an AECOM Stage 2 survey in 2020. The Caviar Site (Eilp-1) is a continually utilized campsite, showing evidence of extensive 20th and 21st century use, along exposed bedrock adjacent to the Albany River. The Stage 2 artifact assemblage consists of a circular biface manufactured on Hudson’s Bay Lowland chert. The site was registered with the Ontario Ministry of Citizenship and Multiculturalism and recommended for avoidance and protection from the Community Access Road project (AECOM 2020).

Eilt-1 Claim Point

Recorded in 1979 by David Riddle as part of the West Patricia Land Use Plan for the Ontario Ministry of Natural Resources. The Claim Point site (Eilt-1) was still in use at the time of identification and is a multi-

component site consisting of one Hudson Bay Lowland flake, an unknown riveted metal object and a portion of a copper kettle (Riddle 1981).

Eils-9 Middle Narrows

Recorded in 1979 by David Riddle as part of the West Patricia Land Use Plan for the Ontario Ministry of Natural Resources. The Middle Narrows site (Eils-9) is a post-contact site consisting of three fragments of an iron barrel hoop (Riddle 1981).

Eils-8 Trap Set

Recorded in 1979 by David Riddle as part of the West Patricia Land Use Plan for the Ontario Ministry of Natural Resources. The Trap Set site (Eils-8) is a pre-contact site consisting of a scatter of Hudson Bay Lowland chert artifacts, including flakes, a core and a scraper (Riddle 1981).

Eils-7 East of Narrows

Recorded in 1979 by David Riddle as part of the West Patricia Land Use Plan for the Ontario Ministry of Natural Resources. The East of Narrows site (Eils-7) is a pre-contact site consisting of a scatter of Hudson Bay Lowland chert flakes (Riddle 1981).

Eils-6 North Narrows

Recorded in 1979 by David Riddle as part of the West Patricia Land Use Plan for the Ontario Ministry of Natural Resources. The North Narrows site (Eils-6) is a multi-component site consisting of a Hudson Bay Lowland chert flake and two fragments of an iron barrel hoop (Riddle 1981).

Eils-5 Western Washi Exit

Recorded in 1979 by David Riddle as part of the West Patricia Land Use Plan for the Ontario Ministry of Natural Resources. The Western Washi Exit site (Eils-5) was still in use at the time of identification and is a pre-contact site consisting of a core and flakes of Hudson Bay Lowland chert (Riddle 1981).

Eils-4 Twin Island

Recorded in 1979 by David Riddle as part of the West Patricia Land Use Plan for the Ontario Ministry of Natural Resources. The Twin Island site (Eils-4) is a pre-contact site consisting of a projectile point and flakes of Hudson Bay Lowland chert (Riddle 1981).

Eilr-2 Twin Point

Recorded in 1979 by David Riddle as part of the West Patricia Land Use Plan for the Ontario Ministry of Natural Resources. The Twin Point site (Eilr-2) was still in use at the time of identification and is a pre-contact site consisting of Hudson Bay Lowland chert flakes (Riddle 1981).

Eilr-1 Baxter

Recorded in 1976 by Barry Newton on behalf of the Ontario Ministry of Culture and Recreation. The Baxter site (Eilr-1) was still in use at the time of identification and is a small multi-component site consisting of an Archaic period projectile point, scraper and flakes made of Hudson Bay Lowland chert, and an English gun flint (Riddle 1981).

Ehlt-7 Far East Beach

Recorded in 1979 by David Riddle as part of the West Patricia Land Use Plan for the Ontario Ministry of Natural Resources. The Far East Beach site (Ehlt-7) was still in use as a fishing camp at the time of identification and is a multi-component site consisting of a Hudson Bay Lowland chert flakes and projectile point, dating to the late Archaic or early Initial Woodland periods, and sherds of decorated Indigenous pottery dating to the Terminal Woodland period (Riddle 1981).

Ehlt-6 Fish Bones

Recorded in 1979 by David Riddle as part of the West Patricia Land Use Plan for the Ontario Ministry of Natural Resources. The Fish Bones site (Ehlt-6) was still in use at the time of identification and is a pre-contact site consisting of a Hudson Bay Lowland chert biface and flakes (Riddle 1981).

Ehlt-5 Lunch Point

Recorded in 1979 by David Riddle as part of the West Patricia Land Use Plan for the Ontario Ministry of Natural Resources. The Lunch Point site (Ehlt-5) was still in use at the time of identification and is a pre-contact site consisting of Hudson Bay Lowland chert flakes and a core (Riddle 1981).

Ehlt-4 Stung Again

Recorded in 1979 by David Riddle as part of the West Patricia Land Use Plan for the Ontario Ministry of Natural Resources. The Stung Again site (Ehlt-4) was still in use at the time of identification and is a pre-contact site consisting of Hudson Bay Lowland chert flakes and biface (Riddle 1981).

Ehlt-3 Island View

Recorded in 1979 by David Riddle as part of the West Patricia Land Use Plan for the Ontario Ministry of Natural Resources. The Island View site (Ehlt-3) was still in use at the time of identification and is a pre-contact site consisting of Hudson Bay Lowland chert flakes and scraper (Riddle 1981).

Ehlt-2 West Hebner River Exit

Recorded in 1979 by David Riddle as part of the West Patricia Land Use Plan for the Ontario Ministry of Natural Resources. The West Hebner River Exit site (Ehlt-2) was still in use at the time of identification and is a pre-contact site consisting of Hudson Bay Lowland chert flakes, two scrapers and a decorated Indigenous pottery sherd, dating to the Terminal Woodland period (Riddle 1981).

Ehlt-1 East Hebner River Exit

Recorded in 1979 by David Riddle as part of the West Patricia Land Use Plan for the Ontario Ministry of Natural Resources. The Eastern Hebner River Exit site (Ehlt-1) was still in use at the time of identification and is a pre-contact site consisting of Hudson Bay Lowland chert flakes and water-worn sherd of Indigenous pottery, dating to the Woodland period (Riddle 1981).

2. References

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Riddle, David K.

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Wright, J.V.

1981 "Prehistory of the Canadian Shield". In *Handbook of North American Indians Subarctic, Vol. 6*, edited by J. Helm, general editor W. Sturtevant, pp. 86-96. Smithsonian Institution, Washington, D.C.



MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

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





Quigley, Iain <[REDACTED]>

MFFN CAR - Recent Project Updates

Quigley, Iain <[REDACTED]> Mon, Dec 9, 2024 at 9:09 AM
To: Shelly Rahme <[REDACTED]>
Cc: "Naseer, Mishal" <[REDACTED]>, Henry Waboose <[REDACTED]>, "Mr Calvin Taylor Sr." <[REDACTED]>, Jennifer Duncan <[REDACTED]>

Good morning Shelly,

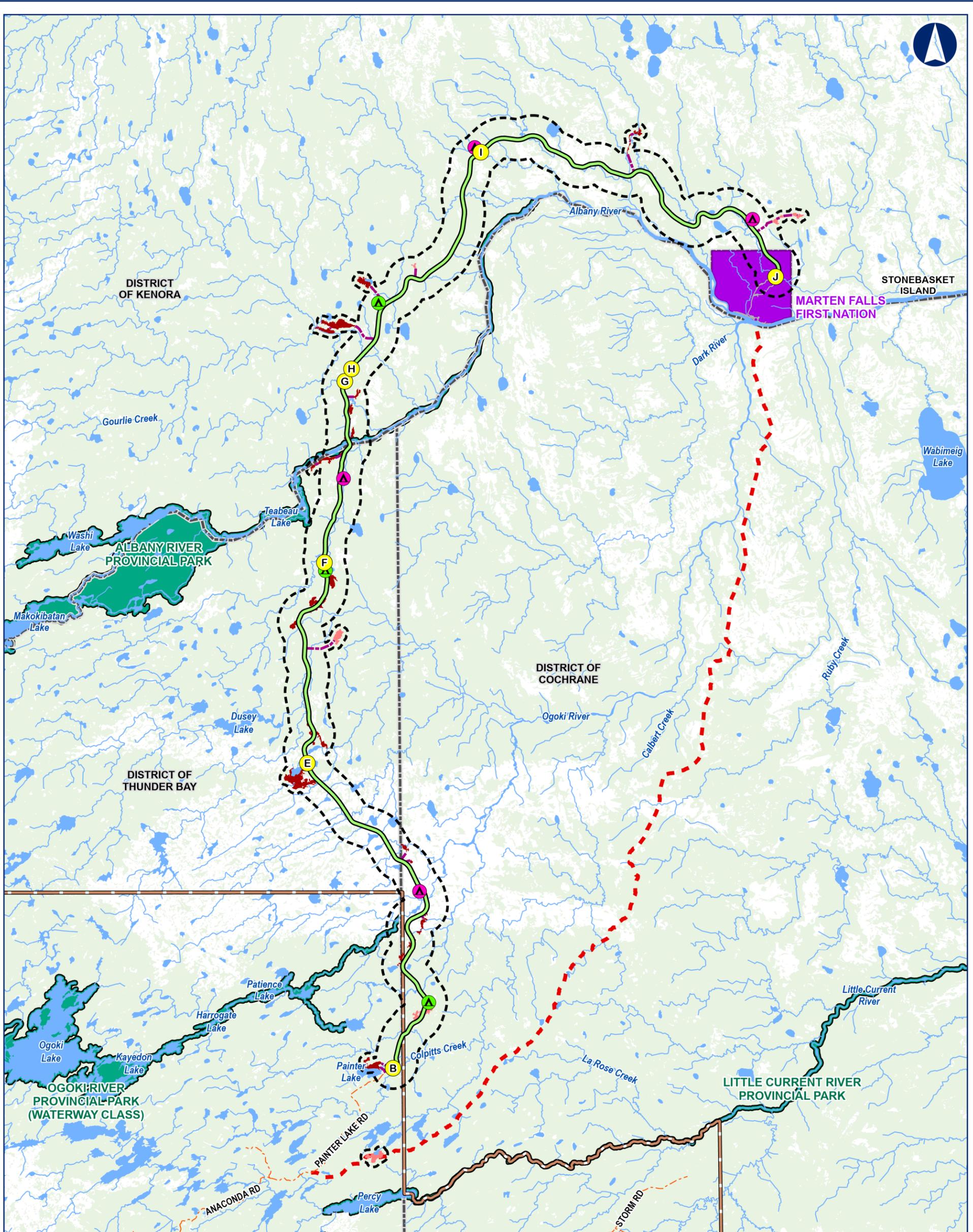
Please see the attached digital map which can be used in your presentation. I have also received confirmation from the team that this is being considered the Final Route - as opposed to the preferred route.

Best regards,

Iain

[Quoted text hidden]

 **MAP_Fig1_MFCAR_FinalRoute_60593122 (1).pdf**
2901K



Legend

- Segment Node**: Yellow circle with letter (A-J)
- Project Study Area**: Dashed black line
- Construction Disturbance Area**:
 - Final Route (100 m Right-of-Way): Solid green line
 - Potential Camp Site:
 - 50 Persons (108 m x 150 m): Green triangle
 - 200 Persons (108 m x 150 m): Pink triangle
 - Approximate Access Road to Potential Construction Camp (10 m Width): Dashed blue line
- Potential Aggregate Source**:
 - Bedrock: Red rectangle
 - Sand and gravel: Dark red rectangle
 - Approximate Access Road to Potential Aggregate Site (10 m Width): Dashed pink line
- General Features**:
 - Local Road: Solid grey line
 - Resource / Recreation Road: Dashed orange line
 - MFFN Existing Winter Access Road: Dashed red line
 - Watercourse: Blue wavy line
- Other Features**:
 - Waterbody: Blue area
 - First Nation Reserve: Purple area
 - District Municipal Boundary: Dashed black line
 - Far North Boundary: Solid brown line
 - Provincial Park: Green area

Data Source:
 Base Data: Provided by MNR 2023; Route Infrastructure - Provided by AECOM 2021. Contains Information licensed under the Open Government Licence Ontario.
 Service Layer Credits:

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Final Route

0 5 10 20
Kilometres

Datum: NAD 1983 CSRS UTM Zone 16N

August 2024 1:450,000
"when printed 11"x17"

Rev:00

Figure 1

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Quigley, Iain <[redacted]>

MFFN CAR - Capacity Funding Agreement

2 messages

Quigley, Iain <[redacted]> Thu, Dec 12, 2024 at 9:44 AM
 To: Shelly Rahme <[redacted]>
 Cc: "Naseer, Mishal" <[redacted]>, Henry Waboose <[redacted]>, "Mr Calvin Taylor Sr." <[redacted]>, Jennifer Duncan <[redacted]>
 Bcc: Jodi Miles <[redacted]>, "Zielbauer, Kyla" <[redacted]>

Good morning Shelly,

Please find the Community Capacity Funding Agreement attached for Ginoogaming First Nation's review.

To execute the agreement the following is required of the signatory of the agreement:

- Date agreement (page 1)
- Fill out the community, mailing address, key contact name and email address (page 1)
- Signing authority (page 5), which must be signed by a person(s) with the authority to execute on behalf of the community

If you could please provide the following information at your convenience, it will help us to expedite the process:

- Community name or entity owned by the community (e.g., band office)
- Phone number
- Key point of contact
- Email address
- Mailing address

Please let me know if you have any questions or concerns regarding the agreement.

Kind regards,
Iain



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

 **2024 12 12 - Community Capacity Funding Agreement.docx**
 54K



Quigley, Iain >

MFFN CAR - Capacity Funding Agreement

Quigley, Iain <>

Thu, Dec 12, 2024 at 1:54 PM

To: Shelly Rahme <>

Thanks for speaking with me over the phone today Shelly,

I just wanted to provide a summary of the items discussed in our phone call, if there is anything I missed or that you wanted to add please let me know.

- Area of Concern (regarding potential treaty rights infringement) near Aroland First Nation is not shown on the map
- Seeking information on how the roads (Northern Road Link, Webequie Supply Road, MFFN CAR) will connect to the Greenstone/Aroland First Nation/Percy Lake Areas

I will have internal discussions to see if I can gather the information to answer your question regarding road connection, and I will see if there is a map that I can provide that outlines the known Area of Interest for Ginoogaming First Nation.

Thank you,
Iain

[Quoted text hidden]



Quigley, Iain <[REDACTED]>

MFFN CAR - December Project Updates

1 message

Quigley, Iain <[REDACTED]> Thu, Dec 19, 2024 at 9:33 AM
To: Shelly Rahme <[REDACTED]>
Cc: "Naseer, Mishal" <[REDACTED]>, Henry Waboose <[REDACTED]>, "Mr Calvin Taylor Sr." <[REDACTED]>, Jennifer Duncan <[REDACTED]>
Bcc: Jodi Miles <[REDACTED]>, "Zielbauer, Kyla" <[REDACTED]>

Good morning Shelly,

I just called and left you a voicemail but wanted to provide a follow up email as well, please see below:

- **Happy 2024 Year-end!**

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

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

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

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

- **Draft EA / IS Survey:**

Thank you for completing the survey on the Draft EA / IS review process. According to your responses, you are seeking a printed version of the report. However, we are unable to ship printed copies to addresses with PO boxes due to the size of the document. **Could you please provide a non-PO box address for shipping the Draft EA /IS?**

- **Milestone #3 Progress Report Feedback:**

On November 28 / 29, 2024, we distributed Ginoogaming First Nation's community-specific Milestone #3 Progress Report. We welcome any edits or comments to your community-specific section which can be provided through email, phone, or by scheduling a meeting. Please provide your community's feedback by **February 14, 2025**.

- **IK Report / Study Information**

I understand that this work is currently ongoing - and a friendly reminder to please let me know of any updates or progress towards the submission of any IK information.

Additionally, I've attached the Preliminary draft ATRI Existing Conditions Report which was originally shared with Ginoogaming First Nation on November 28, 2023. On **page 87** there is a map that shows Ginoogaming's known Area of Interest. Does this map cover the Area of Concern that you noted previously wasn't shown on the route selection map?

Thank you and Happy Holidays,
Iain



Iain Quigley
Dillon Consulting Limited

[Redacted contact information]
www.dillon.ca



DRAFT - ATRI Preliminary Existing Conditions Report - Ginoogaming First Nation Nov 28, 2023.pdf
22744K



Quigley, Iain <[redacted]>

MFFN CAR - January Project Updates

1 message

Quigley, Iain <[redacted]> Tue, Jan 28, 2025 at 3:55 PM
 To: Shelly Rahme <[redacted]>
 Cc: "Naseer, Mishal" <[redacted]>, Henry Waboose <[redacted]>, "Mr Calvin Taylor Sr." <[redacted]>, Jennifer Duncan <[redacted]>, "Zielbauer, Kyla" <[redacted]>

Hi Shelly,

I didn't hear back from you after your meeting so I've sent what I wanted to discuss in this summary email. I'll try to give you a call tomorrow around 11am, or if there's a time that works better for you please let me know.

Please see below for January Project updates:

- **Draft EA / IS Survey**
 - Thank you for completing the Draft EA /IS Survey. **We are unable to ship the printed Draft EA / IS to PO Box addresses, please provide an address that is not a PO box for shipping.**
- **Community Capacity Funding Agreement**
 - Please sign and return the capacity funding agreement.
- **Prepare for the release of the Draft EA / IS**
 - As we approach the release of the Draft EA / IS, we would like to provide a few reminders and updates:
 - **MFFN CAR Draft EA / IS Email**
 - All information pertaining to the Draft EA / IS will come from a separate email account ([redacted]). **Please ensure you send your questions and comments on the Draft EA / IS to this email address.**
 - **Book a meeting!**
 - We are here to assist you in the review process of the Draft EA / IS. Please reach out if you would like to book an in-person or virtual meeting to discuss the Draft EA / IS. We understand the size of the document (~20 000 pages) can be overwhelming and we are here to support you with review.
 - The MFFN CAR Project Team will be attending the **Three Road Projects Gathering and Expo in Thunder Bay February 19-20 and Timmins February 25-26, 2025**. Your community has received an invitation to this event with all the details on the event, how to register and a link to book a time to speak one-on-one with the Project Team. If you wish to meet with the MFFN CAR Project Team outside of this event, we are happy to book in-person meetings during this timeframe.
- **Milestone #3 Progress Report Feedback**
 - On November 29, 2024, we distributed your community-specific Milestone #3 Progress Report.
 - We welcome any edits or comments to your community specific section which you may provide through email, telephone or by scheduling a meeting. **Please provide your community's feedback by February 14, 2025.**
- **Preliminary Draft ATRI Existing Conditions Report**
 - I resent the Preliminary Draft ATRI Existing Conditions Report on December 19, 2024, which shows a map of Ginoogaming First Nation's known Area of Interest. Is the Area of Concern you had noted previously within this map (page 87)?

If you would like to discuss anything please do not hesitate to reach out.

Thank you,
Iain

--



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



Quigley, Iain <[redacted]>

today

Quigley, Iain <[redacted]> Mon, Feb 3, 2025 at 10:23 AM
To: Shelly Rahme <[redacted]>
Cc: Qasim Saddique <[redacted]>
Bcc: Jodi Miles <[redacted]>, "Zielbauer, Kyla" <[redacted]>

Good morning Shelly,

I can make time today for a teams meeting; my availability is open except for between 1pm and 2pm. Qasim may attend depending on his availability.

Does Ginoogaming First Nation have any interest in a representative from the Province of Ontario attending the meeting? The Province likely wouldn't be available today but if you are interested we can schedule a meeting with a representative present.

Thank you,
Iain

[Quoted text hidden]

--



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[redacted]
www.dillon.ca



Quigley, Iain <[redacted]>

MFFN CAR - Recent Project Updates

Quigley, Iain <[redacted]>
To: Shelly Rahme <[redacted]>
Bcc: "Zielbauer, Kyla" <[redacted]>

Mon, Feb 3, 2025 at 2:42 PM

Hi Shelly,

As discussed, here is the document that was put together regarding the Washi lake/Washi exit sites.

Thank you,
Iain



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

 **MFCAR_2024-11-05-Stage1AA-aggreg-Site_Details.pdf**
763K



Draft Archaeology Technical Support Document: Additional Details – Archaeological Sites within 50 km of the CAR Study Area

November 2024



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

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

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

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

AECOM: 2015-04-13

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Authors

Report Prepared By:

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Report Reviewed By:

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Revision History

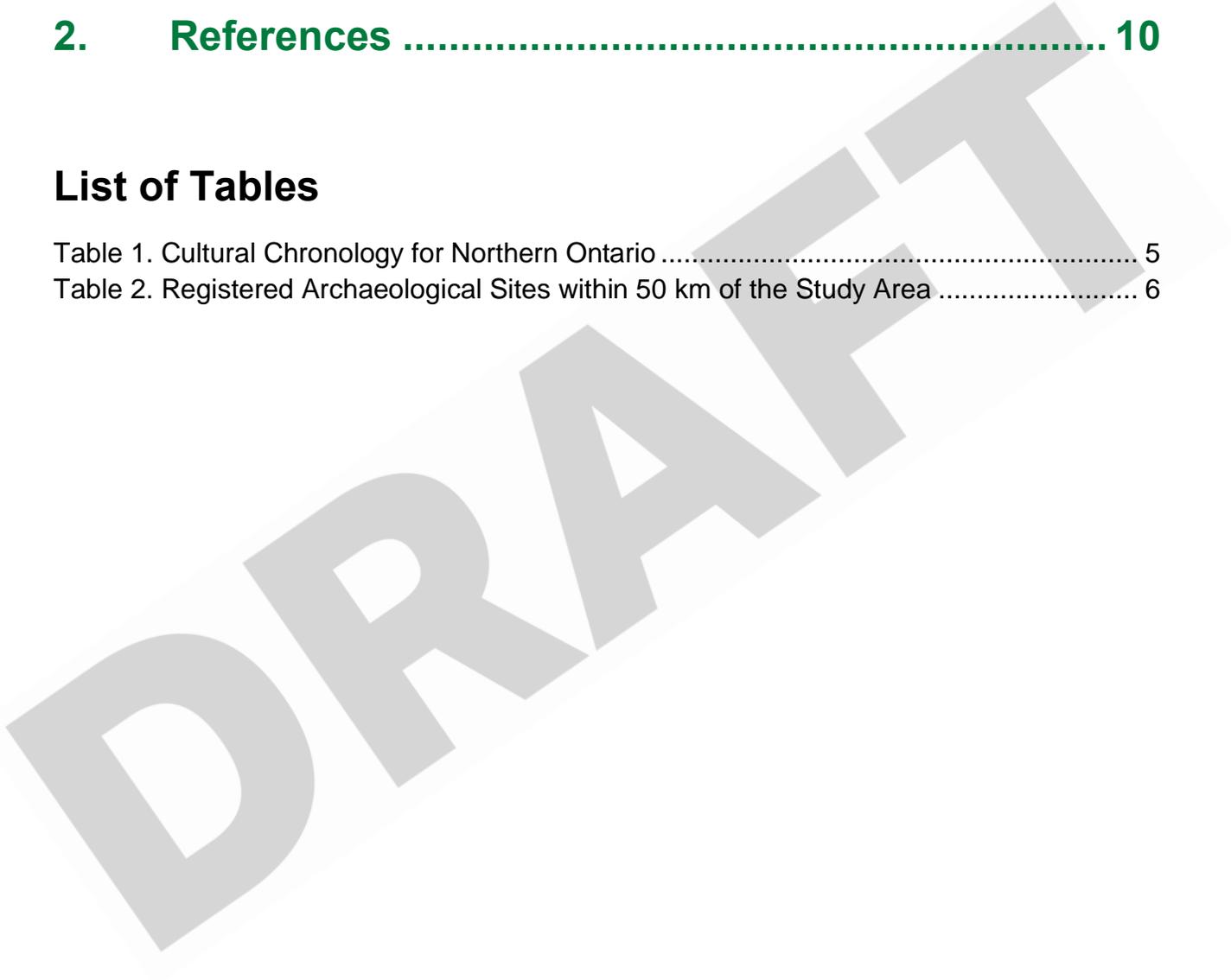
Revision Number	Date	Revised By:	Revision Description

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1. Context and Definitions

Table 1. Cultural Chronology for Northern Ontario

Archaeological Period	Culture	Time Period	General Archaeological Characteristics
Paleo	Plano	8000-4500 BC	<ul style="list-style-type: none"> - Lanceolate bifacial tools - Associated with large-game focused hunting - Sites often associated with relic shores north of the Upper Great Lakes
Archaic	Shield	5400-250 BC	<ul style="list-style-type: none"> - Broad spectrum seasonal resource exploitation - Development of environmental conditions like present - Slight reduction in group territory size - Introduction of copper tools - Highly mobile - Introduction of bow and arrow technology - Domestication of dogs
Middle Woodland	Laurel	700 BC – AD 1000	<ul style="list-style-type: none"> - Introduction of pottery - Introduction of horticultural production, primarily through trade - Development of distinctive Algonquian ceramic styles - Large earthen mounds in some regions (e.g. western end of Lake Superior)
Late Woodland	Blackduck Selkirk	AD 750-1650	<ul style="list-style-type: none"> - Diverse ceramics – out-flaring vessel rims, textile impressions, and puntates - Increasing variation in regional stylistic characteristics in various lithics and ceramics - Evidence of extensive-long range Indigenous trade activities - Communal burials
Contact Period Indigenous	Ojibway, Cree, Métis	AD 1650 – Present	<ul style="list-style-type: none"> - Early written records and treaties - Participation in fur trade - Mixture of Indigenous and European goods
Colonial Settlement		AD 1749 – Present	<ul style="list-style-type: none"> - Written records and treaties

Notes: Taken from Dawson (1984) and Wright (1981)

Definitions

Chert

- ◆ A type of sedimentary rock that when broken produces a sharp edge making it perfect for stone tools.

Hudson’s Bay Lowland Chert

- ◆ A local type of chert. Extensive trade networks are not required to use this material.

Flake

- ◆ The byproduct of the stone tool making process, called knapping. Knapping reduces a larger core of stone to a specialized tool. Flakes are typically small, thin and still very sharp.

Projectile Point

- ◆ A knapped stone arrowhead or spear head. Projectile points can sometimes be linked to certain time periods or cultural groups based on shape and size.

Biface

- ◆ A stone tool knapped on both sides that cannot be associated with any particular time period or cultural group.

Scraper

- ◆ A stone tool knapped on one side and used for working hides or wood by scraping the surface.

Multi-Component Site

- ◆ A site that consists of artifacts from multiple time periods.

1.1 Available Site Information

Table 2. Registered Archaeological Sites within 50 km of the Study Area

Borden #	Site Name	Cultural Affiliation/Period	Site Type	Development Status
Ejlp-1	Martin Falls House	Post-Contact Indigenous, Euro-Canadian	Hudson's Bay Company Trading Post	Further cultural heritage value or interest * (CHVI)
Eils-3	Floating Bottle	Pre-Contact Indigenous, Post-Contact	Scatter	Further CHVI
Eils-2	Washi Lake	Late Archaic or Early Initial Woodland	Scatter	Further CHVI
Eils-1	Gloucester House	Euro-Canadian	Hudson's Bay Company Trading Post	Further CHVI
Eilp-1	Caviar Site	Pre-Contact Indigenous, Post-Contact	Campsite	Further CHVI
Eilt-1	Claim Point	Pre-Contact Indigenous, Post-Contact	Scatter	Further CHVI
Eils-9	Middle Narrows	Post-Contact	Scatter	Further CHVI
Eils-8	Trap Set	Pre-Contact Indigenous	Scatter	Further CHVI
Eils-7	East of Narrows	Pre-Contact Indigenous	Scatter	Further CHVI
Eils-6	North Narrows	Pre-Contact Indigenous, Post-Contact	Scatter	Further CHVI
Eils-5	Western Washi Exit	Pre-Contact Indigenous	Scatter	Further CHVI
Eils-4	Twin Island	Pre-Contact Indigenous	Scatter	Further CHVI
Eilr-2	Twin Point	Pre-Contact Indigenous	Scatter	Further CHVI
Eilr-1	Baxter	Archaic, Post-Contact	Scatter	Further CHVI
Ehlt-7	Far East Beach	Late Archaic or Early Initial Woodland, Terminal Woodland	Scatter	Further CHVI
Ehlt-6	Fish Bones	Pre-Contact Indigenous	Scatter	Further CHVI
Ehlt-5	Lunch Point	Pre-Contact Indigenous	Scatter	Further CHVI
Ehlt-4	Stung Again	Pre-Contact Indigenous	Scatter	Further CHVI
Ehlt-3	Island View	Pre-Contact Indigenous	Scatter	Further CHVI
Ehlt-2	West Hebner River Exit	Terminal Woodland	Scatter	Further CHVI
Ehlt-1	East Hebner River Exit	Woodland	Scatter	Further CHVI

What is a Borden Number?

A Borden Number is a standardized way to identify the location of Canadian archaeological sites by latitude and longitude. The entire country is broken up into a grid and assigned letters by location and numbers by the number of sites within each letter “block”.

What is CHVI?

Cultural heritage value or interest (CHVI) is defined as according to the Ontario Government’s *Standards and Guidelines for Consultant Archaeologists* to determine if further archaeological work is legally required. This designation may not reflect the views of all Indigenous Nations regarding cultural value of archaeological sites.

Site Summaries

Ejlp-1 Martin Falls House

Recorded in 1976 by the Ontario Ministry of Culture and Recreation. Consists of a Hudson’s Bay Company trading post in operation between 1794-1923. No artifacts listed (OSDB).

Eils-3 Floating Bottle

Recorded in 1976 by Barry Newton on behalf of the Ontario Ministry of Culture and Recreation. The Floating Bottle Site (Eils-3) is a small multi-component site consisting of bottle glass, a white porcelain bead, iron artifacts, a Hudson Bay Lowland chert core and fragment of a Hudson Bay Lowland projectile point (Riddle 1981).

Eils-2 Washi Lake

Recorded in 1969 by K.C.A. Dawson on behalf of Lakehead University. The Washi Lake site (Eils-2) was still in use at the time of identification and consisted of a small scatter of lithic debitage and two projectile points. The artifact assemblage was interpreted to represent a late Archaic or early Initial Woodland occupation (Riddle 1981).

Eils-1 Gloucester House

Gloucester House was a significant Hudson’s Bay Company trading post located on Washi Lake. It was in operation from 1777 to 1818. The Gloucester House site (Eils-1) was first recorded in 1969 by K.C.A. Dawson on behalf of Lakehead University. The artifact assemblage consisted of a scatter of post-contact trading materials, including a porcelain bead, King George II coin (c. 1727-1739), and white clay pipe stem. The site has been noticeably impacted by looting (Riddle 1981).

Eilp-1 Caviar Site

There is one registered archaeological site within the Community Access Road study area, the Caviar Site (Eilp-1). This site was identified as part of an AECOM Stage 2 survey in 2020. The Caviar Site (Eilp-1) is a continually utilized campsite, showing evidence of extensive 20th and 21st century use, along exposed bedrock adjacent to the Albany River. The Stage 2 artifact assemblage consists of a circular biface manufactured on Hudson’s Bay Lowland chert. The site was registered with the Ontario Ministry of Citizenship and Multiculturalism and recommended for avoidance and protection from the Community Access Road project (AECOM 2020).

Eilt-1 Claim Point

Recorded in 1979 by David Riddle as part of the West Patricia Land Use Plan for the Ontario Ministry of Natural Resources. The Claim Point site (Eilt-1) was still in use at the time of identification and is a multi-

component site consisting of one Hudson Bay Lowland flake, an unknown riveted metal object and a portion of a copper kettle (Riddle 1981).

Eils-9 Middle Narrows

Recorded in 1979 by David Riddle as part of the West Patricia Land Use Plan for the Ontario Ministry of Natural Resources. The Middle Narrows site (Eils-9) is a post-contact site consisting of three fragments of an iron barrel hoop (Riddle 1981).

Eils-8 Trap Set

Recorded in 1979 by David Riddle as part of the West Patricia Land Use Plan for the Ontario Ministry of Natural Resources. The Trap Set site (Eils-8) is a pre-contact site consisting of a scatter of Hudson Bay Lowland chert artifacts, including flakes, a core and a scraper (Riddle 1981).

Eils-7 East of Narrows

Recorded in 1979 by David Riddle as part of the West Patricia Land Use Plan for the Ontario Ministry of Natural Resources. The East of Narrows site (Eils-7) is a pre-contact site consisting of a scatter of Hudson Bay Lowland chert flakes (Riddle 1981).

Eils-6 North Narrows

Recorded in 1979 by David Riddle as part of the West Patricia Land Use Plan for the Ontario Ministry of Natural Resources. The North Narrows site (Eils-6) is a multi-component site consisting of a Hudson Bay Lowland chert flake and two fragments of an iron barrel hoop (Riddle 1981).

Eils-5 Western Washi Exit

Recorded in 1979 by David Riddle as part of the West Patricia Land Use Plan for the Ontario Ministry of Natural Resources. The Western Washi Exit site (Eils-5) was still in use at the time of identification and is a pre-contact site consisting of a core and flakes of Hudson Bay Lowland chert (Riddle 1981).

Eils-4 Twin Island

Recorded in 1979 by David Riddle as part of the West Patricia Land Use Plan for the Ontario Ministry of Natural Resources. The Twin Island site (Eils-4) is a pre-contact site consisting of a projectile point and flakes of Hudson Bay Lowland chert (Riddle 1981).

Eilr-2 Twin Point

Recorded in 1979 by David Riddle as part of the West Patricia Land Use Plan for the Ontario Ministry of Natural Resources. The Twin Point site (Eilr-2) was still in use at the time of identification and is a pre-contact site consisting of Hudson Bay Lowland chert flakes (Riddle 1981).

Eilr-1 Baxter

Recorded in 1976 by Barry Newton on behalf of the Ontario Ministry of Culture and Recreation. The Baxter site (Eilr-1) was still in use at the time of identification and is a small multi-component site consisting of an Archaic period projectile point, scraper and flakes made of Hudson Bay Lowland chert, and an English gun flint (Riddle 1981).

Ehlt-7 Far East Beach

Recorded in 1979 by David Riddle as part of the West Patricia Land Use Plan for the Ontario Ministry of Natural Resources. The Far East Beach site (Ehlt-7) was still in use as a fishing camp at the time of identification and is a multi-component site consisting of a Hudson Bay Lowland chert flakes and projectile point, dating to the late Archaic or early Initial Woodland periods, and sherds of decorated Indigenous pottery dating to the Terminal Woodland period (Riddle 1981).

Ehlt-6 Fish Bones

Recorded in 1979 by David Riddle as part of the West Patricia Land Use Plan for the Ontario Ministry of Natural Resources. The Fish Bones site (Ehlt-6) was still in use at the time of identification and is a pre-contact site consisting of a Hudson Bay Lowland chert biface and flakes (Riddle 1981).

Ehlt-5 Lunch Point

Recorded in 1979 by David Riddle as part of the West Patricia Land Use Plan for the Ontario Ministry of Natural Resources. The Lunch Point site (Ehlt-5) was still in use at the time of identification and is a pre-contact site consisting of Hudson Bay Lowland chert flakes and a core (Riddle 1981).

Ehlt-4 Stung Again

Recorded in 1979 by David Riddle as part of the West Patricia Land Use Plan for the Ontario Ministry of Natural Resources. The Stung Again site (Ehlt-4) was still in use at the time of identification and is a pre-contact site consisting of Hudson Bay Lowland chert flakes and biface (Riddle 1981).

Ehlt-3 Island View

Recorded in 1979 by David Riddle as part of the West Patricia Land Use Plan for the Ontario Ministry of Natural Resources. The Island View site (Ehlt-3) was still in use at the time of identification and is a pre-contact site consisting of Hudson Bay Lowland chert flakes and scraper (Riddle 1981).

Ehlt-2 West Hebner River Exit

Recorded in 1979 by David Riddle as part of the West Patricia Land Use Plan for the Ontario Ministry of Natural Resources. The West Hebner River Exit site (Ehlt-2) was still in use at the time of identification and is a pre-contact site consisting of Hudson Bay Lowland chert flakes, two scrapers and a decorated Indigenous pottery sherd, dating to the Terminal Woodland period (Riddle 1981).

Ehlt-1 East Hebner River Exit

Recorded in 1979 by David Riddle as part of the West Patricia Land Use Plan for the Ontario Ministry of Natural Resources. The Eastern Hebner River Exit site (Ehlt-1) was still in use at the time of identification and is a pre-contact site consisting of Hudson Bay Lowland chert flakes and water-worn sherd of Indigenous pottery, dating to the Woodland period (Riddle 1981).

2. References

Dawson, K.C.A.

1984 A History of Archaeology in Northern Ontario to 1893 with Bibliographic Contributions. *Ontario Archaeology* 42:27-92.

Government of Ontario.

n.d. Archaeological Sites Database. Ministry of Citizenship and Multiculturalism. Retrieved February 6, 2024.

Riddle, David K.

1981 Archaeological Survey of the Albany River; Year 2; Triangular Lake to Washi Lake. In *Studies in West Patricia Archaeology*. No. 2: 1979-1980; C.S. Reid and W.A. Ross (eds.). Ontario Ministry of Culture and Recreation.

Wright, J.V.

1981 "Prehistory of the Canadian Shield". In *Handbook of North American Indians Subarctic, Vol. 6*, edited by J. Helm, general editor W. Sturtevant, pp. 86-96. Smithsonian Institution, Washington, D.C.



MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

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





Quigley, Iain <[redacted]>

Follow up on Consultation and Engagement Activities

Quigley, Iain <[redacted]> Mon, Feb 10, 2025 at 2:50 PM
 To: [redacted], Shelly Rahme <[redacted]>
 Cc: Jennifer Duncan <[redacted]>, [redacted], "Naseer, Mishal" <[redacted]>, Henry Waboose <[redacted]>, [redacted], "Mr Calvin Taylor Sr." <[redacted]>, Andrea Nokleby <[redacted]>, [redacted], "Zielbauer, Kyla" <[redacted]>

Good Afternoon Chief Taylor and Council,

The Project Team for the Marten Falls First Nation Community Access Road (MFCAR) is finalizing their reporting on consultation and engagement activities for 2024 in relation to their Environmental Assessment / Impact Assessment (EA / IA). At this time, we would like to provide you with some general updates and opportunities to discuss next steps with the Project Team.

Over the last two years, as a result of feedback from participating communities and their representatives, this Indigenous-led road Project Team has worked to reduce consultation fatigue by combining efforts with other road projects (Webequie Supply Road [WSR] and Northern Road Link [NRL]) in Northern Ontario to host events together where possible. The Aboriginal and/or Treaty Rights and Interests (ATRI) Forums held in February and November 2023, and the Three Roads Projects Gathering and Expo in June 2024, were undertaken to address consultation and engagement priorities while being respectful of cultural protocols. These events provided opportunities to share information in settings that encouraged discussions and feedback. They have also encouraged community representatives from potentially affected Indigenous communities to participate in learning more about these road projects and to share information individually with each of the Project Teams, that can be considered in each of the EA / IA processes.

Today, we would like to provide you with summaries of the feedback we have received through your community's participation in the ATRI Forum held in November 2023. Attached you will find summaries of discussions held in the MFCAR breakout sessions your representatives attended in November 2023 and participation in the Cumulative Effects Workshop undertaken on the last day of the ATRI Forum.

We would also like to take this opportunity to remind your community about the upcoming ThreeRoad Projects Gathering and Expo being held on **February 19 and 20, 2025, in Thunder Bay** and on **February 25 and 26, 2025, in Timmins**. The focus of that Gathering will be on the upcoming circulation of the Draft EA / IS, what to expect, and how to provide feedback. You will have an opportunity to ask questions and get clarification where things may not appear to be very clear.

We note that the Project Teams from MFCAR, NRL, and WSR have indicated their willingness to work with your community through their respective assessment processes and would be happy to set up separate meetings to discuss the next steps at your convenience. We look forward to hearing from you.

Chi Miigwech,
Iain



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

3 attachments

2025-02-07 _ATRI Forum Nov 2023_Cumulative Effects Discussion Summary.pdf
 289K

 **2025-02-07_ATRI Forum Nov 2023_Thank You Letter.pdf**
460K

 **MFFNCAR Summary - ATRI Forum Nov 2023 - Ginoogaming FN.pdf**
428K

ABORIGINAL AND / OR TREATY RIGHTS AND INTERESTS

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

MIIGWECH / MIIGWETCH / THANK YOU!

Webequie First Nation and Marten Falls First Nation greatly appreciate your community's participation in the 3-day Aboriginal and/or Treaty Rights and Interests Forum and Cumulative Effects Workshop held in Thunder Bay from November 21 to 23, 2023. The Forum focused on discussing potential impacts to northern Indigenous communities' Aboriginal and/or Treaty Rights and Interests and the Workshop provided an overview and discussion of the Cumulative Effects Assessment as they relate to the following Projects:

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

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



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



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



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

The Forum was also an important opportunity to:

- Meet face-to-face
- Connect on how we can work together
- Better understand the roles we all play in assessing potential impacts to Aboriginal and/or Treaty Rights and Interests
- Reduce consultation fatigue
- Provide input into the ongoing Baseline (Existing) Conditions reporting for all three road Projects

For your review and comment, please find attached:

- Summary of comments your community provided in the individual Project-Specific Breakout Session(s)
- Summary of comments provided during the Cumulative Effects Discussion (Day Three Morning)

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

Based on positive feedback, we planned related sessions in 2024 and 2025.
Please stay tuned for updates on other sessions and more information on upcoming ones.

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

MFCAR: Andrea Nokleby: [REDACTED]

NRL: Mishal Naseer: [REDACTED]

WSR: Michael Fox: [REDACTED]



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD



Cumulative Effects Workshop

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

November 23rd, 2023

The Cumulative Effects Workshop was undertaken with all community representatives present on Day 3 of the Aboriginal and/or Treaty Rights and Interests Forum in Thunder Bay held from November 21st to 23rd, 2023. The purpose of the Workshop was to introduce the concept of cumulative effects and how they would be assessed in the environmental assessment/impact assessment (EA/IA).

The Workshop opened with an overview presentation on Cumulative Effects Assessment by representatives of the three road Project Teams which was followed by the Impact Assessment Agency of Canada's (IAAC) overview presentation. This was then followed by a formal Q&A session where community representatives could ask questions of members of the Project Teams, for Marten Falls Community Access Road (MFCAR), Northern Road Link (NRL), and Webequie Supply Road (WSR), IAAC staff, and the Ministry of the Environment, Conservation, and Parks (MECP) staff about cumulative effects and the cumulative effects assessment process.

The table below outlines the comments made and issues raised by participating community representatives and the responses provided during the session by members of the MFCAR, NRL, and WSR Project Teams, IAAC, MECP, Ministry of Mines (MINES), and Ministry of Natural Resources (MNR) staff. The last column provides further information from the Project Teams as overall post-forum responses considered feedback on comments shared and issues raised by participating community representatives. The table includes comments from an Attawapiskat First Nation community member who attended for information purposes only and were not representing Attawapiskat First Nation. No formal representation from Attawapiskat First Nation was present during the Forum.



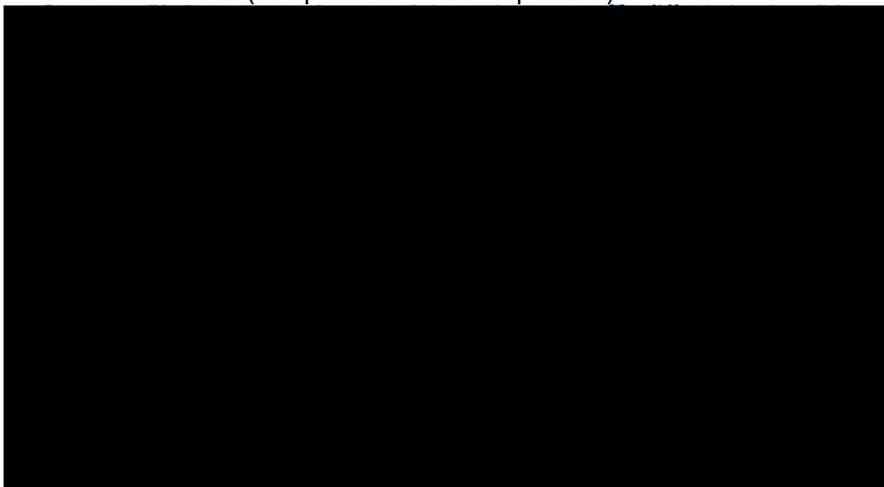
Quigley, Iain <[redacted]>

MFFN CAR Road Connections

Quigley, Iain <[redacted]> Wed, Feb 12, 2025 at 9:15 AM
To: Shelly Rahme <[redacted]>
Cc: "Naseer, Mishal" <[redacted]>, Jennifer Duncan <[redacted]>, "Zielbauer, Kyla" <[redacted]>

Good morning Shelly,

Thank you for your questions regarding road connections in the Greenstone / Aroland / Percy Lake areas. The southern limit of the MFFN Community Access Road does not directly connect to the highway network, but instead ties in near Painter Lake Road (see point "B" in the map below).



It is my understanding that planning/upgrades to Anaconda and Painter Lake Road are being considered. However this work is not part of the environmental assessment for the Community Access Road and I do not have specific information to share about the status of these plans. For more information on any plans related to the southern portion, please reach out to the Province of Ontario.

If you have any further questions please let me know.

Thank you,
Iain



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



Quigley, Iain <[redacted]>

Upcoming Release of the Draft Environmental Assessment / Impact Statement - February 18, 2025

1 message

Marten Falls First Nation Community Access Road - Draft Environmental Assessment / Impact Statement <[redacted]>

Thu, Feb 13, 2025 at 7:24 PM

To: [redacted]
Cc: [redacted], "Quigley, Iain" <[redacted]>

Dear Chief Sheri Taylor,

We are pleased to announce that the Marten Falls First Nation Community Access Road Project Team will be making the Draft Environmental Assessment / Impact Statement available for review by Indigenous communities and groups on **February 18, 2025**, at [redacted]. The Draft Environmental Assessment / Impact Statement is approximately 1,100 pages long, and provides background on Marten Falls First Nation, why they need the Community Access Road, and the studies and activities they have completed to support the proposed development of a road to their Community.

In addition, Indigenous communities and groups can expect to receive a plain language summary of the Draft Environmental Assessment / Impact Statement and Technical Supporting Documents—the Assessment Summary—by registered mail over the coming days. This information package includes the following:

- Introduction to the Assessment Summary;
- Executive summary (of the Draft Environmental Assessment / Impact Statement);
- Letter from Chief Achneepineskum;
- Introduction to the plain language summaries and technical discipline reports (Tech Talk); and
- [redacted], including explanations of key definitions and common elements across all summaries.

Included with the Assessment Summary, to support your review, is a USB containing all documents related to the Draft Environmental Assessment / Impact Statement, including the plain language summaries described above. In addition, Indigenous communities who requested hard copies of the Draft Environmental Assessment / Impact Statement will receive these the week of February 24, 2025; approximately 5-6 banker boxes of information will be delivered to the address provided.

As a reminder, the Indigenous communities and groups we are engaging have early access to the Draft Environmental Assessment / Impact Statement; the public review period starts 60-days after the early release to Indigenous communities / groups and ends the same day. This means that Indigenous communities and groups have 120 calendar days to review and provide their comments to the Project Team on the Draft Environmental Assessment / Impact Statement. The review periods for Indigenous communities and groups, the public and regulators ends June 18, 2025.

Comments and feedback on the Draft Environmental Assessment / Impact Statement can be provided via the Project Website, email or by letter mail, **until June 18, 2025**, at the addresses provided below.

Website: [redacted]

Email: [REDACTED]

Mailing Address:

AECOM Canada ULC.
C/O Joanne Wang

[REDACTED]
[REDACTED]

If you are not able to provide us with your feedback through any of these addresses, please contact us at 1-800-764-9114. We will find a way to support your submission through other means.

Four additional support documents for the Environmental Assessment / Impact Assessment process will be released over the coming months. These are:

- **Milestone 3 Progress Report**—This summary of consultation activities was issued for review by Indigenous communities in November 2024, in advance of the release of the Draft Environmental Assessment / Impact Statement. This progress report provides a detailed account of engagement and communication activities conducted from June 1, 2023 to July 31, 2024. A final version of the report will be made available once feedback has been reviewed and addressed; feedback has been requested by February 14, 2025.
- **Draft Record of Consultation and Engagement with Indigenous Communities**—This Record of Consultation and Engagement will be available this summer in advance of the Final Environmental Assessment / Impact Statement. The Indigenous communities and groups we are engaging will have the opportunity to review and comment on the report prior to the release of the Final Environmental Assessment / Impact Statement. Communities will be provided 90 days to review the Draft Record of Consultation and Engagement with Indigenous Communities.
- **Aboriginal and / or Treaty Rights and Interests Reports (ATRI) Reports**—In the coming months, Indigenous communities will be provided with community-specific Aboriginal and / or Treaty Rights and Interest assessment results. In 2024, communities were provided with community-specific preliminary existing conditions ATRI reports for their review. Some feedback was received, and this information will be included, where applicable, in the soon-to-be released ATRI assessment results. This phased approach allows Indigenous communities time to consider their community-specific ATRI assessment in consideration of the information shared in the Draft Environmental Assessment / Impact Statement. Communities will be provided 90 days to review their ATRI assessment results and provide comment.
- **Community Well-Being Technical Report**— Community Well-Being examines three interconnected disciplines: economics, socio-community, and human health and community safety. The Community Well-Being Technical Report will describe changes that might result from the proposed Community Access Road; recognizing both opportunities and challenges. This report will be available for Indigenous communities and groups in April ahead of the release of the Draft Environmental Assessment / Impact Statement to the public and regulators. Communities will be provided 90 days to review the Community Well-Being Technical Report and provide comment. A plain language Community Well-Being summary has been prepared and included with the Assessment Summary. It is also available on the Draft Environmental / Impact Statement website.

Any concerns raised during the review period by Indigenous communities will be documented in the Final Environmental Assessment / Impact Statement Report.

We appreciate your time and effort to review the Draft Environmental Assessment / Impact Statement, and associated documents, and look forward to receiving your input. We encourage you to book time to meet with the Marten Falls First Nation Community Access Road Project Team to explore your interests, questions and insights.

--

Marten Falls First Nation Community Access Road - Draft Environmental Assessment / Impact Statement

Website:

Email:

Phone: 1 800-764-9114



Quigley, Iain <[redacted]>

MFFN CAR - February Project Updates

1 message

Quigley, Iain <[redacted]> Thu, Feb 20, 2025 at 12:38 PM
 To: Shelly Rahme <[redacted]>
 Cc: "Mr Calvin Taylor Sr." <[redacted]>, Jennifer Duncan <[redacted]>, "Naseer, Mishal" <[redacted]>, Henry Waboose <[redacted]>, "Zielbauer, Kyla" <[redacted]>

Good afternoon Shelly,

Please see below for February MFFN CAR Project updates:

- **Draft Environmental Assessment / Impact Statement (EA / IS) available for Indigenous Community review**
 - **MFFN CAR Draft EA / IS Email**
 - As you may already be aware, the Draft EA / IS is now available for Indigenous community review. All information pertaining to the Draft EA / IS will come from a separate email account [[redacted]]. Please ensure you send your questions and comments on the Draft EA / IS to this email address.
 - **Book a meeting!**
 - We are here to assist you in the review process of the Draft EA / IS. Please reach out if you would like to book an in-person or virtual meeting to discuss the Draft EA / IS. We understand the size of the document (~20,000 pages) can be overwhelming and are here to support you with review.
 - **Community Capacity Funding Program**
 - In December we sent you the capacity funding agreement for a one-time lumpsum payment of [redacted]. Please be sure to sign and return the agreement, and provide the details requested in the agreement in order to receive the funding.
- **Nation-to-Nation Meeting with MFFN**
 - It was previously noted that Ginoogaming First Nation is interested in a Nation-to-Nation meeting with Marten Falls First Nation. We request that Ginoogaming First Nation's Chief and Council make this request directly to Marten Falls First Nation Chief and Council to coordinate this.
- **Milestone #3 Progress Report**
 - The deadline to provide feedback on the Milestone #3 Progress Report was February 14, 2025. Feedback was requested by this date in order to make updates to the Report before it is made available to the public on the project website. We will still accept feedback after this date. Any feedback received after February 14, 2025, will be incorporated into the Draft RoCE.

Later this year, a Draft RoCE will be produced, which will contain the Milestone #3 Report, as well as the other milestone reports, the Interim RoCE and engagement since August 2024. Indigenous communities will have an additional opportunity to provide feedback for the time period covered by the Milestone #3 Report during their review of Draft RoCE.

As always if you have any questions or there is anything I can help with, please reach out.

Thank you,
Iain



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



Quigley, Iain <[redacted]>

MFFN CAR - February Project Updates

Quigley, Iain <[redacted]>
To: Shelly Rahme <[redacted]>

Mon, Mar 3, 2025 at 1:17 PM

Hi Shelly,

Not at all! On page 5 under "Per:" where it currently reads Ginoogaming First Nation, this is where Chief Taylor's signature goes.

[Quoted text hidden]



[Quoted text hidden]
[redacted]
[redacted]
[redacted]
www.dillon.ca



Quigley, Iain <[redacted]>

MFFN CAR - February Project Updates

Quigley, Iain <[redacted]> Mon, Mar 10, 2025 at 12:34 PM
 To: Shelly Rahme <[redacted]>
 Cc: "Mr Calvin Taylor Sr." <[redacted]>, Jennifer Duncan <[redacted]>, "Naseer, Mishal" <[redacted]>, Henry Waboose <[redacted]>, "Zielbauer, Kyla" <[redacted]>

Thanks for this Shelly.

I've passed this on to be signed by our folks. The last thing needed from you is a **void cheque** or **bank letter** containing the details of the account that the funds will be deposited into.

Thank you,
Iain

[Quoted text hidden]



[Quoted text hidden]
[Quoted text hidden]



Quigley, Iain <[redacted]>

MFFN CAR - March Project Updates

1 message

Quigley, Iain <[redacted]> Thu, Mar 27, 2025 at 1:51 PM
 To: Shelly Rahme <[redacted]>
 Cc: Henry Waboose <[redacted]>, "Mr Calvin Taylor Sr." <[redacted]>, Jennifer Duncan <[redacted]>, Mishal Naseer <[redacted]>, Kyla Zielbauer <[redacted]>

Good afternoon Shelly,

The community capacity funding was sent through on our end on March 20, 2025, **could you confirm once the funds arrive?** Please see the below list for some additional project updates for the month of March.

Also please note that my phone number has changed: My new phone number is [redacted]

- **Draft Environmental Assessment / Impact Statement (EA / IS) available for Indigenous Community review**
 - **MFFN CAR Draft EA / IS Email**
 - The Draft EA / IS is now available for Indigenous community review. All information pertaining to the Draft EA / IS will come from a separate email account [redacted]. **Please ensure you send your questions and comments on the Draft EA / IS to this email address.**
 - **Book a meeting!**
 - We are here to assist you in the review process of the Draft EA / IS. Please reach out if you would like to book an in-person or virtual meeting to discuss the Draft EA / IS. We understand the size of the document (~20,000 pages) can be overwhelming and are here to support you with review.
- **Aboriginal and / or Treaty Rights and Interests (ATRI) Forum #2 Summary**
 - On February 10, 2025, we distributed the ATRI Forum #2 Summary with comments and notes. Please let the MFFN CAR Project Team know if there are any adjustments needed to the comments your community has provided.
- **Upcoming Webinars**
 - In April and May, we will host webinars on identified project effects and proposed mitigation measures for Land, Water and People. Keep an eye out for a registration email from info@martenfallsaccessroad.ca!

If you wish to discuss anything further don't hesitate to reach out!

Best,
Iain



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



Quigley, Iain <[redacted]>

Ginoogaming Contacts for MFCAR/NRL

Quigley, Iain <[redacted]> Wed, Apr 16, 2025 at 1:44 PM
 To: Jennifer Duncan <[redacted]>
 Cc: Mishal Naseer <[redacted]>, "[redacted]", Calvin Taylor <[redacted]>, Kimberly Jorgenson <[redacted]>, Shannon Costigan <[redacted]>

Hi Jennifer and welcome Shannon!

Thank you for this update! I've added Shannon to the project contact list.

Best regards,
Iain
[Quoted text hidden]

--



— PROUDLY CANADIAN SINCE 1946 —



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



Quigley, Iain <[redacted]>

Community Capacity Agreement - Signed

Quigley, Iain <[redacted]>

Tue, Apr 22, 2025 at 10:09 AM

To: Shelly Rahme <[redacted]>

Cc: "Mr Calvin Taylor Sr." <[redacted]>, Jennifer Duncan <[redacted]>, Mishal Naseer <[redacted]>, Henry Waboose <[redacted]>, Kyla Zielbauer <[redacted]>

Hi Shelly,

Sorry for the delay in getting this to you, but please see attached the signed community capacity funding agreement for your records. No action is needed.

Thank you,
Iain



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

— PROUDLY CANADIAN SINCE 1946 —

 [redacted]
1366K



Quigley, Iain <[REDACTED]>

MFFN CAR - April Project Updates

1 message

Quigley, Iain <[REDACTED]> Wed, Apr 30, 2025 at 1:43 PM
To: Shelly Rahme <[REDACTED]>
Cc: Henry Waboose <[REDACTED]>, "Mr Calvin Taylor Sr." <[REDACTED]>, Jennifer Duncan <[REDACTED]>, Mishal Naseer <[REDACTED]>, Kyla Zielbauer <[REDACTED]>, Shannon Costigan <[REDACTED]>

Good afternoon Shelly,

Please see below for April Project updates for the Marten Falls Community Access Road Project:

• Draft Environmental Assessment / Impact Statement (EA / IS) Updates

• Public Review Period Now Starting

• The Draft EA / IS is now available for public review. Comments and feedback can be provided via the Project website, email or by letter mail.

• Book a Meeting

- We are here to assist you in the review process of the Draft EA / IS. Please reach out if you would like to book an in-person or virtual meeting to discuss the Draft EA / IS. We understand the size of the document (~20,000 pages) can be overwhelming and are here to support you with review.

• Community Well-Being Report

- On April 16, 2025, the Community Well-Being Report was released for review by Indigenous communities and groups.
- We are halfway through the review process of the Draft EA / IS. Please keep in mind that the review process **concludes on June 23, 2025**.

• Public Information Centre #6

- We will be hosting our Public Information Centre (PIC) #6 on Monday, May 26, 2025, and Thursday, May 29, 2025, in Thunder Bay and Geraldton, respectively. The first hour of each PIC is dedicated to Indigenous community members. For more information, visit <https://eais.martenfallsaccessroad.ca/get-involved/> and keep an eye out for an email from info@martenfallsaccessroad.ca.

• Upcoming Webinars

- Our Draft EA / IS webinar series will start in May. The first in this series is Community Well-Being, held on Tuesday, May 6, 2025, at 4:00 p.m. EST. Register now by following this link: [REDACTED]
- Keep an eye out for more information on the remaining webinars in the Draft Environmental Assessment / Impact Statement Series:
 - **Land: Ungulates** - Thursday, May 8
 - **Water: Fish and Fish Habitat** - Thursday, May 22
 - **People: Land and Resource Use** - Thursday, June 5

If you would like to discuss anything further please reach out!

Thank you,
Iain



Quigley, Iain <[redacted]>

PIC #6 - Interest in Shuttle Service to Geraldton

Quigley, Iain <[redacted]> Tue, May 13, 2025 at 11:36 AM
 To: Shelly Rahme <[redacted]>
 Cc: Henry Waboose <[redacted]>, "Mr Calvin Taylor Sr." <[redacted]>, Jennifer Duncan <[redacted]>, Mishal Naseer <[redacted]>, Kyla Zielbauer <[redacted]>, Shannon Costigan <[redacted]>

Good morning Shelly,

We have Public Information Centre #6 coming later this month with one event in Geraldton (May 29, 2025), and one in Thunder Bay (May 26, 2025). I've attached the event poster for reference.

Would you be interested in having a shuttle service arranged for community members to attend the PIC in Geraldton on May 29?

Let me know if this is something that would be beneficial and we can have some further discussion on the logistics.

Kind regards,
Iain



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

— PROUDLY CANADIAN SINCE 1946 —

Vacation Alert: May 16 - May 20

 **2025-05-06-MFFN-PIC6 poster.pdf**
 693K



MARTEN FALLS FIRST NATION ALL-SEASON COMMUNITY ACCESS ROAD

PUBLIC INFORMATION CENTRE #6: DRAFT ENVIRONMENTAL ASSESSMENT / IMPACT STATEMENT

Join the Marten Falls First Nation Community Access Road Project Team to discuss updates on the Draft Environmental Assessment / Impact Statement Review.

Thunder Bay Monday, May 26, 2025

Location:

Superior Inn and Conference Centre
555 Arthur St. W, Thunder Bay, Ontario

Time:

5:00 p.m. - 8:00 p.m. Public Session.

*Light refreshments will be served.

Geraldton Thursday, May 29, 2025

Location:

Geraldton Community Centre
200 Wardrope Avenue, Geraldton, Ontario

Time:

4:00 p.m. - 7:00 p.m. Public Session

*Light refreshments will be served.

Learn about:

- What is the Draft Environmental Assessment / Impact Statement?;
- Understanding identified project effects and proposed impact management measures;
- Update on socio-economic studies and the Community Well-Being Report;
- Cumulative effects; and
- Next steps and future opportunities to get involved.

* The first hour is dedicated to Indigenous Community members only.

If you cannot make the in-person session, you can find the information posted on our website (www.martenfallsaccessroad.ca). Public Information Centres are wheelchair accessible; contact us if you require other accessibility accommodations.

Contact Information

Website: <https://eais.martenfallsaccessroad.ca/get-involved/>

Email: info@martenfallsaccessroad.ca

Phone: 1-800-764-9114



Scan the QR to learn more, and for other ways to Get Involved.



Quigley, Iain <[redacted]>

MFFN CAR - May Project Updates

1 message

Quigley, Iain <[redacted]> Thu, May 22, 2025 at 1:28 PM
 To: Shelly Rahme <[redacted]>
 Cc: Henry Waboose <[redacted]>, "Mr Calvin Taylor Sr." <[redacted]>, Jennifer Duncan <[redacted]>, Mishal Naseer <[redacted]>, Kyla Zielbauer <[redacted]>, Shannon Costigan <[redacted]>

Good afternoon Shelly,

It was nice speaking with you today, as discussed please see below for MFFN CAR Project Updates for May 2025:

- **Draft Environmental Assessment / Impact Statement (EA / IS) - Reminder for Final Review**
 - We are nearing the end of the review process of the Draft EA / IS. Please submit your comments and feedback via the Project website, [redacted] email or by letter mail by **June 23, 2025**. If you send comments and/or feedback via email, please cc me on the email as well for awareness.
- **Public Information Centre #6**
 - We will be hosting our Public Information Centre (PIC) #6 on Monday, May 26, 2025, and Thursday, May 29, 2025, in Thunder Bay and Geraldton, respectively. The first hour of each PIC is dedicated to Indigenous community members. For more information, visit <https://eais.martenfallsaccessroad.ca/get-involved/>.
- **Upcoming Webinars**
 - Our next webinar in the Draft EA / IS webinar series is Water: Fish and Fish Habitat, to be held on Thursday May 22, 2025, at 4:00 p.m. EST. Register now by following this link: [redacted]
 - Keep an eye out for more information on the remaining webinars in the Draft Environmental Assessment / Impact Statement Series:
 - **People: Land and Resource Use** - Thursday, June 5

If you have any questions or would like to discuss anything further please reach out.

Kind regards,
Iain



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

2025-05-06-MFFN-PIC6 poster (1).pdf
 693K



MARTEN FALLS FIRST NATION ALL-SEASON COMMUNITY ACCESS ROAD

PUBLIC INFORMATION CENTRE #6: DRAFT ENVIRONMENTAL ASSESSMENT / IMPACT STATEMENT

Join the Marten Falls First Nation Community Access Road Project Team to discuss updates on the Draft Environmental Assessment / Impact Statement Review.

Thunder Bay Monday, May 26, 2025

Location:

Superior Inn and Conference Centre
555 Arthur St. W, Thunder Bay, Ontario

Time:

5:00 p.m. - 8:00 p.m. Public Session.

*Light refreshments will be served.

Geraldton Thursday, May 29, 2025

Location:

Geraldton Community Centre
200 Wardrope Avenue, Geraldton, Ontario

Time:

4:00 p.m. - 7:00 p.m. Public Session

*Light refreshments will be served.

Learn about:

- What is the Draft Environmental Assessment / Impact Statement?;
- Understanding identified project effects and proposed impact management measures;
- Update on socio-economic studies and the Community Well-Being Report;
- Cumulative effects; and
- Next steps and future opportunities to get involved.

* The first hour is dedicated to Indigenous Community members only.

If you cannot make the in-person session, you can find the information posted on our website (www.martenfallsaccessroad.ca). Public Information Centres are wheelchair accessible; contact us if you require other accessibility accommodations.

Contact Information

Website: <https://eais.martenfallsaccessroad.ca/get-involved/>

Email: info@martenfallsaccessroad.ca

Phone: 1-800-764-9114



Scan the QR to learn more, and for other ways to Get Involved.

Subject: MFFN CAR - Meeting Materials
Sent: 2025-05-30, 4:29:42 PM
From: Angelis, Niki
To: Jennifer Duncan
Cc: Kimberly Jorgenson; Shannon Costigan

Hello Jennifer,

I hope this email finds you well.

During the PIC #6 this past week in Thunder Bay and Geraldton, I heard that Four Rivers will be hosting some meetings regarding the Community Access Road. I stopped by your office today to drop off some large maps of the preferred route, a bound Assessment Summary booklet with the Plain Language Summaries and the Executive Summary in English, OjiCree and Ojibway.

I hope your meetings go well and please let me know if you require anything to support your outreach.

Have a nice weekend!

Sincerely,
Niki

Niki Angelis
Communication and Community Engagement



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AECOM Canada celebrates 114 years in Canada delivering our most iconic infrastructure projects.



Quigley, Iain <[redacted]>

Status of IK Study

1 message

Quigley, Iain <[redacted]> Mon, Jun 16, 2025 at 10:48 AM
 To: Shelly Rahme <[redacted]>
 Cc: Henry Waboose <[redacted]>, "Mr Calvin Taylor Sr." <[redacted]>, Jennifer Duncan <[redacted]>, Mishal Naseer <[redacted]>, Kyla Zielbauer <[redacted]>, Shannon Costigan <[redacted]>

Good morning Shelly,

Do you have any update on the status of Ginoogaming First Nation's IK study? We are specifically interested in when you anticipate submitting the report.

Thank you,
Iain

--




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

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Inclusiveness: Enabling belonging to draw strength from our differences.



Quigley, Iain <[redacted]>

MFFN CAR - June 2025 Project Updates

1 message

Quigley, Iain <[redacted]> Thu, Jun 26, 2025 at 1:33 PM
 To: Shelly Rahme <[redacted]>
 Cc: Henry Waboose <[redacted]>, "Mr Calvin Taylor Sr." <[redacted]>, Jennifer Duncan <[redacted]>, Mishal Naseer <[redacted]>, Kyla Zielbauer <[redacted]>, Shannon Costigan <[redacted]>

Good afternoon,

Please see below for June 2025 Project updates for MFFN CAR:

- **IK Study**
 - Could you please indicate when we can expect an IK study report?
- **Draft Environmental Assessment / Impact Statement Review Period Complete!**
 - Thank you for providing feedback on the Draft Environmental Assessment / Impact statement (EA / IS). As of June 23, 2025, the review period for the Draft EA / IS has officially closed. We sincerely value all the feedback provided. Input on the Draft EA / IS is important to us and will help inform the preparation of the Final EA / IS that will be submitted to the federal and provincial governments for review in mid to late 2026.
- **Public Information Centre #6**
 - Public Information Centre #6 was held on May 26 and 29, 2025, in Thunder Bay and Geraldton, respectively. Thank you to all those who were able to attend the meetings in person. You may review the materials on our website: <https://www.martenfallsaccessroad.ca/get-involved/#pic6>
- **Coming Up...**
 - The Draft Record of Consultation and Engagement for Indigenous Communities will be released in Fall 2025. Keep an eye out for the report to be sent to your community! Ways to provide feedback will be included.

If you have any questions or would like to discuss anything further please reach out!

Thank you,
Iain



Iain Quigley
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 [redacted]
 [redacted]
 [redacted]
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Quigley, Iain <[redacted]>

MFFN CAR - Aboriginal and / or Treaty Rights and Interests: DRAFT Impact Assessment Report

Quigley, Iain <[redacted]> Thu, Jul 10, 2025 at 9:26 AM
 To: [redacted]
 Cc: [redacted], Qasim Saddique <[redacted]>, Jennifer Bruin <[redacted]>, Andrea Nokleby <[redacted]>, Shelly Rahme <[redacted]>, Henry Waboose <[redacted]>, "Mr Calvin Taylor Sr." <[redacted]>, Jennifer Duncan <[redacted]>, Kyla Zielbauer <[redacted]>, Shannon Costigan <[redacted]>
 Bcc: Alana Vigna <[redacted]>, "Price, Katelyn" <[redacted]>

Dear Chief Sheri Taylor,

As part of our ongoing collaboration on the Marten Falls First Nation Community Access Road, we're sharing your community specific **Draft Aboriginal and / or Treaty Rights and Interests: Draft Impact Assessment Report** (Draft Report) for your review and feedback.

This Draft Report includes information from publicly available sources, as well as any Indigenous Knowledge Reports we received before January 2025. It outlines the assessment process for Aboriginal and / or Treaty Rights and Interests related to the Community Access Road, and it focuses specifically on your community.

Please use the following link to access and download your Aboriginal and / or Treaty Rights and Interests: Draft Impact Assessment Report for the Community Access Road:

[redacted link]

The review period for this report is 90 calendar days. If your community has comments, questions, additional Indigenous Knowledge or details about important sites, areas, or resources—and how often they're used—that could better inform this report we'd appreciate you sharing that with us. Your input will help us refine the potential effects to your Draft Report. A final version of this report will be provided to you.

If we don't hear back with new information by **October 8, 2025**, the Draft Report will be finalized.

We would be very pleased to meet with you to review the Draft Report, answer any questions you may have, or have a discussion on the assessment process.

Kind regards,
Iain



Platinum member

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

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Quigley, Iain <[redacted]>

MFFN CAR - July Project Updates

1 message

Quigley, Iain <[redacted]> Tue, Jul 29, 2025 at 1:08 PM
 To: Shelly Rahme <[redacted]>
 Cc: Henry Waboose <[redacted]>, "Mr Calvin Taylor Sr." <[redacted]>, Jennifer Duncan <[redacted]>, Mishal Naseer <[redacted]>, Shannon Costigan <[redacted]>
 Bcc: Jodi Miles <[redacted]>

Good afternoon Shelly,

Please see below for July project updates related to MFFN CAR:

IK Study

Could you please indicate when we can expect the submission of an IK report?

Draft Record of Consultation and Engagement for Indigenous Communities

The Draft Record of Consultation and Engagement for Indigenous Communities will be released in Fall 2025. Keep an eye out for the report to be sent to your community! Ways to provide feedback will be included.

Ongoing Field Studies

Field programs will be continuing into the 2025 summer and fall seasons to support the Preliminary Design and future permitting for the MFFN CAR. The following three field programs are included in the Summer 2025 Field Notice: Stage 2 Archaeological Assessment, Groundwater Well Decommissioning and Geotechnical Investigation. For more information, read the full field notice attached to this email.

Aboriginal and / or Treaty Rights and Interests: DRAFT Impact Assessment Report

On July 10, 2025, your community-specific Draft Aboriginal and / or Treaty Rights and Interests: Draft Impact Assessment Report was distributed. The review period for this report is 90 calendar days. Please submit any comments, questions, additional Indigenous Knowledge or details about important sites, areas or resources through email.

Please use the following link to access and download your community-specific report: [redacted]

If you have any questions or would like to discuss anything please do not hesitate to reach out. If it would be helpful we could also arrange a phone call or meeting.

Thank you,
Iain



Iain Quigley
 Dillon Consulting Limited
 [redacted]
 [redacted]
 [redacted]
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2025-07-09-MFFN-SummerFall2025Field Notice_Final.pdf
 1950K

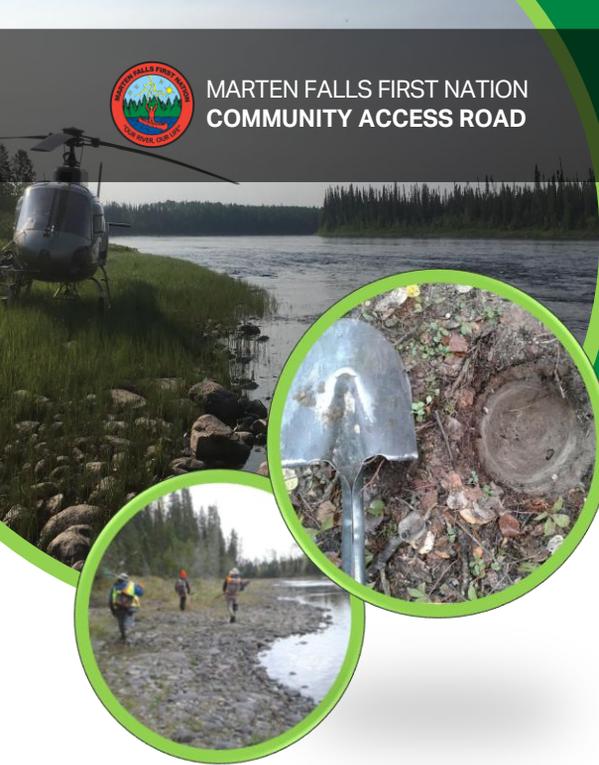


MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Field Notice

Summer / Fall 2025
Field Notice

Issued: July 2025



What's Happening?

Field programs will be continuing into the 2025 summer and fall seasons to support the Preliminary Design and future permitting for the Marten Falls First Nation Community Access Road.

The following three field programs are outlined in this notice:

- Stage 2 Archaeological Assessment
- Groundwater Well Decommissioning
- Geotechnical Investigation

Stage 2 Archaeological Assessment

Archaeological assessments are crucial for determining the potential presence of archaeological sites and artifacts and are mandated through the Ontario Heritage Act. For the Marten Falls First Nation Community Access Road, background archaeological research (Stage 1) began in 2019 to look into archaeological potential for possible unknown sites, and some initial field surveys were conducted in 2019.





Now that the preferred route has now been chosen for the Community Access Road, archaeologists will conduct Stage 2 field surveys in the following locations in advance of geotechnical investigations:

- where the road is planned to cross waterbodies;
- at sites where bridges may be built; and
- at one potential aggregate location.

The investigations will focus on the area where geotechnical drilling will be required, and where helicopter landing sites may be created.

The archaeology team will complete the work **during the summer or fall season**. Dates have yet to be determined, though the work is expected to take approximately two weeks to complete. An update will be provided once dates are confirmed.

The stages of an Archaeological Assessment in Ontario

- 1** **Stage 1 – Background Study:** A background study is first conducted to determine archaeological potential, which means areas where people liked to live.
- 2** **Stage 2 – Field Survey:** Archaeologists go out and look for sites that may be impacted by construction. In Northern Ontario, this is typically completed using a test pit survey. This means a team of archaeologists dig small holes in areas of high archaeological potential and sift the soil to search for artifacts.

If the team finds artifacts, we have a site!

- 3** **Stage 3 – Find Site Limits:** The next step is finding the site limits. When looking for site limits the team of archaeologists digs larger 1 m by 1 m excavation units and collect the artifacts. These units are dug every 5 m until we find the site edge.
- 4** **Stage 4 – Excavation or Avoidance:** In the final step, the site is either excavated or the development is moved to avoid and protect the site. Depending on the size and nature of the site, it might be easy to move the purposed impacts than remove the site. Some projects are easier to move around archaeological sites than others.



Geotechnical Investigation

Field crews are proposing to conduct geotechnical investigations to support preliminary exploration of potential aggregate sites and water crossing locations along the route for the Community Access Road. Geotechnical investigations will focus on aggregate sites and water crossings to assess material quantity, quality, soil suitability and groundwater monitoring.

Advance notice was initially provided for the Geotechnical Investigation in the [Fall 2024 Field Notice](#), however, work was unable to commence at that time. Instead, it is expected that this work will be conducted **during the fall 2025 season**. An update will be provided once dates are confirmed.

Groundwater Well Decommissioning

Field crews will be decommissioning selected monitoring wells this fall as part of the Groundwater and Geochemistry program. This program has been essential for checking the health of groundwater along the proposed route for the Community Access Road. The program has tested for things like minerals, dissolved metals (such as mercury), and volatile organic compounds. By understanding current groundwater conditions, we can better predict how the road might affect the natural environment.

The wells are being decommissioned are in a location that will not support future long term monitoring of the proposed roadway. Future wells within the final right of way may be installed in accordance with the mitigations outlined in Section 9.3.4 of the Draft Environmental Assessment / Impact Statement. The report is available here:

<https://eais.martenfallsaccessroad.ca/>

Since 2022, field crews have collected samples from the same monitoring wells each spring, summer, and fall to track seasonal changes. With the sampling now complete, field crews will proceed with decommissioning selected wells **during the fall season**. An update will be provided once dates are confirmed.





What to expect

Field crews will be accessing sites across the study area by helicopter—you may see helicopters in the area. An update will be provided if the above schedule changes due to weather or other conditions.

To learn more about our studies, view our past [webinar recordings](#), [valued component videos](#), [Groundwater and Geochemistry Discussion Guide](#), and the [Draft Environmental Assessment / Impact Statement](#) on our website.

Where?

See the next page for a map of the study area.

Contact Information

You are welcome to contact the MFFN Community Access Road Project Team at any time with questions or comments.

Lawrence Baxter

Senior Community Member Advisor

Marten Falls First Nation

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

www.martenfallsaccessroad.ca





Quigley, Iain <[REDACTED]>

MFFN CAR - July Project Updates

Quigley, Iain <[REDACTED]>
To: Shelly Rahme <[REDACTED]>

Wed, Jul 30, 2025 at 12:08 PM

Hi Shelly,

I understand that the Impact Assessment Agency of Canada (IAAC) has reached out to some Indigenous communities and organizations to see if they are okay with IAAC publishing MFFN CAR Draft EA / IS comments on the public register. While I have not been involved in this, I understand these emails came from <[REDACTED]> in the case of other communities. With that said I can definitely try to assist, what would you like me to provide?

[Quoted text hidden]



Quigley, Iain <[redacted]>

MFFN CAR - August Project Updates

1 message

Quigley, Iain <[redacted]> Tue, Aug 26, 2025 at 2:57 PM
 To: Shelly Rahme <[redacted]>
 Cc: Henry Waboose <[redacted]>, "Mr Calvin Taylor Sr." <[redacted]>, Jennifer Duncan <[redacted]>, Mishal Naseer <[redacted]>, Shannon Costigan <[redacted]>
 Bcc: Jodi Miles <[redacted]>

Good afternoon Shelly,

Please see below for August project updates related to MFFN CAR:

- IK Study
 - Could you please provide the status of IK collection and when we can expect submission of an IK report?
- New Video: Understanding Cumulative Effects
 - As part of the Environmental Assessment / Impact Assessment for the Community Access Road, we are looking closely at how different activities—past, present and future—may combine to affect the land, water, animals and people. This includes considering how the Community Access Road might interact with other projects happening in the same area or at the same time. By looking at the bigger picture, we aim to better understand the full impact of the Project on the environment and the Community.
 - To watch our latest video, click here: <https://vimeo.com/1096031872/90de3c9f05?fl=pl&fe=vl>
- Draft Aboriginal and / or Treaty Rights and Interests: Draft Impact Assessment Report
 - On July 10, 2025, your community-specific Draft Aboriginal and / or Treaty Rights and Interests: Draft Impact Assessment Report was distributed.
 - The review period closes on **October 8, 2025**. Please submit any comments, questions, additional Indigenous Knowledge or details about important sites, areas or resources through email.
 - Please use the following link to access and download your community-specific report: [redacted]

Let me know if a phone call or a meeting would be beneficial to discuss anything, and please feel free to reach out with any questions.

Thank you,
Iain



Iain Quigley
 Dillon Consulting Limited
 [redacted]
 [redacted]
 [redacted]
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B7.2 Incoming Community Specific Correspondence



Daltrop, Hanna [REDACTED]

area of archaeological interest

Shelly Rahme [REDACTED]
To: "Daltrop, Hanna" [REDACTED] Mishal Naseer [REDACTED]

Thu, Aug 1, 2024 at 12:03 PM

Dear Hanna

It would be really helpful if the archaeology team put together information for us regarding the western Washi exit site and Washi lake site.

I could just present on this area next week.

Many thanks



Shelly Rahme





Jara Moreno, Lucia <[redacted]>

Re: MF CAR Project Timeline

1 message

Shelly Rahme <[redacted]> Tue, Aug 6, 2024 at 7:42 PM

To: "Daltrop, Hanna" <[redacted]>
Cc: Mishal Naseer <[redacted]>, Lucia Jara Moreno <[redacted]>, Calvin Taylor <[redacted]>, Cj Taylor <[redacted]>, Crystal Iserhoff <[redacted]>, Sheri Taylor <[redacted]>, Jason Chapais <[redacted]>, Jennifer Duncan <[redacted]>, Kimberly Jorgenson <[redacted]>

Excellent. This is super helpful.
Many thanks

On Thu, Aug 1, 2024 at 4:40 PM Daltrop, Hanna <[redacted]> wrote:

Hello Shelly,

As discussed, I have attached a PDF of the MF CAR Project's timeline. If you have specific questions about any part of the timeline or project, please let me know and I will find out the answers for you.

Warm regards
Hanna



Hanna Daltrop
Dillon Consulting Limited



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

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Shelly Rahme
Impact Assessment Advisor
Ginoogaming First Nation
Longlac, ON



Quigley, Iain <[REDACTED]>

Re: area of archaeological interest

Shelly Rahme <[REDACTED]>
To: Iain Quigley <[REDACTED]>

Thu, Sep 19, 2024 at 3:49 PM

I had requested specific info from the Archaeology team but have not heard back. I will call you.



Weseluck, Lauren [redacted]

MFFN Community Access Road - About the Draft EA / IS

Shelly Rahme <[redacted]>

Fri, Sep 27, 2024 at 1:24 PM

To: "Weseluck, Lauren" <[redacted]>, Mishal Naseer <[redacted]>

Lauren
I am not sure why you have Andrew wabooses email on the list - please remove it. He no longer works for GFN. Please confirm emails with me and not just add.
I suspect you received this email address from MINES. Can you please confirm?

It's not appropriate to add people until we have approved them.

[Quoted text hidden]

[Quoted text hidden]

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

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Shelly Rahme
Impact Assessment Advisor
Ginoogaming First Nation
[redacted]



Quigley, Iain <[redacted]>

MFFN CAR - Recent Project Updates

Shelly Rahme <[redacted]>

Fri, Dec 6, 2024 at 3:09 PM

To: "Quigley, Iain" <[redacted]>

Cc: "Naseer, Mishal" <[redacted]>, Henry Waboose <[redacted]>, "Mr Calvin Taylor Sr." <[redacted]>, Jennifer Duncan <[redacted]>

Good Day Iain

Thanks for the phone call and working with me towards a presentation on the MFCAR preferred route. I appreciated the webinar that was provided on November 26th.

We will be signing the funding agreement for a review/support on the draft EA/IS.

Thanks for the requested archaeological information. I will present this to the community.

If you could please send me a digital map of the preferred MFCAR route, I will use this in my presentation.

--



Shelly Rahme
Impact Assessment Advisor
Ginoogaming First Nation
Longlac, ON
c [redacted]



Quigley, Iain [REDACTED]

MFFN CAR - Capacity Funding Agreement

Shelly Rahme <[REDACTED]>
To: "Quigley, Iain" <[REDACTED]>

Thu, Dec 12, 2024 at 9:47 AM

Thanks.

--



Shelly Rahme
Impact Assessment Advisor
Ginoogaming First Nation
Longlac, ON
c ([REDACTED])

MFCAR funding MINES.pdf
75K



Quigley, Iain <[REDACTED]>

MFFN CAR - Capacity Funding Agreement

Shelly Rahme <[REDACTED]>
To: "Quigley, Iain" <[REDACTED]>

Thu, Dec 12, 2024 at 10:01 AM

I'll work on this other funding.



Shelly Rahme
Impact Assessment Advisor
Ginoogaming First Nation
Longlac, ON
c [REDACTED]



Quigley, Iain <[redacted]>

today

Shelly Rahme <[redacted]>
To: Iain Quigley <[redacted]>

Mon, Feb 3, 2025 at 7:06 AM

Dear Iain
Do you have any time for a teams meeting today?

I'm preparing for several presentations on MFCAR.



Shelly Rahme
Impact Assessment Advisor
Ginoogaming First Nation
[redacted]
[redacted]



Quigley, Iain <[REDACTED]>

MFFN CAR Road Connections

Shelly Rahme <[REDACTED]>
To: "Quigley, Iain" <[REDACTED]>

Wed, Feb 12, 2025 at 9:51 AM

Thanks
We have information from the province and are working on this Nation to Nation.
We are on it - thank you for following up.

Have a good day.



Shelly Rahme
Impact Assessment Advisor
Ginoogaming First Nation
[REDACTED]
[REDACTED]



Quigley, Iain <[redacted]>

MFFN CAR - February Project Updates

Shelly Rahme <[redacted]>
To: "Quigley, Iain" <[redacted]>

Mon, Mar 3, 2025 at 11:44 AM

Hey Iain
Silly question - where do we sign on this funding agreement?

--



Shelly Rahme

[redacted]
[redacted]
[redacted]
[redacted]



[redacted]

56K



Quigley, Iain <[REDACTED]>

MFFN CAR - February Project Updates

Shelly Rahme <[REDACTED]>

Fri, Mar 7, 2025 at 1:28 PM

To: "Quigley, Iain" <[REDACTED]>

Cc: "Mr Calvin Taylor Sr." <[REDACTED]>, Jennifer Duncan <[REDACTED]>, "Naseer, Mishal" <[REDACTED]>, Henry Waboose <[REDACTED]>, "Zielbauer, Kyla" <[REDACTED]>

Here is the signed funding agreement.

Many thanks

[REDACTED]



[REDACTED]
139K



Member of Praxity, AISBL
Global Alliance of Independent Firms

Robin DeProphetis, CPA, CA
SENIOR MANAGER

[Redacted text]

mnp.ca

MNP. 100% made in Canada
Wherever business takes you



MNP. Un cabinet bien d'ici.
Partout où mènent les affaires.

From: [Redacted]
Sent: March 10, 2025 1:36 PM
To: Robin DeProphetis <[Redacted]>
Subject: FW: MFFN CAR - February Project Updates

FYI

[Quoted text hidden]

This email and any accompanying attachments contain confidential information and may be protected by legal privilege. It is intended only for the individual or entity named above. Any dissemination or action taken in reliance on this email or attachments by anyone other than the intended recipient is strictly prohibited and may be unlawful. If you believe you have received this message in error, please delete it from your systems and contact the sender by return email. In compliance with Canada's Anti-spam legislation (CASL), if you do not wish to receive further electronic communications from MNP, please reply to this email with "REMOVE ME" in the subject line.

 **VOID Cheque.pdf**
254K

From: Jennifer Duncan [REDACTED]
Sent: June 4, 2025 8:11 AM
To: Angelis, Niki [REDACTED]
Cc: Kimberly Jorgenson [REDACTED] Shannon Costigan [REDACTED]
Subject: Re: MFFN CAR - Meeting Materials

Thank you Niki! Much appreciated.

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GINOOGAMING FIRST NATION



June 23, 2025

**AECOM Canada Ltd.
C/O Joanne Wang**



Email: eaisinput@martenfallsaccessroad.ca

Re: Ginoogaming First Nation Comment Submission on Marten Falls Community Access Road Draft EA/IS

Dear Joanne,

Please find attached Ginoogaming First Nation's final comment submission on the Marten Falls Community Access Road (MFCAR) Draft EA/IS that was released to Indigenous communities for review in February 2025. Ginoogaming First Nation completed a Technical Review of the EA/IS documentation and completed a series of Community Engagement Sessions to capture community feedback specific to the project. The combined outcomes of the activities are compiled in the attached submission.

While GFN understands the desire of Marten Falls First Nation (MFFN) to establish all-season road access to their community, the EA/IS overlooks GFN's deep and continuous presence along the project route. It is our Ancestral Clan Homelands. Our people have lived in this region since time immemorial. GFN members have Tazhiikaywinin (traplines), conduct ceremony, harvest food and medicines, and care for burial sites along the corridor. By treating GFN as a peripheral rather than a highly impacted rights-holder, the assessment understates the Project's environmental, cultural, and intergenerational impacts on our Nation. The MFCAR would cut through one of the last relatively pristine areas of our territory, bringing permanent noise, traffic, habitat fragmentation, and outside access that cannot be undone. GFN respectfully requests a seat at all tables related to the MFCAR — including planning, permitting, monitoring, and long-term governance, that includes Indigenous law. GFN is a rights holder that is highly impacted by the Project.

GFN members are strongly opposed to any effort to use the MFCAR as a gateway to mining in the Ring of Fire without our free prior and informed consent. If the road is tied to industrial

expansion, then the full scale of those impacts must be assessed now, not deferred to future projects. The MFCAR can not be assessed in isolation of the larger development. We question whether we are properly informed as the road EAs and the Ring of Fire are conflated – especially as represented by Ontario in the media. Our Nation has no interest in facilitating development that would open one of the last undisturbed areas in our shared territory to permanent industrial activity. Ontario and Canada must be transparent on whether this project is or is not intended to enable future mining in the Ring of Fire and if so inclusive negotiations of all Treaty 9 partners would be required, alongside Canada and Ontario, in a Government-to-Government summit, rather than dividing Nations through economic and infrastructure incentives.

GFN looks forward to increased engagement by the MFCAR team as the EA/IS process continues.



Chief, Ginoogaming First Nation

On behalf of Ginoogaming First Nation Chief & Council

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Marten Falls First Nation Community Access Road – Environmental Assessment / Impact Statement

Technical Review

June 23, 2025

Submitted by: Ginoogaming First Nation



GINOOGAMING FIRST NATION

Executive Summary

This technical review was prepared by Ginoogaming First Nation (GFN) to evaluate the Environmental Assessment/Impact Statement (EA/IS) for the proposed Marten Falls Community Access Road (MFCAR). The review is grounded in a technical assessment of the EA/IS and directly informed by Traditional Knowledge and community input gathered through engagement with GFN members.

GFN is clear in our position: GFN supports Marten Falls in establishing all-season road access to their community. However, GFN is strongly opposed to any effort to use the MFCAR as a gateway to mining in the Ring of Fire without our consent. Our Nation has no interest in facilitating development that would open one of the last relatively pristine areas in our traditional territory to permanent industrial activity - particularly when that development is advancing without GFN's consent, inclusion, or benefit.

GFN members hold several traplines along the MFCAR route, many of which have been held continuously by GFN members since before modern traplines were created by the Ontario Ministry of Natural Resources. Our members continue to travel, harvest, trap, and carry out ceremony in the Project area. Many of our ancestors are buried along this corridor. Yet the EA/IS fails to acknowledge the depth of GFN's connection to this land or the scale of impact the project would have on our Nation. Despite our longstanding, well documented land use, GFN has been treated as one of many Nations peripheral to the Project, not as a rights holder that is highly impacted by the Project. This is unacceptable.

It is important for the Proponent, MOECP and IAAC to understand the profound sense of loss expressed by GFN members in relation to this Project. The proposed road would permanently cut through one of the few remaining pristine areas of GFN's territory. Once built, the land will be opened to pressures it has never faced before—outside access, wildlife disturbance, contamination, and potential industrial expansion. The EA/IS drastically underestimates these impacts—both from an environmental standpoint and in terms of how the project would adversely impact GFN's rights, culture, and identity.

Our review identifies serious shortcomings in the EA/IS, including:

- **Failure to promote Nation-to-Nation dialogue throughout the consultation process.** The consultant led EA/IS process does not adequately provide opportunity for impacted First Nations to come together to share concerns and ideas with each other. Isolated discussions on development create opportunities for mistrust and miscommunication.
- **Lack of integration of GFN Traditional Knowledge.** While the proponent did engage GFN in the Project's Indigenous Knowledge program, the rigid process did



not provide a suitable pathway for GFN members to participate. As a result, the EA/IS does not reflect the extensive and ongoing presence of GFN members in the project area, nor the spiritual, ecological, and cultural values embedded in the land. Indigenous Knowledge is referenced but not integrated into the design, baseline studies, or impact predictions. The Proponent did not engage with GFN in a meaningful way to allow for this critical knowledge to be shared and integrated.

- **Failure to uphold the Crown's duty to consult and accommodate.** GFN has not been meaningfully included in the development of the EA/IS, and the current process treats the Nation as an observer rather than a rights holder. Engagement timelines are rushed, consultation is procedural rather than substantive, and critical feedback from GFN has not been incorporated. This violates both the spirit and the requirements of the Crown's constitutional obligations.
- **Lack of clarity about the true purpose of the project.** The EA/IS avoids a direct answer to the fundamental question on everyone's mind: is this road meant to enable mining in the Ring of Fire or not? If it is, then the EA/IS must clearly assess the full environmental and social consequences of opening this landscape to large-scale industrial activity. If it is not, then the Proponent and Canada must publicly commit to that position in binding terms. GFN cannot properly evaluate the project without clarity on its intended future use. The ambiguity in this EA/IS is unacceptable.
- **Inadequate assessment of cumulative effects.** The EA/IS fails to meaningfully assess the cumulative effects of past and future developments—such as hydroelectric dams, forestry operations, and the proposed Northern Road Link—on ecosystems, wildlife, and Indigenous land use. GFN has experienced first-hand the impacts of fragmented planning in the region, and this project risks repeating the same mistakes on a much larger scale.
- **Presumption that mitigation measures will work flawlessly.** The assessment assumes that environmental impacts can be managed through future mitigation without evidence that such measures will be effective—particularly in remote, sensitive, and climate-vulnerable areas. There is no clear plan for how impacts to fish, wildlife, water quality, or sacred sites will actually be avoided, reduced, or monitored.

Based on recent community engagement, Ginoogaming First Nation provides the following recommendations to IAAC and the Proponent. These points reflect strong, consistent messages shared by GFN members across our technical review and community engagement sessions.



1. **EA/IS process must accommodate Nation-to-Nation and Government-to-Government communication.** As self-governing nations, GFN and other neighbouring First Nations deserve an assessment process that promotes coming together for the betterment of our communities, not a process that fractures our relationships. Substantial progress has been made by coming together. To support an environment of reconciliation, Canada, Ontario and the Treaty 9 First Nations need to come together in a summit to transparently work together on development projects for Seven Generations.
2. **GFN must be fully recognized as a rights holder and decision-maker.** GFN demands a seat at all tables related to the MFCAR — including planning, permitting, monitoring, and long-term governance. GFN is a rights holder that is highly impacted by the Project. Being treated as a peripheral Nation is unacceptable.
3. **Canada, Ontario and the Proponent must be clear and honest about the purpose of the MFCAR.** GFN supports the MFCAR as a community access road for Marten Falls. However, Ontario and Canada must clearly state — in binding and public terms — whether this project is or is not intended to enable future mining in the Ring of Fire. Without this clarity, the EA/IS cannot be properly assessed. If the road is tied to industrial expansion, then the full scale of those impacts must be assessed now, not deferred to future projects.
4. **Protect water, wildlife, and the land using GFN knowledge and authority.** Culverts must be avoided, watersheds must guide assessment boundaries, and GFN must help lead environmental oversight — including identification of cultural and ecological values.
5. **Deliver real benefits to GFN.** GFN expects equitable access to jobs, training and procurement opportunities. Land users holders must be compensated for their loss. Benefit agreements must include GFN, not just Marten Falls and Aroland.

If Canada, Ontario and the Proponent are serious about reconciliation, consent, and environmental protection, they must engage GFN as a full partner with Aroland and Marten Falls. From our perspective, the MFCAR is acceptable only if it serves solely to provide year-round road access for Marten Falls—but it is entirely unacceptable as a means to develop the Ring of Fire.



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1.0 Introduction

Ginoogaming First Nation is a steward of lands and waters within our Traditional Territory that is comprised of a vast area of Northern Ontario, largely north of Lake Superior. For countless generations, our People have exercised inherent rights to hunt, fish, trap, gather medicine, and conduct ceremonies across these landscapes. The proposed Marten Falls First Nation Community Access Road (MFCAR) cuts directly through areas that remain central to our exercise of Treaty and Aboriginal rights, cultural identity, and spiritual practices.

We recognize that the MFCAR — ostensibly championed by Marten Falls First Nation (MFFN; the Proponent) — promises improved connectivity and economic opportunity for MFFN. At the same time, its footprint and associated activities carry the potential to disrupt waterways, fragment wildlife habitat, alter hydrological regimes, and disturb sites of archaeological and cultural importance. Without careful analysis and responsive measures, even well-intentioned infrastructure can severely impact our Treaty and aboriginal rights and interests.

The purpose of this technical review is to ensure that GFN's perspectives are fully integrated into the EA/IS for the MFCAR so that adverse impacts to GFN's rights and interests are mitigated and/or accommodated. Through this review, we:

- Outline key areas of concern related to GFN exercise of Treaty and Aboriginal Rights.
- Identify technical gaps and limitations in the EA/IS that may affect the accuracy or completeness of the impact assessment.
- Provide recommendations related to project design, mitigation planning, monitoring, and adaptive management, informed by GFN's knowledge and community input.

Our analysis is grounded in:

GFN Traditional Knowledge and Land Use that has been rigorously documented over many years that demonstrates the extensive ties GFN has to the Project area;
A technical review of EA/IS content supported by our technical advisors; and
Rigorous engagement of our membership to ensure that this submission reflects perspective widely held by our membership.

Our goal is not only to raise concerns, but to ensure that decisions about the Project reflect GFN's rights, land use, and long-standing connection to the area. We have prepared a series of comments and recommendations on the Environmental



Assessment/Impact Statement (EA/IS), with a focus on how the Project may affect our Aboriginal and Treaty rights, cultural values, and the ecological health of the region. These technical comments and recommendations were directly informed by input from our members, especially through the Traditional Knowledge and Land Use Study we completed for the Project.

2.0 About Ginoogaming First Nation

Ginoogaming First Nation is an Anishinaabe Nation whose traditional territory spans a vast area north of Lake Superior and with reserve land at the northern end of Long Lake. Formerly known as Long Lake 77, our community reclaimed its identity through our traditional name—Ginoogaming, which means “at the long lake” or “a place of long waters.” This name reflects our deep connection to the lake and river systems that define our territory and shape our way of life.

Our people have lived in this region since time immemorial. The lands and waters here are not separate from who we are—they are part of our history, our teachings, and our responsibilities. The lakes, wetlands, rivers, and forests around us are where our ancestors lived, and where our families continue to hunt, fish, trap, gather, and pass on the knowledge and wisdom of our people to future generations.

In 1905, our ancestors entered into Treaty No. 9, believing that this agreement would protect our right to live as Anishinaabe, in accordance with our laws and customs. Although the reserve system imposed fixed boundaries, our people never stopped using and caring for a much larger traditional territory. These lands remain central to our cultural survival and community health.

Ginoogaming First Nation has strong and enduring ties with many neighbouring First Nations, including Aroland First Nation. These connections are grounded not just in proximity, but in family. Many of our members are directly related to members of other Nations through marriage, shared ancestors, and generations of living and working together on the land. Families have shared Ancestral Homelands, harvested from the same waters, and built cabins in the same bush. These are not overlapping claims. These are shared responsibilities based on trust, kinship, and collective care for the land.

The area impacted by the proposed Marten Falls Community Access Road (MFCAR) includes lands where our members continue and exercise their rights as they have done for countless generations. Gathering areas in the project zone are not abandoned—they are in use today. Our members return to these places each season to hunt, fish, gather medicines, conduct ceremony and teach their children the responsibilities that come with living on the land. These lands hold our presence, our stories, and our future. Ginoogaming First Nation continues to uphold its role as a steward of this territory. That



includes speaking for the animals, the waters, and the responsibilities given to us by our ancestors. It also includes ensuring that our voice is heard in decisions that affect our lands and that our consent is sought and respected.

2.1 Treaty 9 Legal Challenge

Ginoogaming First Nation is also one of ten Treaty 9 Nations advancing a landmark legal challenge to assert our role as co-decision-makers over our lands and waters. In 2023, we joined with other Nations to seek a legal declaration that Canada and Ontario do not have unilateral jurisdiction to make decisions—such as approving roads, mines, or other developments—within Treaty 9 territory without our free, prior, and informed consent. This case is grounded in the understanding that the written version of Treaty 9 does not reflect the full oral commitments made to our ancestors in 1905, who were assured they would continue to govern themselves and maintain authority over their traditional lands. Ginoogaming's involvement in this challenge reflects our deep obligation to uphold our responsibilities to the land, assert our rights as Treaty partners, and ensure that development in our territory respects our laws, our governance, and our future generations.

3.0 The Marten Falls First Nation Community Access Road

The Marten Falls First Nation Community Access Road (MFCAR) is a proposed all-season road intended to connect Marten Falls First Nation to Ontario's provincial highway network. Located in the James Bay Lowlands region of northern Ontario, MFFN is currently accessible only by air and a seasonal winter road. The planned access road would span approximately 184 kilometers from the northern terminus of Painter Lake Road, north of Aroland and Nakina, to the MFFN community at the confluence of the Albany and Ogoki Rivers. The project is led by MFFN and is designed to provide reliable, year-round transportation to improve access to essential services, goods, and opportunities for economic and community development.

The proposed road will be a two-lane, all-season gravel corridor with associated infrastructure including stream and river crossings, such as culverts and bridges, and temporary construction features such as work camps, access trails, and aggregate source areas. The project is expected to enhance quality of life in Marten Falls by improving access to healthcare, education, and food security while reducing the cost of living. Additionally, the road is intended to serve as a step toward enabling future resource development associated with the Ring of Fire. The MFCAR would include the following major components:



- Approximately 184 kilometres of all-season gravel road, with the roadway 12-13 metres wide and cleared to a width of 60 metres
- 47 bridges and 21 culverts
- 40 aggregate sites
- 7 temporary work camps
- 35 temporary roads to access temporary camps and aggregate pits
- Rest areas and maintenance facilities that will be identified during detailed engineering
- Ongoing maintenance and inspection requirements post-construction.

Marten Falls First Nation is both the project proponent and an Indigenous community affected by the proposed development. The project is currently undergoing both a federal Impact Assessment and a provincial Environmental Assessment. The EA/IS will broadly follow the Impact Assessment Process outlined in the Impact Assessment Act (2019). The Terms of Reference for the provincial EA was approved in October 2021, and the Draft EA/IS was released for public and Indigenous review in February 2025. Following the technical review of the draft EA/IS, the Proponent will prepare and submit a final EA/IS based on the Indigenous and public input. IAAC and Ontario will then prepare and Impact Assessment Report which will be provided to the Minister of Environment and Climate Change Canada (ECCC) to decide on whether the Project is in the public interest. Impacted Indigenous Nations will have the opportunity to co-draft components of the Impact Assessment Report for the Project with IAAC.

Although the MFCAR is framed as a community access road, its strategic function within Ontario's infrastructure and resource development agenda cannot be understated. The road would open up large, relatively intact landscapes to year-round vehicular access for the first time, raising concerns about induced development, increased pressure on wildlife, and degradation of water quality and wetlands in the James Bay Lowlands.



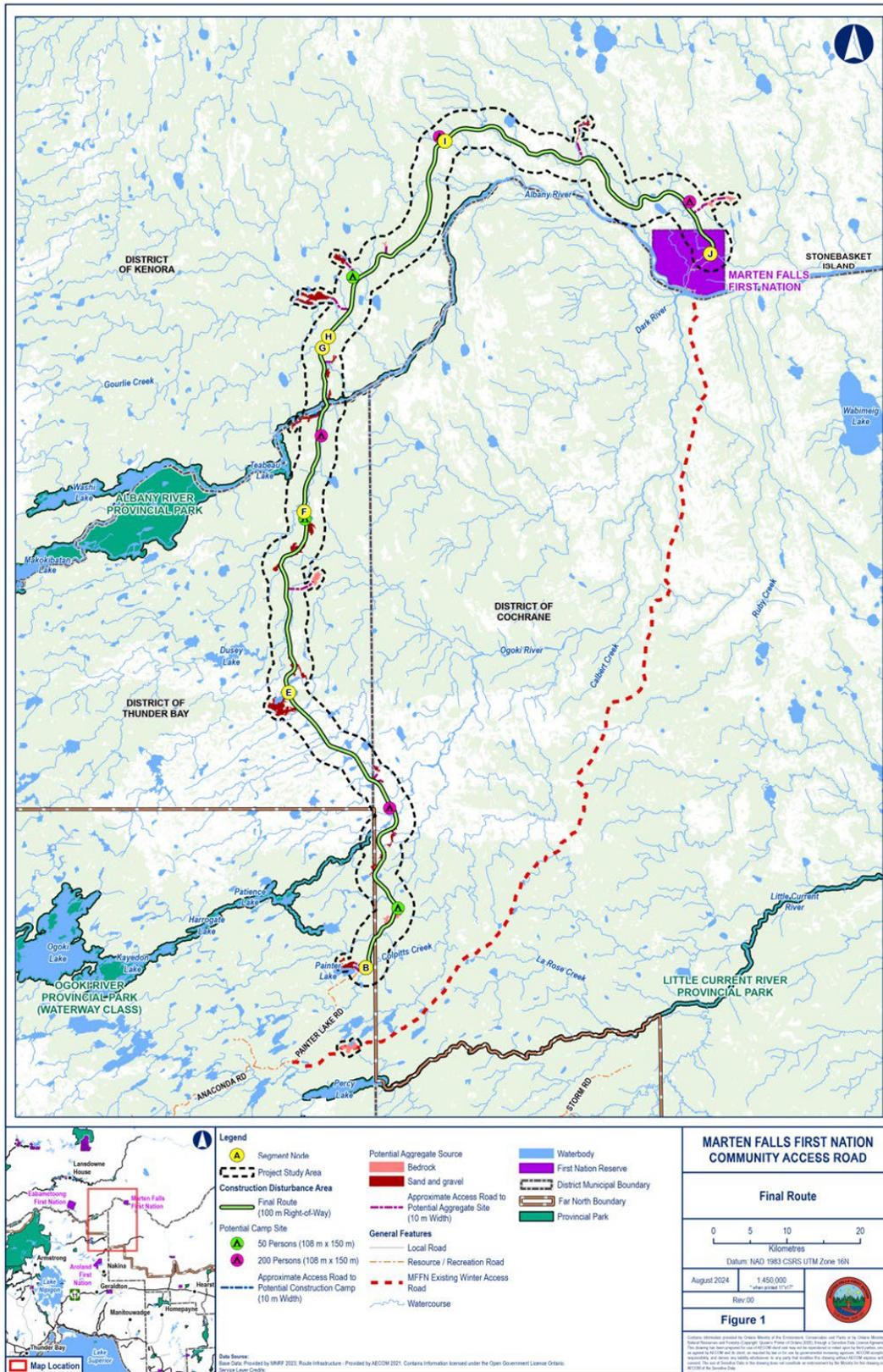


Figure 1: Map of the Marten Falls First Nation Community Access Road Route



4.0 Community Engagement

GFN staff, along with assistance from Four Rivers Environmental Services (Four Rivers) and Tamarack Environmental Associates (Tamarack), facilitated community engagement sessions to gather input and perspectives on the EA/IS for the MFCAR. A draft version of this report was prepared in advance of the community engagement, and the preliminary findings from this report were presented at the community engagement sessions. This final version of the report has been modified based on the input and perspectives provided by GFN members during the community engagement sessions.

4.1 Summary of Engagement Activities

Date and Time	Location	Approximate # of GFN Attendees
June 4, 12pm – 3pm	GFN Training Centre Classroom	5
June 4, 5pm – 7pm	GFN Training Centre Classroom	7
June 5, 1pm – 4:30pm	GFN Gym	10
June 5, 5pm – 8pm	GFN Gym	3

4.2 Summary of Community Input

GFN staff, Four Rivers and Tamarack all took extensive notes during all of the community engagement sessions. While the findings from the community engagement sessions are incorporated throughout the comment table in Section 5.2 of this report, the key topics raised by community members are summarized in the following subsections.

4.2.1 Governance, Jurisdiction & Process

- GFN members feel that the EA/IS process prevents meaningful participation in decision-making. The process does not promote Nation-to-Nation and Government-to-Government discussion and does not offer opportunities for building consensus on development.
- Some GFN members strongly feel that the Nation's voice and authority on the Project EA/IS may be undervalued given the concurrent Regional Assessment process. The RA process overwhelms the EA/IS process in the media due to Ontario's speaking points.



- There are too many assessments occurring concurrently (MFCAR, Ring of Fire Regional Assessment, etc). This limits the community's capacity to engage in all ongoing assessments.
- Some assert that GFN is being treated as a stakeholder rather than a rights holder, which is unacceptable given GFN's deep ties to the project area.
- Many members see the Project as being pushed forward without GFN's consent or proper engagement.
- Members are frustrated by rushed EA/IS timelines that ignore Indigenous decision making processes and cultural obligations.
- Many believe the Crown and Proponent are using divide-and-conquer tactics to drive the project forward.
- Members are disappointed that GFN's repeated calls for leadership-to-leadership dialogue with Chief and Council of Marten Falls have been ignored.

4.2.2 Environmental Concerns

- GFN members are adamant that the road will damage fish populations, especially speckled trout and sturgeon, despite the assessment determining that effects to fish will be "not significant".
- GFN members know from experience that culverts prevent fish passage and open span bridges are much better for protecting waterways.
- Many members took issue with the use of 10 km buffer zones as study areas and argue that assessments must follow watershed boundaries.
- Members do not trust the determination that the impacts to many wildlife species will be "not significant", as they know from experience that the road will displace all kinds of wildlife and increase collisions and fatalities.
- Many are concerned about contamination from salt, dust, and sediment runoff into culturally significant creeks.
- Some emphasize that old-growth forests are sacred and must not be disturbed, yet the road will inevitably destroy old growth forests.

4.2.3 Land Use, Culture & Identity

- Some GFN members strongly assert that GFN's Ancestral Homelands and presence along the route have been entirely overlooked. GFN insists that these land users must be fully consulted and compensated for the impacts to them from the Project. The families connected to the area must be formally acknowledged and respected in all decisions.
- Many members are deeply concerned that the Project threatens cultural survival and the transmission of knowledge to youth especially losing such a pristine part of the Nation's Traditional Territory.
- Many members have noted the inadequate archaeological work that risks disturbing sacred GFN sites and burial grounds.

4.2.4 Socioeconomic Issues & Inequity

- Some GFN members feel the project has been set up to primarily benefit Aroland and Marten Falls while GFN bears a very significant portion of the environmental and social costs.
- GFN members noted that they've been excluded from economic opportunities tied to the road and broader development throughout the territory in the past and are concerned about this happening again here.
- Many are concerned that the road will increase access for drugs, alcohol, and human trafficking.
- Many GFN members distrust the assertions made by the Proponent around how insignificant the impacts will be, pointing to past projects that failed to deliver any local benefit while having severe environmental impacts.

4.2.5 Infrastructure & Safety

- Members assert that without proper oversight, there will be severe trespassing, dumping, and damage to GFN lands.
- Some question how the road will be monitored and policed in the long term and see a lack of planning for this as a serious flaw.
- Some fear that the road will open GFN territory to unchecked industrial expansion, especially in the Ring of Fire.



4.2.6 Youth & Intergenerational Concerns

- GFN youth are worried about the road's impact on moose, fish, and wildlife.
- Some elders stress that disconnection from the land will erode cultural identity and impact future generations.
- Some assert that protecting this pristine land is essential to maintaining GFN knowledge, values, and ways of life alive.

5.0 Technical Review of the Environmental Assessment

Ginoogaming First Nation has undertaken a technical review of the EA/IS for the Project including the appendices made available by the Proponent. This technical review is focused on potential impacts to GFN rights and interests and includes an examination of information gaps, deficiencies in data, underrepresentation of potential effects, inadequate monitoring, and lack of involvement of GFN. Recommendations have been written to identify means by which the Proponent and/or the Crown can address the potential impacts to GFN rights and interests through commensurate avoidance, mitigation, accommodation and/or compensation measures.

5.1 Summary of Key Findings

The key findings from GFN technical review of the EA/IS are summarized below. Detailed comments and recommendations on the EA/IS are presented in Section 5.2

5.1.1 Overall Key Findings

- **The road is mainly for mining and is not assessed accordingly:** The EA/IS presents the MFCAR as a community access project, but traffic predictions (up to 700 vehicles/day) suggest the road is designed to support large-scale mining and industrial development in the Ring of Fire. This true purpose is not fully disclosed or assessed honestly.
- **The big picture is ignored:** The EA/IS looks only at this single road and does not seriously consider how it will connect to other proposed roads and mines. This leads to a dramatic underestimation in understanding cumulative effects across the region.

- **Impacts are downplayed through flawed methods:** The EA/IS assumes everything will be built and operated perfectly, and that mitigation measures will always work. It rates nearly all impacts as “low” or “negligible,” even when the risks to water, wildlife, and cultural heritage are serious. GFN members know from experience that impacts from roads are much greater than what the assessment says.
- **The process leaves out many Indigenous Nations:** While Marten Falls First Nation and Aroland First Nation are included in Project decisions, GFN is effectively excluded from similar consideration despite being highly impacted by the Project.
- **Western science dominates the assessment:** Indigenous Knowledge is not used to assess environmental change or determine significance. This makes the EA/IS feel one-sided and disconnected from the lived experience of our members on the land.

5.1.2 Terrestrial Ecology Key Findings

- **Wildlife will be harmed:** Species like woodland caribou, moose, and wolverine will lose critical habitat due to forest clearing, noise, and new human access. Because the EA/IS doesn't fully consider the cumulative impacts of the Ring of Fire, it underestimates the scale of this impact, especially for caribou and wolverine that are already in decline.
- **Key animal corridors will be broken up:** The road will create new barriers and increase the risk of predation and vehicle collisions. This disrupts seasonal movement patterns for many species and isolates populations for sensitive species that need intact habitats.
- **Hunting pressure will increase:** The road will allow more people into previously remote areas. This will increase hunting and trapping pressure on species that are already sensitive, but the EA/IS fails to consider this in detail.
- **Long-term habitat change is not monitored:** There is no strong plan to track how habitat fragmentation or vegetation loss will change over time or how that affects animal populations.

5.1.3 Aquatic Ecology Key Findings

- **Fish and fish habitat are not fully protected:** In-stream work and water crossings can harm fish spawning and habitat, especially during spring melt or low-flow periods. The EA/IS lacks details on how these risks will be managed and monitored.



- **Only some rivers have been studied:** Out of 9 major river crossings, only 2 have received archaeological and ecological assessment. The rest are missing baseline data, which creates serious blind spots, especially the lack of information on fish spawning areas.
- **Impacts to aquatic life are assessed in isolation:** The EA/IS looks at each crossing as a separate issue, without studying how effects add up across the entire watershed or over time.
- **No clear plan for spill response at rivers:** The EA/IS does not explain how fuel or chemical spills would be quickly contained in fast-moving waters or in areas that are hard to reach, especially in winter or spring flood seasons.
- **Invasive aquatic species could spread:** There is no solid plan to monitor or prevent the spread of invasive fish or aquatic plants along the road corridor, despite this being a known risk with new access routes.

5.1.4 Water Resources Key Findings

- **Storm events and spring melt are not planned for:** The EA/IS does not require special water monitoring during periods when erosion and sediment runoff are most likely, even though these events pose the greatest risk to rivers and wetlands. This is particularly concerning in relation to the Waboose Dam that is upstream of the Ogoki River crossing.
- **Groundwater already shows serious contamination:** Water samples show high levels of arsenic, uranium, and other harmful metals. The EA/IS does not explain where this contamination is coming from or how it might affect downstream users.
- **Real-time monitoring is missing:** There are no commitments to use real-time sensors or automatic triggers to pause work if water quality drops. This means problems could go undetected for days.
- **Peatlands and wetlands will be damaged:** Over 2,000 hectares of sensitive wetlands will be disturbed or drained. These systems are critical for storing water and filtering pollution, and they are very difficult to restore once harmed, and impacts from roads extend far beyond the roadway itself.
- **Culverts may not maintain natural water flow:** The EA/IS assumes culverts and drainage structures will keep water moving normally, but there is no long-term plan to monitor whether this is actually happening—especially in frozen or shifting ground and in peatland areas with complex groundwater flow.



5.1.5 Air Quality Key Findings

- **Air monitoring is missing:** There is no commitment to track dust, diesel emissions, or smoke from burning debris—even though these pollutants can affect health and land use nearby.
- **Dust could harm traditional foods:** Dust from gravel roads and construction will settle on berries, medicines, and wetlands. This will affect food safety and gathering practices, but is not addressed in the EA/IS.
- **Exposure for land users is ignored:** GFN land users and members working on the Project who spend time along the route may face regular exposure to air pollution, but the EA/IS does not consider how this affects health or land use rights.
- **Cumulative air pollution is overlooked:** The EA/IS looks only at emissions from this road, without considering the combined air impacts of follow-up development (like mining traffic, power lines, or future roads).

5.1.6 Climate Change Key Findings

- **Climate risks are not assessed:** The EA/IS does not examine how floods, droughts, wildfires, or heatwaves may impact road safety, integrity, or environmental health over time. This is particularly lacking in the cumulative effects assessment.
- **Permafrost and unstable soils are not considered:** Parts of the region may contain frozen or soft ground that shifts as temperatures rise or as the road itself alters temperatures in the soils. There is no plan to monitor or adapt to these conditions during or after construction.
- **Peatland damage will increase overall emissions:** Draining or clearing peatlands releases stored carbon, contributing to climate change. The EA/IS does not properly count these emissions in its climate analysis.
- **No plan for future climate adaptation:** The EA/IS does not consider how road maintenance or emergency response will need to change in a warmer, more unpredictable climate.
- **Species already stressed by climate change will face more pressure:** The EA/IS ignores how animals, plants, and water systems already affected by climate change will be more vulnerable to the added stress of a new road.



5.2 GFN Detailed Comments and Recommendations on the MFCAR EA/IS

#	Document Reference	Comment	Recommendation
General Comments			
1.	EA/IS Section 4.1.1 (Do Nothing Alternative); Section 7.2.5.1 (Road Operation)	<p>The EA/IS presents the MFCAR as a project intended to meet the needs of Marten Falls First Nation, yet statements within the EA/IS reveal a broader, unstated objective: to facilitate large-scale industrial development in the Ring of Fire. For example, Section 4.1.1 acknowledges that, "without the MFCAR it would not be possible to develop proposed mineral projects in the far north that the Province has indicated its support for." Similarly, projected traffic levels in Section 7.2.5.1 (up to 700 vehicles per day by 2046) are far beyond what would be expected for a community of fewer than 500 residents and are more consistent with major industrial operations.</p> <p>This discrepancy suggests that the EA is being used to advance a broader infrastructure and mining development agenda without appropriately assessing the cumulative environmental and cultural consequences of that development. The MFCAR is not merely a community road; it is an enabling corridor for full-scale mineral exploitation in one of the most ecologically and culturally sensitive regions of Ontario.</p>	<p>A. Ontario and Canada should explicitly acknowledge and assess the MFCAR as a catalyst for industrial development in the Ring of Fire or Ontario and Canada should commit to not developing the mineral resources in the Ring of Fire.</p> <p>B. All predicted impacts in the EA/IS (e.g., traffic, water use, emissions, habitat fragmentation, hydrological changes) must be re-evaluated based on this broader regional development scenario, rather than an artificially narrow scope focused solely on Marten Falls community access needs.</p>
2.	General Comment	<p>The introduction of Ontario's proposed Bill 5 (2025) raises significant concerns about the future permitting framework for the MFCAR project. Now passed into law, this legislation enables exemptions from critical provincial permitting processes, including those under the Aggregate Resources Act, Permits to Take Water, and Environmental Compliance Approvals. These permitting pathways currently serve as key</p>	<p>A. The Proponent should commit to upholding existing environmental and permitting standards, even if future changes to legislation (such as under Bill 5) provide exemptions. This includes a commitment to continue seeking Permits to Take Water, Environmental Compliance Approvals, and approvals under the Aggregate Resources Act (and</p>

		<p>mechanisms for technical review, environmental protection, and Indigenous consultation. Exemptions under Bill 5 introduce substantial regulatory uncertainty and elevate environmental and rights-based risks, particularly in a region of high ecological sensitivity and cultural importance to our Nation. The EA/IS does not acknowledge or evaluate these emerging risks, despite their potential to fundamentally alter how the project is reviewed, approved, and monitored.</p>	<p>fulfilling consultation requirements with our Nation for each permit) regardless of any exemption status.</p> <p>B. The Proponent should formally commit to meaningful consultation with GFN throughout all permitting and regulatory phases of the project, regardless of the requirements imposed (or waived) by the Province. These commitments should be documented and reflected in the Impact Statement and any subsequent agreements to ensure accountability, transparency, and trust. Recognizing the heightened risk posed by legislative uncertainty, the EA/IS should be revised to include a detailed risk assessment of potential regulatory changes and their implications for the project and Indigenous rights.</p>
3.	<p>EA/IS Table 11-9 (Summary of Cumulative Effects Feedback and Consideration in Milestones 1, 2, and 3)</p>	<p>In a response to Attawapiskat First Nation in Table 11-9 of the EA/IS, the Proponent states that: “the Regional Impact Assessment led by the Agency is outside of the scope of the MFCAR. The draft Terms of Reference for the Regional Assessment in the Ring of Fire Area were released in September 2024.”</p> <p>This exclusion is both inappropriate and short-sighted. The MFCAR is not an isolated community project — it is a critical component of a broader infrastructure corridor aimed at enabling large-scale mineral development in the Ring of Fire region. As acknowledged in the EA/IS itself (Section 4.1.1), the MFCAR is a necessary precondition for proposed mineral development in the Far North, a position echoed in provincial policy and public discourse.</p>	<p>A. The Impact Assessment Agency of Canada (IAAC) should not allow the MFCAR EA/IS to proceed to final decision-making until the outcomes of the Ring of Fire Regional Assessment are known.</p> <p>B. IAAC should suspend or defer the EA/IS decision until at least the release of the RoF RA Interim Report (January 2026), and ideally until the Final Report (June 2027), to ensure decisions are based on the best available regional and cumulative impact information.</p> <p>C. Within the EA/IS, the Proponent should include a formal mechanism for revisiting and re-evaluating project approvals, mitigation measures, and routing in light of the RoF RA findings.</p>

		<p>The EA/IS assertion that the RoF Regional Assessment (RA) is “outside of the scope” of this EA/IS is a concerning attempt to artificially narrow the project’s scope, contrary to the principles of cumulative effects assessment required under the Impact Assessment Act and the purpose of the RoF RA.</p> <p>Furthermore, the timeline for the Regional Assessment is clear, with a deadline for the Interim Report of January 20, 2026, and a Final Report expected by June 20, 2027.</p> <p>Moving forward with this EA/IS prior to the completion of the RoF RA fragments the assessment of environmental, hydrological, and cultural impacts across multiple EAs — a result the RoF RA was specifically intended to avoid.</p>	<p>D. IAAC and Ontario should publicly clarify how the outcomes of the RoF RA will be integrated into this and related road and mine EAs, to prevent fragmented and duplicative decision-making.</p>
4.	General Comment	<p>The MFCAR and the Northern Road Link Project are, at their core, intended to enable industrial access to the Ring of Fire mineral deposits. This underlying objective is evident from numerous public statements by the Government of Ontario, which has repeatedly emphasized their commitment to accelerating development in the Ring of Fire region. This includes clear expressions of support for Wyloo Metals’ Eagle’s Nest Project - one of the most advanced mining proposals in the area.</p> <p>Despite this, the EA/IS process for the MFCAR fails to adequately acknowledge the road’s true purpose as a key industrial corridor. As a result, the assessment does not fully capture the scale or nature of the adverse impacts that are likely to follow.</p> <p>The MFCAR is expected to support sustained, high-volume industrial traffic, primarily from mining operations. This will likely involve frequent heavy-haul truck transport of ore and mineral</p>	<p>A. Ontario and Canada must explicitly acknowledge the MFCAR’s intended role as a key transportation corridor for mining development in the Ring of Fire. This includes a clear articulation of its function in supporting industrial activities such as the transport of ore and mineral concentrates by heavy-haul trucks. Alternatively, Canada and Ontario should clarify that the MFCAR will not be used to access the Ring of Fire.</p> <p>B. Accordingly, the EA/IS should be expanded to include a comprehensive assessment of the cumulative and project-specific impacts associated with sustained industrial traffic. This should encompass effects on the environment, wildlife, water systems, and traditional land use, as well as the potential infringement on Indigenous rights and interests.</p>

		<p>concentrates between the Ring of Fire and the CN rail line. Such industrial use will significantly heighten environmental risks, disrupt traditional land use, and infringe upon the rights and interests of GFN.</p> <p>It is critical that the EA/IS fully consider these foreseeable, long-term industrial impacts—not just under the narrow framing of a MFCAR, but in the broader context of regional mining infrastructure development.</p>	<p>C. In addition, future stages of the EA/IS process must incorporate meaningful engagement with GFN, with specific attention to how industrial use of the road will affect our lands, livelihoods, and jurisdictional authority. Any approval of the project should be contingent upon transparent assessment of these impacts and the establishment of enforceable mitigation, monitoring, and accommodation measures.</p>
5.	General Comment	<p>The EA/IS for the MFCAR is being fully funded by the Government of Ontario, which also serves as the primary regulatory authority responsible for approving the EA/IS and issuing associated permits.</p> <p>Public statements from Premier Doug Ford and other senior provincial officials have made it unequivocally clear that the Ontario Government views the MFCAR and the Northern Road Link as strategic infrastructure to accelerate access to the Ring of Fire and facilitate the extraction of both critical and conventional minerals.</p> <p>Given this dual role as both project funder and regulator—and the Province's stated objective of expediting mining development - GFN asserts that the Government of Ontario is in a clear conflict of interest. This conflict undermines the integrity of the EA/IS process, particularly in relation to its obligations to uphold environmental protection and ensure meaningful, good-faith consultation with First Nations whose rights and lands are directly impacted by the project.</p>	<p>A. To address the clear conflict of interest posed by the Ontario Government's dual role as both project funder and regulatory authority for the MFCAR EA/IS, IAAC must establish independent oversight for the Project that is joint with GFN.</p> <p>B. IAAC must develop a terms of reference for the independent oversight that facilitates impartial evaluation of the EA/IS and its outcomes, particularly in light of the Province's stated economic interests in rapidly developing the RoF. Oversight should include independent environmental experts, as well as representation from GFN, to ensure the process is guided by the principles of transparency, accountability, and respect for Indigenous rights and jurisdiction.</p> <p>C. IAAC should exercise its authority to ensure that meaningful consultation with GFN is upheld in accordance with the Honour of the Crown, and that cumulative impacts of industrial development in the region are fully assessed, including through the RoF RA.</p>

6.	General Comment	<p>The proposed MFCAR is located within the homelands of GFN where our members maintain a strong and ongoing connection to the land, including extensive use of the area directly affected by the proposed route.</p> <p>Despite this, GFN has received only limited consultation and engagement by the Proponent and Crown on MFCAR, likely due to the location of GFN's reserve lands. To date, neither the Proponent nor the Government of Ontario has implemented any meaningful accommodation measures to address or offset the adverse impacts these projects may have on GFN's land use, rights, and cultural practices.</p> <p>This lack of meaningful engagement and absence of accommodation is inconsistent with the Crown's duty to consult and accommodate under Section 35 of the Constitution Act, 1982 and undermines reconciliation efforts.</p>	<p>A. Canada should withhold a decision on the MFCAR until GFN has been meaningfully consulted and accommodated for the Project.</p> <p>B. This consultation must be conducted in good faith, be adequately resourced, and occur early enough in the decision-making process to influence Project outcomes. It must also recognize GFN's homelands, land use, and rights that are likely to be adversely affected by the proposed developments.</p> <p>C. In addition, concrete and enforceable accommodation measures must be developed in partnership with GFN to address project-related impacts, including environmental degradation, disruption to traditional land use, and infringement on cultural and spiritual sites.</p> <p>D. These measures should be formalized through legally binding agreements (with the Government of Ontario or the Proponent) and supported by ongoing monitoring and oversight with GFN's full participation.</p>
7.	Section 4.5 (How We Selected our Road – Summary)	<p>Section 4.5 of the EA/IS states that the Preferred Route was not the engineers' preferred option, and that the Project Team worked with engineers to ensure that the selected route is "constructable and safe" for long-term use. However, the EA/IS provides no detailed explanation of the engineering rationale, the specific concerns raised about constructability, or the trade-offs between engineering feasibility, cost, and environmental or cultural considerations.</p>	<p>A. The Proponent should include a summary of the engineers' comparative assessment of all routes, identifying:</p> <ul style="list-style-type: none"> • The engineering reasons why certain routes were preferred or not preferred; • The specific challenges associated with the selected route; • How those challenges will be mitigated through design, construction, and long-term maintenance.

		<p>There is also no information provided on the cost implications of selecting a less technically preferred route. Without this information, reviewers cannot evaluate:</p> <ul style="list-style-type: none"> • Whether the Preferred Route is truly sustainable and economically viable; • What long-term risks may be introduced due to terrain, hydrology, or maintenance challenges; • How engineering mitigation will be applied to address those risks. <p>Given the complexity of northern infrastructure development — including challenging soil conditions, sensitive waterways, wetlands, and potential permafrost — it is essential to understand not only how the route balances environmental and cultural values, but what the technical and financial costs are of those decisions.</p>	<p>B. The Proponent should disclose cost comparisons between the Preferred Route and other technically preferred alternatives, including:</p> <ul style="list-style-type: none"> • Estimated construction costs; • Projected lifecycle maintenance costs; • Any known increased risks to durability or access resulting from site conditions (e.g., unstable soils, flood-prone areas, water crossings). <p>C. The Proponent should explain how constructability concerns raised by engineers have been fully addressed, and whether additional study or contingency planning will be required prior to detailed design.</p>
8.	<p>Section 6.8.2 (Cumulative Effects Assessment – Project Inclusions List)</p>	<p>Section 6.8.2 of the EA/IS reveals that:</p> <ul style="list-style-type: none"> • <i>“Construction of the MFCAR is anticipated to start within 2 to 5 years of Environmental Assessment / Impact Statement approval, depending on funding and permit acquisition; and</i> • <i>construction duration is anticipated to last between 3 and 10 years.”</i> <p>This extended window — up to 15 years from approval to completion — points to significant uncertainty regarding the practical feasibility of building the MFCAR. Such a broad timeline suggests unresolved issues related to permitting, engineering challenges, seasonal construction limits, and public financing. This lack of clarity significantly undermines the ability to evaluate the real costs, risks, and benefits of the project.</p>	<p>A. Ontario should disclose cost estimates for the MFCAR under a range of construction durations, including worst-case scenarios for cost overruns and delays.</p> <p>B. The Proponent and the Province of Ontario should provide an independent economic analysis that includes:</p> <ul style="list-style-type: none"> • Projected ROI based on realistic construction and permitting timelines for all related infrastructure (including the Northern Road Link and the mines); • Sensitivity testing of net benefits based on nickel and chromium price volatility; • Clear disclosure of who bears financial and environmental risk under various development outcomes.

Moreover, this uncertainty must be assessed in the broader context of Ontario's stated goal of using the MFCAR to catalyze mineral development in the Ring of Fire, as referenced in Section 4.1.1 of the EA/IS. However, even if the MFCAR is eventually built, the Northern Road Link and the mines themselves have not yet been permitted or funded — and will face their own environmental and logistical hurdles. In other words, the MFCAR is being evaluated in isolation while depending entirely on a much larger and risk-laden infrastructure and industrial development plan that is far from guaranteed.

Further compounding this uncertainty is the fact that the key commodities expected from the Ring of Fire — nickel and chromium — are subject to high global price volatility. Recent history has shown both metals fluctuate significantly in price due to changing demand, geopolitical factors, and technological shifts (e.g., battery chemistry in electric vehicles). There is no assurance that future prices will support the profitability of mining operations in this remote and costly region, particularly given the massive infrastructure investments required just to make the mines accessible.

Taken together, these risks suggest that the return on investment (ROI) for Ontario is highly speculative. Building the MFCAR without a firm understanding of when or whether the rest of the Ring of Fire infrastructure and mining developments will proceed — or whether the commodities will retain market value — exposes very large sums of public funds to substantial risk. These public funds could be allocated to other Projects that are of much higher importance to GFN, have a much lower risk profile and are likely to have less dramatic impacts.

C. IAAC should impose a Condition of Approval on the Project that a full regional infrastructure and economic development plan is presented to the public and Indigenous Nations, with transparent cost-benefit and risk analyses that compares to alternative resource development projects in Ontario that could be funded as an alternative.

9.

General Comment

The EA/IS appears to place significant emphasis on the perspectives and interests of Marten Falls First Nation and Aroland First Nation, particularly in relation to route selection, project design, environmental monitoring and proponent collaboration. This is understandable given their geographic proximity to the project and as directly affected communities with strong, well-established rights and interests in the area.

However, GFN also holds a strong and well-established relationship to the lands and waters affected by the MFCAR. The rights, interests, and responsibilities of GFN — including under Section 35 of the Constitution — are clearly impacted by the Project, yet the EA/IS does not appear to reflect the Nation's perspectives or concerns with the same level of attention or integration as those of Marten Falls and Aroland.

Many GFN families have ancestral and present-day ties to the Aroland area, and our members actively live, harvest, trap, and carry out cultural practices throughout the region.

Despite these clear and substantial connections, GFN has often felt that we must prove our presence and land use in order for our concerns to be recognized

While it is appropriate for the EA/IS to highlight the role of Nations geographically closest to the project, a more balanced and inclusive approach that reflects the knowledge, governance, and stewardship responsibilities of all impacted Nations — including GFN — is essential to ensure the assessment process is fair, comprehensive, and credible.

GFN insists that our Nation be afforded equal treatment in environmental oversight and mitigation and accommodation measures for MFCAR, along with Marten Falls and Aroland.

10.

Section 6.8.1 (Cumulative Effects Methodology)

The approach to assessing cumulative effects outlined in the EA/IS — which involves identifying residual effects of the MFCAR, defining spatial and temporal boundaries based on those effects, and identifying overlapping project interactions — is overly narrow and methodologically insufficient given the complexity of the environmental, cultural, and ecological systems potentially affected by the MFCAR project.

Specifically, this interaction-based approach fails to account for:

- Non-point, system-wide stressors such as climate change, which interact with and amplify local disturbances but are excluded from the analysis because they are not tied to a specific, overlapping “reasonably foreseeable project”;
- Chronic and compounding effects on vulnerable species such as boreal caribou, who are highly sensitive to even small-scale habitat fragmentation. Caribou populations do not experience effects in a linear or additive way — rather, the cumulative degradation of intact habitat and increased human presence leads to disproportionately severe outcomes over time;
- Indigenous land-use systems and knowledge, which emphasize the interconnectedness of all aspects of land, water, animals, and people. The current CEA framework, rooted in Western analytical methods, fails to incorporate Indigenous values, long-term observations, and relational understandings of how ecosystems experience and respond to stress.
- The broader strategic development context in which this road will enable a series of industrial developments in the Ring of Fire region.

This assessment is also being carried out in parallel with the RoF RA, a process designed explicitly to examine cumulative effects at the regional scale — including cumulative

- A. The Proponent should defer the finalization of cumulative effects conclusions in the MFCAR EA/IS until at least the interim findings of the Regional Assessment (expected January 20, 2026) are released. This will allow the EA/IS to incorporate emerging regional-scale data, thresholds, and Indigenous-defined values and indicators.
- B. The Proponent should shift the CEA from a project-by-project residual effect model to a scenario-based, regionally integrated assessment approach, using multiple development futures (e.g., full build-out of MFCAR, Northern Road Link, and Ring of Fire mines) to model cumulative effects on key values such as water, caribou, and Indigenous cultural continuity.
- C. The Proponent should expand the scope of the cumulative effects assessment to include non-project stressors such as:
 - Climate change;
 - Regional hydrological shifts;
 - Long-range pollution (e.g., mercury transport);
 - Landscape-level fire suppression and forestry legacies.
 - Long-term habitat fragmentation trends;
 - Disturbance buffers beyond the road right-of-way;
 - Thresholds for population viability under the federal Boreal Caribou Recovery Strategy.
- D. The Proponent must incorporate all reasonably foreseeable developments associated with the Project into the CEA, including those linked to the

		biodiversity loss, Indigenous land-use fragmentation, and ecological tipping points. While Table 11-9 of the EA/IS asserts that the RA is “outside the scope” of the MFCAR, this interpretation limits the value of that important work and ignores the significant overlap in purpose and geographic relevance between the two processes.	broader regional development trajectory of the Ring of Fire.
11.	General Comment	GFN has noted the importance of establishing a stronger government-to-government relationship with the Proponent and regarding the MFCAR Project. While there have been efforts to engage through technical meetings and formal consultations, members of GFN, have consistently expressed a desire for more direct and collaborative discussions that reflect the Nation's role as a rights-bearing government with long-standing connections to the project area.	GFN requests that MFFN Chief and Council participate in a formal government-to-government dialogue with GFN. GFN would welcome the opportunity to sit down with MFFN leadership (not consultants) and “break bread” as a way to build a respectful and collaborative relationship. This engagement would provide a foundation for inclusive and informed decision-making that reflects the values and priorities of both Nations with longstanding connections to the land.
12.	General Comment	<p>GFN has experienced significant degradation of our traditional homelands since the signing of Treaty 9. Over time, development pressures have reduced our ability to live from the land as our ancestors did. Much of our territory is no longer able to support a subsistence lifestyle due to loss of access, contamination, and reduced productivity of natural resources. These changes have had a profound effect on our ability to exercise our Treaty rights in a meaningful way. The area affected by the MFCAR is one of the few remaining parts of our traditional territory that remains relatively undisturbed. Any further development in this region is viewed by GFN as a significant impact because of what has already been lost across our lands.</p> <p>GFN does not share the same definition of "significant impact" as that used in the environmental assessment grounded in Western science. From a GFN perspective, any damage to</p>	<p>A. GFN requests that the EA/IS recognize and apply GFN's perspective on significance. The assessment should acknowledge that GFN defines significance not only by measurable environmental thresholds, but by the potential for harm to traditional use, cultural continuity, and Treaty rights. The EA/IS must address all impacts to wildlife, fish, and water as significant within this broader understanding.</p> <p>B. In addition to working with GFN to revise significance assessments, GFN requests that the Proponent, to start, assume that all impacts will be significant, unless there is an exceptionally strong justification to suggest otherwise.</p>

		the lands, waters, or animals we rely on is significant, particularly in places that still support our cultural practices and way of life. GFN strongly disagrees with the Proponent's conclusion that impacts to fish, wildlife (aside from caribou and wolverine), and water will not be significant. These resources are vital to our health, identity, and responsibilities to the land.	
13.	General Comment	<p>GFN has emphasized that the impacts of the Project are not limited to immediate environmental changes but extend deeply into cultural and intergenerational spheres. GFN is concerned that the project will further restrict opportunities for land-based learning and cultural practices that connect youth to their identity, language, and responsibilities to the land. Young people are already experiencing a growing disconnection from their territory due to cumulative industrial development, and that this road will accelerate that loss.</p> <p>The project area is used for hunting, fishing, trapping, gathering, and cultural teachings. These are not just activities, but ways of life that foster intergenerational knowledge transfer. Disrupting access to these spaces poses a serious risk to GFN's ability to uphold cultural continuity and support the next generation in learning who they are as Anishinaabe people.</p>	GFN requests that the environmental assessment explicitly considers the cultural and intergenerational impacts of the project, including how it will affect the ability of youth to access, learn from, and build relationships with the land. This includes assessing the loss of culturally important areas and the broader implications for identity, language, and traditional knowledge systems. The Proponent should work with GFN to identify appropriate mitigation strategies that support cultural preservation and uphold opportunities for intergenerational knowledge transfer for future generations.
14.	General Comment	GFN has experienced significant and ongoing impacts from roads constructed within our traditional territory without adequate access controls. In the past, such roads have led to increased poaching, unregulated hunting, unauthorized industrial activity, and disturbances to cultural and spiritual sites. These impacts have degraded the land, disrupted traditional use, and undermined our ability to exercise our Aboriginal and Treaty rights.	GFN recommends that gates be installed at both the southern and northern ends of the MFCAR, and the road must be actively administered by MFFN, Aroland and GFN to prevent unauthorized entry.

		Based on these experiences, GFN is deeply concerned that the MFCAR could result in similar outcomes if unrestricted public access is permitted. While we understand that current plans indicate some level of control, we have serious concerns about the long-term feasibility of maintaining those restrictions once the road is built. Without enforceable and permanent access management measures, there is a high risk that the road will open the region to broader development pressures and increased non-Indigenous land use that is not aligned with the values or priorities of First Nations in the area.	
15.	General Comment	<p>GFN has a long history of being impacted by industrial development within our traditional territory without receiving meaningful benefits in return. Past projects, including forestry, hydroelectric development, and road construction, have resulted in loss of access, environmental degradation, and cultural disruption. Despite these impacts, GFN has not been included in long-term planning, nor have we received economic or governance benefits proportional to the burdens carried by our community.</p> <p>If the MFCAR ultimately becomes a key access route to the Ring of Fire, GFN has serious concerns about once again bearing the impacts of development while being excluded from the benefits. The construction of this road will permanently alter a relatively untouched area of our traditional lands. GFN must not be left on the margins of decisions that shape its use and purpose.</p>	GFN requests that planning for the MFCAR includes mechanisms for shared ownership, decision-making, and economic participation that involves GFN alongside Aroland and Marten Falls. If the road becomes a gateway to the Ring of Fire, GFN should have a clear role in its governance, including the ability to co-manage access and collect tolls or revenues from industrial users.
16.	General Comment	The road has the potential to increase social harms such as the influx of drugs, alcohol, and trafficking—particularly in remote Indigenous communities. These impacts were strongly	The Proponent, with support from Canada and Ontario, should work with GFN to develop a Social Impact Monitoring and Response Strategy, including funding for culturally appropriate prevention programs,

		raised by community members but are not adequately addressed in the EA/IS.	enhanced Indigenous policing capacity, and community support services.
17.	General Comment	<p>[REDACTED]</p> <p>cultural and spiritual significance. The EA/IS fails to adequately identify or protect these sites and does not reflect GFN's protocols or rights regarding ancestral remains. Proceeding without clear measures to avoid and respect these sites would be a profound violation of GFN's cultural values and Treaty and Aboriginal rights.</p>	The Proponent must work directly with GFN Elders, Knowledge Holders, and lands staff to identify the location and extent of all known and suspected burial sites in the project area. These sites must be fully avoided through route realignment or protective setbacks. No ground disturbance should occur in these areas without the direct participation and ceremonial guidance of GFN.
Aquatic Ecology			
18.	Section 14.2.1.2 Fish and Fish habitat, bullet 3	The current monitoring program for sedimentation control is insufficient because there is only mention of monitors being present prior and during construction of the MFCAR.	GFN urges the Proponent to have a monitoring team evaluate streams for sedimentation and turbidity after the first 2 rainfalls, as loose gravel and sediment from newly graded roads are more prone to runoff during heavy precipitation events. It's imperative to have benchmark measurements for turbidity and percentage of fine sediment before road construction begins. For turbidity, a common water quality probe (i.e. YSI) will suffice, while a fine sediment analysis is recommended for determining baseline substrate composition.
19.	Section 8.1.6.5 Benthic Invertebrates	The report primarily discusses benthic macroinvertebrate collection using kick netting in water crossings with smaller substrates such as cobble, gravel, fine sediments, and organic matter. However, it does not mention any assessment of benthic invertebrates in habitats with larger substrates like boulders, bedrock, and larger cobble.	<p>A. GFN recommends that benthic invertebrate studies be conducted at water crossings where larger substrate was present.</p> <p>B. A common practice used in the <i>Canadian Aquatic Biomonitoring Network</i> when investigating invertebrate richness is to use the rock grab method. 100 coarse rocks (selected at random) are lifted and inspected. Documenting macroinvertebrate</p>

			counts and species diversity for these habitat types is imperative for gathering a holistic understanding of benthic invertebrates across the project's watersheds. GFN recommend that the Proponent employ the rock grab method as part of the benthic invertebrate baseline monitoring program.
20.	Figure 4-1: Route Alternatives; Figure 11-3: Location of Neighboring Indigenous Communities; Appendix B – Route Selection Method	<p>GFN reviewed the desktop information available in the EA/IS and Appendix B (Route Selection Methodology) evaluated the alternative routes. From this information, a route was selected that would reduce the overall length of road in proximity to watercourses, limit the number of watercourse crossings, and reduce the overlap with existing provincial parks or other sensitive areas. Based on the information provided, it appears the preferred route would be:</p> <ul style="list-style-type: none"> • Alternative 1 for southern section (Segment 1) • Alternative 4 for central section (Segment 2) • Alternative 4 for northern section (Segment 3) <p>For greater clarity, this would involve constructing using the following segment node pathway: B→E→F→G→H→I→J</p> <p>This route aligns with the Preferred Route (Figure ES 4-1 and Figure 4-7) selected by the Proponent.</p>	<p>A. Based on the information provided, GFN is generally supportive of the approach taken for determining the Preferred Route and the route itself. However, there must be an opportunity for further refinement of the preferred route. For example, the route could be adjusted slightly to minimize proximity to watercourses and identify preferred crossing locations. For this reason, GFN requests that the Proponent invite GFN to provide input on the final route. We are open to how this can be achieved, for example, written correspondence, community meetings, and/or workshops.</p> <p>B. Secondly, GFN requests clarification on the flexibility to modify the Preferred Route once the EA/IS is complete. For example, will it be possible to choose a route outside of the 100 m Right of Way?</p>
21.	Appendix G – Section 5 Existing Conditions	<p>The Proponent has only completed detailed fish habitat, fish community sampling, and benthic invertebrate sampling at a subset of 50% (55 locations), 50% (46 locations), and 25% of proposed watercourse crossings, respectively. These were completed in 2019-2022. Fish sampling was conducted primarily with backpack electrofisher and minnow traps.</p> <p>This level of effort is far below what is considered best practice. It is typical to conduct multi-season multi-year</p>	GFN requests additional baseline sampling to adequately characterize the aquatic habitat within the LSA. While multi-season sampling at each location is standard, it is recognized that the potential impacts of road are well understood and can be managed with appropriate mitigation measures. Therefore a more practical approach would be to complete a minimum of one baseline sampling event to characterize detailed fish habitat characteristics at all crossing sites

		baseline studies to adequately characterize natural variability and the habitat use by different species based on their unique life histories.	of the selected route, in advance of construction (i.e. not just the 50% subset). Of these, areas with high potential for high value habitat (of the selected VC species) should be targeted for fish community sampling as well. This sampling can occur as part of pre-construction monitoring and is not required for completion of the Impact Assessment.
22.	Appendix G – Section 5.5 Existing Environment Characterization by Valued Component Fish Species	The Proponent has not presented any detailed mapping information on locations of spawning habitats for the selected fish VCs. In particular, the absence of thorough assessments of spawning habitat for lake sturgeon (<i>Acipenser fulvescens</i>) and brook trout (<i>Salvelinus fontinalis</i>) presents a significant concern. Both species rely on specialized environmental conditions for successful reproduction, including specific substrate types, water temperature ranges, flow dynamics, and oxygen levels. Without proper evaluation and identification of these habitats, several risks arise, including the possibility of degrading and/or destroying those habitats which may overlap with crossings.	GFN recommends that additional efforts be undertaken to evaluate all crossings with potential spawning habitat for lake sturgeon and brook trout. This information should be presented in the EA/IS. Then based on this information, the identification of crossing locations can be optimized to avoid any impacts to spawning areas.
23.	Table 9-10: Summary of Residual Effects for Fish and Fish Habitat	The Proponent has stated that an Erosion and Sediment Control Plan will be developed for the Project. This is a critical measure that must be rigorously developed and implemented to adequately mitigate the potential impacts of the road.	GFN requests the opportunity to review and provide input on the Erosion and Sediment Control Plan once available.
24.	Section 7.1 Summary of Project Components and the Existing Environment	The Proponent states that there will be at least 45 major waterbody crossings along the Preferred Route. This includes 13 culverts, 22 clear-span bridges, and 10 multi-span bridges along permanent crossings. For temporary access roads, there will be 24 temporary waterbody crossings, including 6 culverts, 12 clear-span bridges, and 6 multi-span bridges.	GFN requests additional information on existing crossings and whether there is a need for site-specific mitigation measures to limit the effects of sedimentation and erosion. For example, it is not clear whether existing crossings provide adequate freeboard or setback distances to avoid effects to watercourse banks and/or prevent ice-damming and associated erosion.

		<p>However, there is not sufficient details on crossing types and whether they will require site-specific mitigation measures. Given the potential risk of erosion and sedimentation at these important points, there must be additional information on watercourse crossings. This is especially important for areas with potential spawning habitat of all VCs, potential for lake sturgeon, or other environmental sensitivities.</p>	<p>Where necessary, the Erosion and Sediment Control Plan should include site-specific plans for sensitive watercourse crossings.</p>
25.	<p>Section 7.1.2.2 Bridges and Culverts; Table 9-10: Summary of Residual Effects for Fish and Fish Habitat</p>	<p>The Proponent has stated crossings will be constructed in a “manner that maintains downstream flows and fish passage”. However, there has been no assessment of minimum/maximum velocities/depths required at crossings to maintain fish passage based on species present. Further, there is not adequate discussion on how sizing of crossings will be planned.</p> <p>Ensuring that watercourse crossings are adequately designed (e.g. to meet depth and flow velocity requirements) is essential for maintaining fish passage and reducing potential effects of erosion and sedimentation. Many fish species rely on specific water conditions to migrate, access spawning habitats, and complete their life cycles. If crossings create barriers—such as shallow water, excessive velocity, or obstructions—fish may struggle to move upstream or downstream, leading to habitat fragmentation. Properly designed crossings mimic natural stream conditions, allowing fish to navigate safely while preserving biodiversity and habitat connectivity.</p>	<p>GFN requests that the Proponent include a commitment that crossings installed will ensure that minimum/maximum flow velocities and depths will be maintained to ensure adequate fish passage for the species present at each crossing. Where possible, this should include:</p> <ul style="list-style-type: none"> • Ensuring crossings are adequately sized to pass normal range of water (i.e. 1000-year return period for permanent crossings, and 10-year return period for temporary crossings). • Use open-bottom structures or embedded culverts wherever possible to allow natural sediment transport and habitat continuity. • Design crossings to maintain adequate water depth and manageable flow velocities to support fish passage. • Avoid excessive water speeds that could impede movement, particularly for juvenile or species with low burst speeds.
26.	<p>Section 8.1.6.4 Invasive Species</p>	<p>The Proponent has identified that rock bass and smallmouth bass have been documented in the Albany River and some other locations with the RSA. They have stated that they will “Implement best management practices and regulations outlined by the Ministry of Natural Resources to reduce the</p>	<p>A. GFN requires that the Proponent evaluate the potential pathways of introduction and potential impacts of aquatic invasive species as part of the EA/IS.</p>

		<p>spread of invasive species" (Table 9-10). However, they have otherwise not assessed the potential impacts of invasive species on aquatic ecosystems or meaningfully planned any associated mitigation measures. This is a significant oversight.</p> <p>Northern Ontario's aquatic ecosystems remain relatively unimpacted by invasive species, providing native fish populations with stable environmental conditions. However, the construction of new roads in the region may inadvertently introduce aquatic invasive species, posing a serious threat to local biodiversity and ecosystem health. Construction and subsequent road use may lead to the unintentional transport of invasive species via contaminated equipment, vehicles, or recreational activities. Once established, aquatic invasive species are difficult and costly to remove, requiring ongoing mitigation and control effort.</p>	<p>B. The Proponent must prepare an invasive species management plan that includes details on how they plan to prevent and manage the accidental introduction of invasive species through all phases of the Project.</p> <p>C. The Proponent should share this plan with the GFN for review and comment prior to finalization or approval.</p> <p>D. The Proponent should support the establishment of a regional road invasive species subcommittee that includes GFN and other impacted Nations. This body should coordinate monitoring, prevention protocols, and response measures across all road-linked developments in the region to address the cumulative risk of invasive species introduction and spread</p>
27.	Table 9-10: Summary of Residual Effects for Fish and Fish Habitat	<p>The layout for Table 9-10 is confusing and makes understanding the information difficult. There are many items that are duplicated, except for the final column. For example, the first two items appear identical (Table 9-10 pp 407 and Table 9-10 pp 410), with the exception of the predicted residual effect. It appears that the difference here is between the project activities being evaluated (above high water mark and below high water mark) but that is only clear when looking at the residual effect.</p> <p>GFN notes that such lack of clear communication of the critical information in the EA/IS may be construed as making the findings deliberately difficult to interpret and thus avoid proper scrutiny of the Project.</p>	<p>A. GFN requests that Table 9-10 be updated to improve clarity on what project activities are being considered. Potential improvements include;</p> <ul style="list-style-type: none"> • Adding additional description to clarify the activities and/or effects being considered (e.g. include description about whether the effect is above or below the high water mark) • List mitigation and enhancement measures in a separate table with associated numbers for each. This will help avoid the duplication of text in the table. <p>B. Similar updates should be made to the tables for all valued components of the project.</p>

28.	Table 9-30: Summary of Residual Effects for Physiography, Terrain and Soils	The Proponent has identified that they will “Avoid placing soil stockpiles near waterbodies or drainage features” (Table 9-30, pp 667). However, this language is vague and is not a useful measure for planning (or for contractors in the future). As stockpiles of overburden and soils are an important source of sediment, it is important that there is a sufficient setback/buffer to prevent potential erosion and sedimentation, especially during periods of high rainfall and/or melting snow.	GFN requests that excavated materials and stockpiles be placed at a minimum distance of 100m from watercourses. Furthermore, efforts should be made to ensure that stockpiles are covered, revegetated, or otherwise stabilized prior to spring freshet. This should be included as a mitigation measure in Table 9-10.
29.	Table 9-10: Summary of Residual Effects for Fish and Fish Habitat	Similarly to the comment noted above, the Proponent has stated that they will “Locate temporary access roads, staging areas, camps, and debris and / or timber stockpiles a minimum of 30 meters away from the ordinary high-water mark of a waterbody, where possible” (Table 9-10 pp 408). One of the major potential impacts of the Project during construction is the risk of sediment and erosion from stockpiles, camps, and staging areas. It is important that there is a sufficient setback/buffer to prevent potential erosion and sedimentation, especially during periods of high rainfall and/or melting snow.	GFN requests that a minimum distance of 100m from watercourses be applied to all temporary camps, staging areas, and stockpiles of overburden, aggregates, and soil. Furthermore, efforts should be made to ensure that stockpiles are covered, revegetated, or otherwise stabilized prior to spring freshet. This should be included as a mitigation measure in Table 9-10. It is understood that temporary access roads, debris, and timber stockpiles may need to be within 30 m, therefore the 30m buffer for those activities may be appropriate, depending on the circumstances.

Terrestrial Ecology

30.	General Comment	The EA/IS assesses forests through a biophysical lens only and fails to recognize the special cultural, ceremonial, and spiritual importance of old-growth forests to GFN.	<p>A. The Proponent must identify and map old-growth forest areas within the vegetation study area.</p> <p>B. The Proponent must assess impacts to old growth forests specifically in the residual effects assessment.</p>
31.	Table 9-17: Summary of Residual Effects for Riparian Ecosystems (Page 451)	The project will result in the direct loss of approximately 116.7 hectares of riparian vegetation—1% of riparian ecosystems within the Regional Study Area. Although this may seem numerically small, riparian areas provide disproportionately	A. The Proponent must commit to offsetting residual functional losses to riparian ecosystems through the adoption a no-net-loss approach—an established ecological principle that seeks to ensure that the



		<p>important ecosystem services making them uniquely important.</p> <p>These areas are especially sensitive to disturbance, and even those portions that remain physically intact may experience functional degradation as a result of adjacent clearing and fragmentation. As noted in the assessment, the loss of riparian area could reduce the ability of the remaining ecosystems to carry out their natural functions, emphasizing the need for stronger commitments to protection, restoration, and long-term monitoring.</p> <p>The Proponent proposes to “limit clearing of riparian vegetation (within 30 metres of waterbodies) to the extent possible and to the requirement of the access road and alignment clearing width only.” This measure is entirely based on avoidance and minimization during the construction design process. Avoidance does not address the residual loss of ecological function, nor does it ensure that disturbed areas will recover.</p>	<p>total area and <i>function</i> of a habitat type are maintained or enhanced over time. In practice, this means that when impacts to a habitat cannot be entirely avoided or fully restored, they must be offset through equivalent or greater ecological gains elsewhere.</p> <p>B. The Proponent should commit to limiting clearing of vegetation within 100m of waterbodies.</p> <p>C. The Proponent must strengthen the monitoring and adaptive management framework within the Vegetation Restoration Plan to ensure riparian ecosystem recovery. A long-term, riparian-specific monitoring program must be included in the Vegetation Restoration Plan. Performance benchmarks must be clearly defined, and thresholds should be set to trigger corrective actions if restoration is not proceeding as expected. Without measurable outcomes and adaptive management, even small-scale clearing could result in lasting degradation of riparian function, contrary to the goals of ecological integrity and no-net-loss.</p>
32.	Table 9-17: Summary of Residual Effects for Vegetation (Black Ash)	<p>The project currently falls outside the regulated zone for Black Ash (<i>Fraxinus nigra</i>) established under Ontario Regulation 6/24 (Endangered Species Act, 2007); however, the proposed project creates a clear and significant pathway for the introduction of invasive species, especially the Emerald Ash Borer (<i>Agilus planipennis</i>). Construction activities such as equipment mobilization, timber handling, and increased public access along the permanent access road increase the risk of Emerald Ash Borer being introduced into areas where it is not yet present.</p>	<p>A. The Proponent must recognize and proactively manage [REDACTED] regardless of current regulatory status.</p> <p>B. The Proponent must integrate Emerald Ash Borer prevention and long-term surveillance into invasive species mitigation.</p>

		<p>The risk is magnified by the permanent nature of the road, which facilitates ongoing vehicle movement and human activity into relatively intact northern ecosystems. Furthermore, the Emerald Ash Borer's known range has been steadily expanding northward, and this trend is expected to continue as shorter, milder winters and increased growing degree days under climate change create conditions suitable for the insect's survival and reproduction in more northern latitudes. As overwintering mortality declines and thermal thresholds are increasingly met, the pest's establishment risk in currently unaffected regions grows significantly over the lifespan of this project.</p> <p>Importantly, [REDACTED]</p> <p>The current mitigation measures—limited to re-evaluating Black Ash status under future regulatory updates and conducting localized surveys if its listing changes—are reactive and insufficient given the foreseeable threat trajectory.</p>	<p>C. The Proponent must update the Vegetation Management Plan to include Black Ash-specific protocols that reflect both its cultural value and the emerging ecological risks.</p>
33.	Table 9-22: Summary of Residual Effects for Wildlife - Furbearers (Wolverine)	The Environmental Assessment acknowledges that the project will result in a permanent loss of approximately 4,700 hectares of wolverine habitat and indirect alteration to an additional 189,145 hectares through habitat fragmentation, sensory disturbance, and edge effects. Despite concluding that the net residual effect on wolverines is significant, the current	A. The Proponent must commit to habitat offsetting to compensate for the permanent loss of 4,700 hectares of core habitat. The offsetting strategy should be informed by a regional connectivity assessment to ensure that compensation efforts support landscape-level ecological function and

		<p>mitigation strategy does not include any offsetting or compensation to address this large-scale, irreversible loss.</p> <p>Furthermore, the proposed mitigation measures remain focused on localized, site-specific actions—such as timing restrictions near active dens and general reclamation of temporary features—but fail to incorporate a landscape-scale or connectivity-based approach. Wolverines are wide-ranging, low-density carnivores that depend on expansive, connected tracts of intact habitat. The construction and operation of a permanent road corridor introduces long-term fragmentation, potential barriers to movement, and increased vulnerability to cumulative stressors. However, the assessment does not identify or protect key movement corridors, nor does it propose any measures to maintain or restore regional habitat connectivity.</p> <p>Without compensating for the permanent loss of core habitat and planning for long-term landscape permeability, the project risks contributing to the functional isolation of wolverine populations and undermining regional conservation objectives for this sensitive species. The absence of offsetting and connectivity planning represents a significant gap in the mitigation strategy for a species already facing pressure from habitat fragmentation across its southern range.</p>	<p>align with known wolverine movement corridors. The connectivity assessment should also include maintaining permeability across the road corridor through measures such as wildlife overpasses, or underpasses informed by local and regional wolverine movement data.</p> <p>B. GFN would like to have input into the development of the biodiversity offsetting and compensation plan, specifically regarding wolverine habitat restoration and connectivity. Our Nation has important knowledge to share about the land and would like to be involved in planning how habitat will be restored and protected over the long term.</p>
34.	Table 9-22: Summary of Residual Effects for Wildlife - Furbearers (Wolverine)	<p>The assessment of increased public access as a pathway for wolverine mortality contains several key flaws and understatements that diminish the importance of this effect. While the residual effect is described as “not significant,” the assessment itself acknowledges that the duration is permanent, the reversibility is irreversible, and the likelihood of impact is possible. Despite these admissions, the frequency is incorrectly characterized as “continuous until the</p>	<p>A. The Proponent should revise the assessment to acknowledge that increased public access and its associated impacts on wolverine are permanent in duration and ongoing in frequency, not limited to the construction phase.</p> <p>B. Given the species' sensitivity to human disturbance and the cumulative effects of habitat loss and</p>

Construction Phase is over," which contradicts the permanent nature of the road and its associated access infrastructure.

Additionally, the conclusion of "not significant" fails to adequately account for the vulnerability of wolverines to human encroachment and incidental trapping. As a wide-ranging, low-density species already subject to multiple project stressors (e.g., habitat loss, fragmentation, den disturbance), even low levels of increased mortality from trapping could have population-level consequences (Scrafford et al. 2025) (Krebs et al. 2004), particularly in the absence of population monitoring.

fragmentation, the residual effect should be re-evaluated as significant.

C. The following measures to mitigate for the residual effect of increased public access should be incorporated into the project to protect the regional wolverine population:

- Establish designated trap-free buffer zones around key wolverine habitats, movement corridors, and denning areas in consultation with local first nation trappers.
- Require use of modified trap designs or exclusion devices that reduce risk of incidental capture of wolverines in areas where trapping remains permitted.
- Implement a program to monitor wolverine presence, movements, and mortality incidents using remote cameras, genetic sampling, and collaring where feasible.
- Develop a centralized system to report and analyze all known or suspected mortalities (e.g., trapping, roadkill) in cooperation with local first nation communities, trappers, and enforcement agencies.
- Install wildlife crossing structures (e.g., underpasses, overpasses) at known or modeled crossing points of the road to reduce barrier effects and collision risk.
- Establish clear mortality thresholds that, if exceeded, would trigger enhanced mitigation or project operational changes.

35.	Table 9-22: Summary of Residual Effects for Wildlife - Furbearers (Beaver)	The EA/IS does not include a strategy for addressing potential beaver-related conflicts at culverts, bridges, or other water control structures. While incidental take procedures are outlined and active lodges will be flagged during construction, the plan does not anticipate or address the high likelihood of damming activity at culverts, which is a common and predictable outcome in beaver-inhabited landscapes. Without a proactive conflict management strategy, this gap may lead to future flooding, infrastructure damage, and unnecessary lethal control measures, undermining both environmental performance and the project's stated mitigation objectives.	The Proponent should develop and implement a Beaver Conflict Management Plan to proactively address the risk of damming and flooding at culverts, bridges, and other water crossings. This plan should identify high-risk water crossings during detailed design and incorporate non-lethal mitigation measures, such as flow devices and exclusion fencing. The plan should also establish a routine monitoring and maintenance protocol for water crossings during both construction and operation phases.
36.	Section 10.3.3 Wildlife (Wolverine)	The conclusion in the Cumulative Effects Assessment (CEA) that cumulative impacts on wolverines are "not significant" is not scientifically defensible due to a critical omission of the Ring of Fire development and associated industrial expansion. The MFCAR is not an isolated project; it is explicitly intended to enable access to Ontario's most significant undeveloped mineral deposit, the Ring of Fire, and to catalyze broader industrial activity in the region. The Eagle's Nest Mine is included in the CEA; however, it is the only mine site associated with the Ring of Fire that has been considered. The development of this road is anticipated to facilitate mineral extraction at a much broader scale than the Eagle's Nest mine alone. By omitting this context, the CEA adopts an artificially narrow spatial and temporal scope, which results in a significant underestimation of cumulative habitat loss and fragmentation. The assessment does not consider the full footprint of anticipated mining operations, secondary access roads, transmission corridors, and permanent industrial infrastructure, all of which are reasonably foreseeable outcomes of the MFCAR. This omission critically undermines	<p>A. The CEA must assess the full extent of reasonably foreseeable development in the Ring of Fire by using the entire mineral tenure footprint and known claims as a conservative baseline for potential future mineral extraction.</p> <p>B. The Proponent must redefine the RSA and timeframe to capture the long-term, regional-scale impacts of industrial expansion facilitated by the MFCAR (including the Ring of Fire).</p> <p>C. The Proponent must conduct spatial modeling of cumulative habitat loss, fragmentation, and connectivity disruption using up-to-date land cover, proposed development footprints, and species distribution data. This analysis should inform a revised determination of habitat availability and functional connectivity for wolverines.</p> <p>D. The Proponent must include in the CEA the foreseeable consequences of increased public and</p>

the validity of the CEA's conclusions regarding the long-term impacts on wolverine habitat and population viability.

This omission is especially concerning as wolverines are highly sensitive to habitat fragmentation and have low reproductive rates. While the EA/IS identifies that the project and associated developments will result in the loss of 73,145 hectares of undisturbed habitat, this figure massively underrepresents the true impact because it excludes the full footprint of future Ring of Fire mining developments and the additional infrastructure that the MFCAR is explicitly intended to enable. These include future access roads, transmission lines, expanded industrial corridors, and increased public access, all of which will further degrade or eliminate functional wolverine habitat. By isolating the MFCAR from the broader industrial development it unlocks, the assessment artificially constrains the spatial and ecological scope of cumulative effects, leading to an unjustified conclusion of insignificance.

Moreover, the cumulative effects discussion ignores the access-induced effects beyond the Ring of Fire, such as future forestry, increased trapping and hunting pressure, and additional industrial exploration—none of which are factored into the modeling or significance determination. Despite these considerable gaps, the CEA concludes that wolverine populations will remain “self-sustaining and ecologically effective,” and that impacts remain within the species’ resilience thresholds—while simultaneously acknowledging a low confidence level in this prediction.

Given the project's function as a gateway to industrial-scale development, and the high conservation sensitivity of the wolverine population in this region, the failure to fully include

industrial access, such as expanded trapping and hunting pressure, forestry operations, and exploration activity, which are all known to impact wolverine persistence.

- E. The Proponent must reassess the significance of cumulative effects based on the expanded impact scenario. The assertion that wolverine populations will remain "self-sustaining and ecologically effective" must be supported by rigorous analysis and appropriately reflect the stated low confidence in the prediction.
- F. Given the acknowledged uncertainty and the high conservation sensitivity of wolverines, the Proponent must adopt a precautionary stance in the significance conclusion.

		<p>the Ring of Fire and other foreseeable developments in the cumulative effects analysis represents a substantial flaw. A scientifically credible assessment must incorporate a robust and spatially explicit analysis of the full range of developments the MFCAR enables, particularly in regard to habitat loss, fragmentation, connectivity disruption, and indirect mortality pressures. Until the full scope of all reasonably foreseeable regional development is incorporated into the CEA, the claim that cumulative effects on wolverines are “not significant” lacks scientific credibility and cannot be supported.</p>	
37.	<p>Section 10.3.3 Wildlife (Wolverine)</p>	<p>The EA/IS concludes that the cumulative effects of the Project and other reasonably foreseeable developments on wolverine are “not significant.” However, this assessment does not adequately account for climate change as a compounding stressor on wolverine populations, despite acknowledging its influence as “mostly assumed to have an adverse effect” with “low” prediction confidence</p> <p>Wolverine survival and reproduction are closely tied to cold, structured microhabitats that allow for food caching and denning, both of which are threatened by rising temperatures and diminishing spring snow cover. Wolverines rely on these microhabitats to cache food that supports lactation during February–April, a period of high energetic demand and low prey availability. The degradation of snow-dependent “refrigeration zones” reduces cache viability by increasing decomposition and competition from scavengers and microbes, leading to increased risk of early litter loss (Inman, Magoun, Persson, & Mattisson, 2012)</p> <p>This concern is especially pronounced in northern Ontario, where the project is situated within the Hudson Bay Lowlands</p>	<p>Any assessment of effects on wolverine must account for the ongoing loss of persistent spring snow cover and cold microhabitats that are essential for successful denning and food caching. These features are fundamental to wolverine reproductive success, and their decline due to climate warming, when combined with project-related disturbances, may heighten reproductive failure risks. The CEA should be revisited with a focus on evaluating the long-term implications of climate change for wolverine persistence in the region.</p> <p>A. The Proponent should integrate region-specific climate models into the CEA to assess projected changes in snowpack duration, depth, and spring persistence, particularly during the wolverine denning period (February–April).</p> <p>B. The Proponent should incorporate observed regional warming trends (e.g., Smol et al. 2013) into the assessment framework to better evaluate the interaction between anthropogenic habitat</p>

		<p>(HBL)—a subarctic zone that, until recently, was among the last Arctic refugia from global warming, buffered by the cooling influence of Hudson Bay Sea ice (Smol et al. 2013). However, detailed climate and lake sediment records now show that the region crossed a climatic tipping point in the 1990s, transitioning abruptly into a phase of rapid warming, particularly during winter and autumn (Smol et al. 2013). This warming is directly linked to shorter snow seasons and earlier ice melt, conditions that undermine the persistent spring snow cover critical to wolverine denning and food caching.</p> <p>The EA/IS fails to meaningfully assess these climate-sensitive behaviors, particularly the species' reliance on persistent spring snow for denning and the strategic use of winter food caches to bridge periods of scarcity. These adaptations are central to the species' reproductive success in a low-productivity, cold-niche environment, and are known to be highly vulnerable to climate warming (Inman, Magoun, Persson, & Mattisson, 2012). As such, the interaction between habitat alteration from the Project and climate-induced stressors could produce non-linear cumulative effects that are not captured by habitat area metrics alone.</p>	<p>alteration and climate-driven loss of suitable denning and caching habitat.</p> <p>C. The Proponent should reassess the conclusion of “not significant” cumulative effects on wolverines in light of climate stressors that reduce population resilience and may push species beyond physiological and ecological thresholds.</p> <p>D. The Proponent should apply a precautionary approach to significance determinations, recognizing the high uncertainty and known vulnerability of wolverines to climate change.</p> <p>E. The Proponent should commit to long-term monitoring of climate-sensitive indicators, such as spring snow duration, den occupancy, and reproductive success, to inform adaptive mitigation and management responses.</p>
38.	Table 9-27: Summary of Residual Effects for Ungulates	Emerging research demonstrates that EA processes in Canada have consistently failed to protect caribou. While the EA/IS is designed to identify and mitigate significant environmental effects, studies suggest that EAs often facilitates development in critical caribou habitat rather than constraining it. A national review of assessments found that caribou were frequently identified as at risk, yet nearly every project was approved regardless of the potential for long-term harm (Collard, Dempsey, & Mollie, 2020). In practice, standard mitigation commitments—such as habitat offsets or	It is the position of GFN that the current Environmental Assessment process is insufficient to protect woodland caribou and the culturally significant subsistence areas our Nation relies upon. Therefore, the Crown, including both federal and provincial governments, must engage in formal discussions with GFN regarding the establishment of an Indigenous Protected and Conserved Area (IPCA) as a meaningful mitigation measure. This IPCA would serve to offset the loss of

construction timing windows—are used to justify approvals, even when their effectiveness remains uncertain or unproven over the long term.

A fundamental flaw in most EAs, including this EA/IS, is the manipulation of spatial and temporal scale. Assessments often narrowly define project boundaries, obscuring broader patterns of disturbance. This approach is particularly concerning in the context of this project, where the construction of the MFCAR is expected to catalyze a wave of new mineral exploration and development relating to the Ring of Fire. In Northern Ontario, where woodland caribou ranges are already under pressure, the cumulative effects of mining and infrastructure projects pose a serious threat to habitat integrity. Instead of evaluating the broader, landscape-level impacts of multiple projects, each environmental assessment is conducted in isolation. As a result, they fail to consider how these developments will collectively accelerate fragmentation within caribou ranges once operational. This piecemeal approach fails to reflect the ecological reality facing caribou, which require large, intact landscapes to persist.

The treatment of Indigenous knowledge within the EA/IS further compounds the problem. Indigenous perspectives—particularly warnings about caribou declines and concerns about cumulative impacts are often acknowledged but not reflected in final decisions (Cameron & Kennedy, 2023). Instead of serving as a meaningful check on development, Indigenous knowledge is too often used to support predetermined outcomes, weakening both ecological and cultural stewardship.

critical caribou habitat and culturally important landscapes that will be impacted by the Project.

		<p>Taken together, these issues reveal a troubling pattern: EA/IS processes in Canada and Ontario are not equipped to safeguard caribou. Despite growing awareness of the species' decline and the thresholds beyond which recovery becomes unlikely, assessments continue to greenlight projects that push caribou habitat closer to collapse. If the intent is to prevent further extirpation, the EA/IS must shift from a project-by-project focus to a regional, landscape-based framework that respects known disturbance limits, incorporates Indigenous leadership, and ensures outcomes are tracked and enforced. Without such reforms, the development of MFCAR and Ring of Fire will drastically accelerate the loss of woodland caribou across northern Ontario.</p>	
39.	Section 9.4.5.1.1 Woodland Caribou	<p>The Proponent estimates that 21% (98,417 ha) of the ungulate effects assessment LSA is disturbed, based on a 500-meter buffer around anthropogenic features, in accordance with Environment and Climate Change Canada (2023) guidance (ECCC, 2023). However, this buffer distance represents the low end of the scientific consensus and does not align with current understanding of caribou behavior or jurisdictional best practices. Woodland caribou are known to avoid both physical and sensory disturbances at significantly greater distances than 500m (Vors et al., 2007). Ontario's guidance reflects this by recommending that project proponents minimize sensory disturbance within 10 kilometers of known or potential high use areas. These avoidance behaviors are well-documented and underscore growing concerns about the persistent underestimation of disturbance effects in environmental assessments (Collard, Dempsey, & Mollie, 2020) (Cameron & Kennedy, 2023). A 500-meter buffer does not capture the ecological sensitivity of these areas, nor the full spatial extent of functional habitat loss experienced by caribou.</p>	<p>A. The Proponent must recalculate functionally lost caribou habitat using a range of buffer distances—from 500 meters to 15 kilometers—based on proximity to known or potential high-use areas and ecologically sensitive locations such as calving grounds, wintering habitat, and key travel corridors. This approach reflects well-documented variability in caribou responses to disturbance and aligns with both jurisdictional guidance and peer-reviewed literature demonstrating that avoidance can occur at distances far greater than 500 meters. Incorporating this range is essential to more accurately capture the spatial extent of functional habitat loss and to reduce uncertainty in predicting impacts.</p> <p>B. The Proponent must commit to achieving no net loss of functional caribou habitat, with compensation measures based on the updated disturbance estimates and delivered through habitat restoration,</p>

		<p>Assuming a 1-kilometer buffer—which remains at the lower end of scientifically supported avoidance distances—the total disturbed area in the LSA would increase to approximately 196,834 hectares, or 42% of the study area. This would reduce the proportion of undisturbed habitat from the reported 73.5% to approximately 58%, falling well below the 65% threshold identified by Environment and Climate Change Canada (2023) as necessary to support self-sustaining local caribou populations. This shift is particularly concerning in the context of broader cumulative effects, especially given this project's potential to enable large-scale resource development across the Ring of Fire region.</p>	<p>enhancement, or long-term protection in areas that support caribou recovery.</p> <p>C. The Proponent should use the updated analysis of functional habitat loss to inform the assessment of project impacts, and to guide the development of effective mitigation and offsetting strategies.</p>
40.	Section 10.3.5.1.1 Woodland Caribou	<p>The CEA for caribou fails to incorporate all the foreseeable industrial expansion associated with the Ring of Fire. The MFCAR is not an isolated project; it serves as the enabling infrastructure for one of Canada's largest undeveloped mineral deposits. The Eagle's Nest Mine is included in the CEA; however, it is the only mine site associated with the Ring of Fire that has been considered. The development of this road is anticipated to facilitate mineral extraction at a much broader scale than the Eagle's Nest mine alone. By omitting this context, the CEA adopts an artificially narrow spatial and temporal scope, which results in a significant underestimation of cumulative habitat loss and fragmentation. The assessment does not consider the full footprint of anticipated mining operations, secondary access roads, transmission corridors, and permanent industrial infrastructure, all of which are reasonably foreseeable outcomes of the MFCAR. This omission critically undermines the validity of the CEA's conclusions regarding the long-term impacts on caribou habitat and population viability.</p>	<p>A. The Proponent should revise the CEA to include the full range of reasonably foreseeable developments that the MFCAR is expected to enable. The construction of the MFCAR represents a transformative step that will provide access to significant mineral deposits and catalyze widespread industrial development in the region.</p> <p>B. The CEA must assess the full extent of reasonably foreseeable development in the Ring of Fire by using the entire mineral tenure footprint and known claims as a conservative baseline for potential future mineral extraction.</p>

41.	Section 10.3.5.1.1 Woodland Caribou	<p>The CEA does not account for wildfire as a major and increasing source of disturbance in the boreal forest. Scientific evidence indicates that wildfires are expected to increase in both frequency and intensity due to a combination of rising temperatures, increased lightning activity, and prolonged periods of drought associated with climate change. These factors are altering fire regimes across Northern Ontario, making larger and more severe fires increasingly common.</p> <p>This is highly relevant for caribou, as wildfire removes mature conifer forests that provide essential winter forage in the form of terrestrial lichens. Following fire, the landscape regenerates into early successional forest types dominated by shrubs and young deciduous growth. These habitats are more supportive of moose, which thrive in areas with dense browse and regenerating vegetation. As moose populations increase, wolf densities also rise, since wolves rely on moose as a primary prey species. This leads to elevated predation pressure on caribou, which are more vulnerable in areas where they overlap with high densities of both moose and wolves.</p> <p>The exclusion of wildfire from the CEA represents a significant gap, particularly given its compounding interaction with anthropogenic disturbances. Wildfire contributes not only to the direct loss of caribou habitat, but also to long-term changes in predator-prey dynamics and range connectivity. For a comprehensive assessment of impacts to caribou, wildfire must be included as an interacting disturbance factor alongside development and infrastructure.</p>	The CEA should be revisited to incorporate wildfire as a major and increasing source of disturbance in the boreal forest. The assessment must account for the expected rise in wildfire frequency and severity due to climate change and evaluate how wildfire interacts with anthropogenic disturbances to impact caribou habitat, predator-prey dynamics, and range connectivity.
42.	Section 9.4.7.4.2 Moose	The CEA for moose fails to fully incorporate foreseeable industrial expansion associated with the Ring of Fire. The Eagle's Nest Mine is included in the CEA; however, it is the	A. The Proponent should revise the CEA to include the full range of reasonably foreseeable developments that the MFCAR is expected to enable. The

		<p>only mine site associated with the Ring of Fire that has been considered. The development of this road is anticipated to facilitate mineral extraction at a much broader scale than the Eagle's Nest mine alone. By omitting this reasonably foreseeable development, the Proponent cannot credibly conclude that the project will not have significant impacts on moose. Without accounting for cumulative habitat loss, fragmentation, and increased access pressures tied to broader regional development, the assessment underestimates the risk to moose populations and their long-term viability in the region.</p>	<p>construction of the MFCAR represents a transformative step that will provide access to significant mineral deposits and catalyze widespread industrial development in the region.</p> <p>B. The Proponent should revise the CEA to assess the full extent of reasonably foreseeable development in the Ring of Fire by using the entire mineral tenure footprint and known claims as a conservative baseline for potential future mineral extraction.</p> <p>C. The Proponent should reassess the significance of project-related impacts on moose and moose habitat, recognizing that from GFN's perspective, these impacts will be significant. The Crown's significance determinations often rely on narrow biophysical criteria, while GFN considers the broader cultural, ecological, and relational importance of moose—meaning even small or incremental changes to moose habitat and behavior can represent a serious and unacceptable impact.</p>
43.	Table 9-27: Summary of Residual Effects for Ungulates	<p>The EA/IS underestimates the long-term effects of increased public access on moose populations associated with the MFCAR. While the assessment acknowledges that new roads and trails can lead to greater access by hunters and therefore increase harvest pressure, it ultimately concludes that the resulting effects on moose survival and reproduction will be moderate in magnitude and not significant. This conclusion is not well-supported. The permanent introduction of a year-round access corridor into a largely roadless landscape represents a substantial change to the existing conditions. Moose in the Wildlife Management Units intersected by the project already occur at low densities, and</p>	<p>A. The Proponent should reclassify the effect of increased public access on moose as significant.</p> <p>B. The Proponent should commit to developing a comprehensive Moose Access Management and Monitoring Plan in collaboration with GFN. This plan should include enforceable access control measures, such as physical barriers and road-use restrictions, along with a strategy to monitor both authorized and unauthorized use of the corridor. Long-term monitoring of moose presence and hunting pressure should be conducted through</p>

		<p>any additional harvest pressure, whether legal or illegal, has the potential to reduce population viability further.</p> <p>The mitigation measures proposed are limited in scope and unlikely to meaningfully prevent or control public access over time. Gating of access roads, decommissioning of temporary routes, signage, and staff education are all standard practices, but in this context, they are not sufficient. The EA/IS does not provide details on how unauthorized use of access roads or off-highway vehicles will be monitored or enforced. It also assumes, without strong evidence, that the isolation of the project area will naturally limit use. In reality, new road construction often facilitates incremental use by hunters, recreational users, and others over time, especially once a corridor is established.</p> <p>Given the permanent nature of the access road, the known relationship between road access and moose harvest pressure, and the low baseline moose densities in the region, the EA/IS's conclusion that the residual effect is "not significant" is flawed. Without stronger access controls and long-term management commitments, the project will likely result in a lasting and substantial effect on moose survival and reproduction in the study area.</p>	<p>community-based observations, camera traps, or aerial surveys, with thresholds established to trigger adaptive management responses if population decline is observed.</p>
44.	Table 9-27: Summary of Residual Effects for Ungulates	<p>The assessment of vehicle collision risks to moose during the construction and operation of the MFCAR underestimates the likely significance of these effects. The conclusion that the residual impact on moose survival and reproduction due to collisions is "not significant" fails to account for broader regional development scenarios, particularly the anticipated industrial traffic associated with future mineral extraction in the Ring of Fire. While the current traffic volumes during construction and maintenance may be limited and subject to</p>	<p>A. The Proponent should revise the CEA to consider the cumulative impacts of future mineral extraction and associated industrial traffic, especially in the context of the Ring of Fire.</p> <p>B. The Proponent should develop a regional traffic forecast should be developed to assess how vehicle volumes will change if the MFCAR becomes a primary route for mineral transport. Based on this</p>

		<p>mitigation, the MFCAR is positioned as a critical transportation corridor that will likely facilitate significant commercial traffic over the long term.</p> <p>The assessment assumes low traffic volumes and reduced speed limits as a basis for dismissing the collision risk. However, these assumptions are not supported by analysis of potential traffic scenarios tied to Ring of Fire development. Increased heavy truck traffic from mining operations, exploration activity, and supply transport would dramatically elevate the risk of moose-vehicle collisions. Moose are known to be highly susceptible to road mortality, especially in areas with increased vehicle movement, early seral vegetation, and poor visibility. Without considering cumulative development and the transformation of this corridor into a permanent industrial access route, the assessment provides an incomplete and overly optimistic view of collision risks to moose.</p>	<p>forecast, the project should incorporate a Moose Collision Mitigation and Monitoring Strategy that includes:</p> <ul style="list-style-type: none"> • Identification of high-risk collision zones using moose movement and Indigenous Knowledge; • Installation of wildlife crossing signage, speed restrictions, and, where feasible, road fencing or escape berms; • Implementation of moose-specific monitoring (e.g., roadkill tracking, motion-triggered cameras); • Adaptive mitigation measures that can be triggered based on thresholds of observed moose mortality. <p>C. The Proponent should reconsider the significance determination for vehicle collision risk in light of this likely increase in long-term road use, with the conclusion updated to reflect that the project will have a significant adverse effect on moose due to vehicle collisions unless stronger mitigation and regional planning measures are adopted.</p>
45.	Section 14.4 (Future Commitments)	<p>GFN acknowledges the Proponent's commitment to developing a Terrestrial Biodiversity Offset Plan to provide a net positive increase in the following habitat types: wetland habitat, migratory bird habitat, myotis habitat, wolverine habitat, caribou habitat, and amphibian breeding habitat. However, it is crucial that this plan includes GFN traditional knowledge to ensure the plan reflects the unique ecological and cultural context of the area. Without reviewing this plan, GFN cannot fully and meaningfully comment on the outcome of these important habitat types.</p>	<p>GFN requests to be actively involved in the development and implementation of the Terrestrial Biodiversity Offset Plan, with the opportunity to provide meaningful input throughout the process. To facilitate this participation, the Proponent should provide appropriate financial resources to support GFN involvement in this process.</p>

46.	Section 14 (Monitoring Programs and Future Commitments)	GFN acknowledges the Proponent's commitment to developing an Environmental Protection Plan to mitigate impacts on wildlife, and vegetation. However, it is crucial that this plan includes GFN traditional knowledge to ensure the plan reflects the unique ecological and cultural context of the area.	GFN requests to be actively involved in the development and implementation of the Environmental Protection Plan, with the opportunity to provide meaningful input throughout the process. To facilitate this participation, The Proponent should provide appropriate financial resources to support GFN involvement in this process.
47.	Section 14 (Monitoring Programs and Future Commitments)	GFN has a deep and enduring connection to the land and the animals that sustain our way of life, and we are gravely concerned about the potential loss of habitat and the decline of important species. The losses of wetland and upland habitats that support furbearers, moose, and other culturally significant species highlight the broader impacts of the project on the ecosystem that GFN relies on. This loss, compounded by decades of legacy impacts, raises serious concerns about the long-term viability of these species and the health of our traditional lands. Monitoring is essential to accurately quantify these impacts and implement effective measures to address them, ensuring the sustainability of our lands and resources for future generations.	<p>A. GFN requests to be actively involved in the follow-up and monitoring programs related to wildlife, birds, vegetation, and ungulates. This includes participation in targeted species surveys to track relative abundance and spatial distribution, as well as contributing traditional knowledge to ensure that monitoring efforts align with GFN priorities and cultural values.</p> <p>B. GFN further requests to be engaged in the development and implementation of adaptive management measures informed by these monitoring results, ensuring that mitigation strategies remain effective over time.</p>
48.	Section 10.3.3 (Reptiles and Amphibians)	The conclusion in the CEA that cumulative impacts on reptiles and amphibians are "not significant" is not scientifically defensible due to a critical omission of the Ring of Fire development and associated industrial expansion. The MFCAR is not an isolated project; it is explicitly intended to enable access to Ontario's most significant undeveloped mineral deposit, the Ring of Fire, and to catalyze broader industrial activity in the region. This includes not only large-scale mining (e.g., chromite, nickel, copper) but also associated infrastructure such as roads, power transmission lines, and permanent camps—developments that together	<p>A. The Proponent should update traffic forecasts and collision risk modeling to reflect higher vehicle volumes from industrial traffic related to the full build-out of the Ring of Fire, rather than relying solely on community access assumptions.</p> <p>B. The Proponent should design and commit to constructing wildlife crossing structures (e.g., amphibian tunnels, culverts, or overpasses), and install directional fencing to guide reptiles and</p>

		<p>represent a transformational land-use change across the RSA. These outcomes are reasonably foreseeable, yet the CEA fails to incorporate or model their effects.</p> <p>This omission is especially concerning for reptiles and amphibians because the amount of heavy equipment traffic on the road will be significantly higher than forecasted in the CEA when considering the Ring of Fire and associated infrastructure development. Reptiles and amphibians are highly vulnerable to road mortality because they move slowly, rely on crossing roads due to habitat fragmentation, bask on warm road surfaces, migrate seasonally to breed, and are often difficult for drivers to see (Andrews et al. 2006) (Garriga et al., 2012).</p> <p>The EA/IS states that the Magnitude of the Cumulative Effect of Collisions with Vehicles and Equipment for Reptile and Amphibians is Low. Additionally, the significance of this Cumulative Effect was not determined for Reptiles and Amphibians. This magnitude likely underrepresents the true impact of road mortality because it excludes the full footprint of the Ring of Fire mining developments and the additional infrastructure that the MFCAR is explicitly intended to enable. These include future access roads, which will cause further road mortality.</p>	<p>amphibians toward these safe crossings.</p> <p>C. The Proponent should post wildlife crossing signage and reduce speed limits during key migration and breeding seasons in areas identified as high-risk for road mortality.</p> <p>D. The Proponent should commit to adaptive management measures (e.g., installation of additional crossing structures, reduced speed zones, new signage) if road mortality exceeds thresholds set in consultation with Indigenous Knowledge holders and species experts.</p>
49.	Appendix J – Vegetation Report; Table 7-15	<p>The impact of invasive species on vegetation in the local study area is of great concern to GFN because the existing LSA has limited human disturbance and no invasive species were documented during field surveys. This pristine habitat will very likely have invasive species introduced because roads are major conduits for the spread of invasive plants into new areas as they create disturbed environments that favor invasives and provide a corridor for transmission of seeds on</p>	<p>A. For all re-vegetation efforts, the Proponent must consult with GFN, to select an appropriate seed mix that closely mimics the pre-construction plant community and includes plants of medicinal and traditional importance. This could be done by either sourcing seed mix from a local seed distributor, or using wild seeds propagated from plants collected from the project area.</p>

		<p>vehicles. One of the measures to mitigate the impact of invasive species propagation within the EA/IS is to use seed mixes with appropriate native species for all seeding and restoration works.</p>	<p>B. The Proponent should support the establishment of a regional road invasive species subcommittee that includes GFN and other affected First Nations.</p>
50.	General Comment	<p>GFN emphasizes that the MFCAR project area remains one of the few relatively undisturbed regions within our traditional territory. Unlike other parts of our land that have been heavily impacted by forestry, hydro development, and other industrial activities, this area has not experienced large-scale development and continues to support healthy ecosystems and cultural practices.</p> <p>Because of this, the area is particularly sensitive to disturbance. The introduction of a permanent road into this landscape represents a major shift with far-reaching ecological and cultural consequences. The relative lack of cumulative impacts to date does not mean the land can absorb development more easily—it means the risk of losing what remains is even greater.</p> <p>GFN urges that this heightened sensitivity be acknowledged in the environmental assessment. The project area should not be treated as a blank slate but as one of the last intact areas that still supports the exercise of our rights and the continuity of our culture. As such, any assessment of impacts must apply a more precautionary lens, recognizing that even seemingly minor changes in this context could have disproportionate and lasting consequences.</p>	<p>GFN requests that the environmental assessment explicitly recognize the project area as ecologically and culturally sensitive due to its lack of previous development. Given its intact condition and importance to GFN, any disturbance should be considered significant, including impacts to all wildlife species, not only caribou and wolverine.</p>

Water Resources and Geochemistry

<p>51.</p>	<p>Appendix F – Draft Surface Water Technical Support Document – Section 5.1.2.2 (Hydropower Generation)</p>	<p>Section 5.1.2.2 of the Surface Water Technical Support Document (Appendix F) notes that the Waboose Diversion Dam on the Ogoki River, though located outside the defined RSA, directly influences flows within it, including at the proposed Ogoki River crossings. The dam is managed under the Nipigon River System Water Management Plan and is primarily regulated based on water levels in Lake Nipigon - not conditions within the Ogoki River system itself.</p> <p>This introduces significant uncertainty regarding seasonal and interannual flow variability in the Ogoki River, particularly during high-water events on Lake Nipigon when the dam may be opened to divert additional water north through the Ogoki basin and into the Albany River system. This is compounded by the fact that high flow periods in the Lake Nipigon System are very likely to coincide with high flow periods in the Ogoki River. This water management approach, focused on downstream hydropower optimization in the Lake Nipigon watershed, may lead to unpredictable, extreme changes in flow volume, velocity, and duration within the Ogoki River.</p> <p>These hydrological uncertainties raise serious concerns for the stability and long-term integrity of the proposed Ogoki River crossing, as well as other infrastructure located near the riverbanks (e.g., access routes, culverts, bridges, work pads). Fluctuations in flow may increase the risk of erosion, sedimentation, and scouring, particularly during extreme flow events or unanticipated dam releases. These risks are further compounded during the construction phase, where sequencing and work windows may be tightly constrained by hydrological conditions that are not easily forecasted under the current dam operating regime.</p>	<p>A. The Proponent should prepare a quantitative assessment of flow variability in the Ogoki River, including under multiple Lake Nipigon water level scenarios and potential releases at the Waboose Diversion Dam.</p> <p>B. The Proponent should commit to preparing a detailed hydraulic risk analysis for the Ogoki River crossings, including:</p> <ul style="list-style-type: none"> • Erosion and sedimentation modeling under high-flow conditions; • Infrastructure design tolerances for variable and sudden flow increases; • Emergency protocols in the event of unanticipated dam releases. <p>C. The Proponent should identify and assess construction sequencing risks related to hydrological variability, including potential delays or unsafe working conditions during high-flow periods influenced by dam operations.</p> <p>D. The Proponent should discuss how they will coordinate with Ontario Power Generation (OPG) and other regulatory authorities managing the Nipigon River System Water Management Plan to ensure advance notification of operational changes at the Waboose Diversion Dam that could affect flow levels in the Ogoki River during both construction and operation phases.</p> <p>E. The Proponent should incorporate design measures into water crossing infrastructure to accommodate</p>
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			<p>long-term uncertainties in hydrology resulting from dam management priorities outside the project's direct control. For example, the crossing could be designed for a 1 in 10,000 year flood event.</p> <p>F. The Waboose Dam should be included in the cumulative effects assessment.</p>
52.	<p>Appendix F – Draft Surface Water Technical Support Document – Section 5.1.2.2 (Hydropower Generation)</p>	<p>Section 5.1.2.2 of the Surface Water Technical Support Document (Appendix F) does not discuss the Cedar Channels Control Dam (CCCD) on the Albany River despite being mentioned by MFFN members during community engagement for the Project. The CCCD directly influences flows within the Albany River, including at the proposed Albany River crossing. The dam is managed under the Lake of the Wood Control Board and is primarily regulated based on water levels in The English River System - not conditions within the Albany River system itself.</p> <p>This introduces significant uncertainty regarding seasonal and interannual flow variability in the Albany River, particularly during high-water events on Lake St. Joseph when the dam may be opened to divert additional water north through the Albany basin and into the Albany River system. This is compounded by the fact that high flow periods in Lake St Joseph are very likely to coincide with high flow periods in the Albany River. This water management approach, focused on downstream hydropower optimization in the English River watershed, may lead to unpredictable, extreme changes in flow volume, velocity, and duration within the Albany River.</p> <p>These hydrological uncertainties raise serious concerns for the stability and long-term integrity of the proposed Albany River crossing, as well as other infrastructure located near the</p>	<p>A. The Proponent should prepare a quantitative assessment of flow variability in the Albany River, including under multiple Lake St. Joseph water level scenarios and potential releases at the CCCD.</p> <p>B. The Proponent should commit to preparing a detailed hydraulic risk analysis for the Albany River crossing, including:</p> <ul style="list-style-type: none"> • Erosion and sedimentation modeling under high-flow conditions; • Infrastructure design tolerances for variable and sudden flow increases; • Emergency protocols in the event of unanticipated dam releases. <p>C. The Proponent should identify and assess construction sequencing risks related to hydrological variability, including potential delays or unsafe working conditions during high-flow periods influenced by dam operations.</p> <p>D. The Proponent should discuss how they will coordinate with the Lake of the Woods Control Board and other regulatory authorities managing the English River system to ensure advance notification of operational changes at the CCCD</p>

		riverbanks (e.g., access routes, culverts, bridges, work pads). Fluctuations in flow may increase the risk of erosion, sedimentation, and scouring, particularly during extreme flow events or unanticipated dam releases. These risks are further compounded during the construction phase, where sequencing and work windows may be tightly constrained by hydrological conditions that are not easily forecasted under the current dam operating regime.	that could affect flow levels in the Albany River during both construction and operation phases. E. The Proponent should incorporate design measures into water crossing infrastructure to accommodate long-term uncertainties in hydrology resulting from dam management priorities outside the project's direct control. For example, the crossing could be designed for a 1 in 10,000 year flood event. F. The CCCD should be included in the cumulative effects assessment for the Project.
53.	Section 7.1.2.3 (Embankment Material Borrow Areas, and Aggregate Site Areas)	Section 7.1.2.3 of the EA/IS states that only material that has been cleared through a geochemical verification process will be used to avoid acid rock drainage (ARD) or metal leaching, and that runoff will be monitored from an erosion and sediment control perspective. While this precautionary approach is appropriate, the details of the geochemical verification plan — including site selection, sampling protocols, and thresholds for exclusion — have not been made available for review. Given the proximity of many borrow and quarry areas to lakes, rivers, wetlands, and culturally significant areas, and the potential for ARD and metal leaching to result in long-term degradation of water quality and aquatic habitat, it is critical that potentially impacted Indigenous Nations have the opportunity to review, comment on, and influence the development and implementation of the geochemical verification plan.	The Proponent must provide advanced review of the draft geochemical verification plan to GFN.
54.	Section 7.2.2.1 (Construction Phasing)	Section 7.2.2.1 of the EA/IS describes a construction phasing approach in which road building could begin simultaneously	The Proponent should distinguish the differences in impacts from single-point and multi-point construction

		<p>at multiple locations — for example, both from the north near Marten Falls and the south near Painter Lake Road. While this may reduce the overall duration of construction, it introduces significant uncertainty regarding the environmental impacts of the construction phase, particularly with respect to:</p> <ul style="list-style-type: none"> • The creation of temporary access routes to reach remote segments; • Increased traffic and staging areas in multiple sensitive landscapes at once; • The potential duplication of environmental disturbances, such as clearing, blasting, sedimentation, and noise, in several places at the same time; • The ability to effectively monitor and enforce sensitive timing windows (e.g., for migratory birds, fish spawning, or cultural practices) when work is occurring concurrently at multiple locations. <p>The lack of detail about how multi-point construction will be implemented leaves important questions unanswered about how residual and cumulative environmental effects will be avoided or minimized during construction.</p>	<p>and factor this into their residual effects assessment and cumulative effects assessment.</p>
55.	Section 7.2.2 (Detailed Design)	<p>The EA/IS indicates that embankment material borrow areas and aggregate site areas (e.g., sand, gravel, and rock) will be required for the construction of the MFCAR. However, the document lacks detailed information on the confirmed availability of borrow material sources along the proposed corridor. Without this information, it is difficult to evaluate the true scope of environmental and cultural impacts, particularly those related to land and water disturbance, wildlife habitat fragmentation, and sedimentation risk near water crossings.</p>	<p>A. The Proponent should provide a comprehensive inventory of proposed borrow sources, including location maps, estimated volumes, material types, and confirmation of suitability through preliminary geotechnical investigations;</p> <p>B. The Proponent should prepare a contingency plan if local materials are found to be insufficient or geochemically unsuitable, including how alternate sites would be selected and assessed.</p>
56.	Section 8.1.7.2 (Groundwater Quality)	<p>Section 8.1.7.2 of the EA/IS presents groundwater sampling results that show numerous exceedances of Canadian and</p>	<p>A. The Proponent should provide a clear explanation for the observed exceedances, including whether</p>

		<p>Ontario drinking water guidelines, as well as provincial water quality objectives and soil/groundwater/sediment standards, for a wide range of metals, volatile organic compounds (VOCs), and other contaminants. These include significant exceedances for arsenic, uranium, lead, chromium, cadmium, and toluene, among others.</p> <p>However, the Proponent does not offer any explanation for the source, significance, or implications of these exceedances, nor how these findings might impact construction planning, potential contamination pathways, or risks to human and ecological health. It is also unclear whether the results reflect natural background conditions, legacy contamination, or project-related disturbance.</p> <p>Given the potential for the project to interact with groundwater — particularly through excavation, dewatering, aggregate extraction, and water crossings — the absence of this analysis represents a significant information gap to properly assess potential impacts of the Project.</p>	<p>these are believed to be naturally occurring or anthropogenic;</p> <p>B. The Proponent should assess the potential environmental and human health risks associated with the exceedances, especially in areas of planned construction or borrow material extraction;</p> <p>C. The Proponent should clarify whether any of the contaminated groundwater zones intersect with groundwater-surface water interaction zones, traditional land use areas, or potential drinking water sources that will be utilized by construction camps for the Project.</p>
57.	Table 9-6 (Summary of Residual Effects for Surface Water)	<p>The residual effects assessment of water presented in the EA/IS suffers from several critical limitations that significantly undermine its credibility from the perspective of GFN:</p> <ul style="list-style-type: none"> • The assessment is based solely on western scientific approaches, with minimal integration of Indigenous Knowledge or Indigenous-led indicators for measuring change and significance. • It assumes that all mitigation measures and project components will operate as designed, without acknowledging the high likelihood of system failures, extreme weather events, or implementation challenges — particularly in remote and sensitive environments. 	<p>A. IAAC and the Proponent must acknowledge in the Final EA/IS and Impact Assessment Report that the current residual and cumulative effects assessments do not adequately reflect the impacts to rights as understood and experienced by Indigenous Nations. This recognition should be documented in the record of consultation and in any decision-making materials.</p> <p>B. IAAC must clarify how Indigenous definitions of significance and culturally specific impacts will be meaningfully considered in the environmental assessment process going forward — including in</p>

		<ul style="list-style-type: none"> • The criteria used to determine significance are based entirely on compliance with federal and provincial regulatory thresholds and do not reflect Indigenous laws, protocols, or standards for environmental and cultural protection. • The magnitude of local impacts is frequently minimized by evaluating them at a regional scale, which obscures site-specific or culturally important effects that may be significant to GFN. <p>As a result of these methodological choices, nearly all residual effects are classified as “negligible” or “low” in significance — a conclusion that does not reflect how impacted Nations experience environmental, cultural, and health-related change on their lands.</p> <p>Crucially, these flawed residual effects assessments are then used as the foundation for the cumulative effects assessment, meaning that cumulative impacts are also underestimated. By underestimating the significance and extent of individual effects, the cumulative effects assessment fails to identify the broader systemic risks posed to Indigenous lands, species (such as woodland caribou), water systems, and traditional practices.</p>	<p>any conditions imposed or decisions made under the Impact Assessment Act.</p>
58.	Table 10-4 (Summary of Predicted Cumulative Effects for Water Disciplines)	Table 10-4 of the EA/IS concludes that the MFCAR will not result in any significant cumulative effects on surface water or groundwater. Given the scale and duration of the project, the number of water crossings, the presence of borrow and aggregate sites, and the potential interactions with other developments (such as the Northern Road Link and eventual Ring of Fire mining projects), this conclusion appears to reflect a limitation in methodology rather than a legitimate finding.	A. The Proponent should work collaboratively with GFN to revisit and revise the cumulative effects assessment on water. This should include the integration of Indigenous Knowledge systems, culturally appropriate indicators, and definitions of significance that reflect the lived experience and worldviews of GFN. This process should be documented transparently and inform the final

		<p>This finding is especially concerning given that Indigenous Nations have consistently raised concerns about changes to water quantity, quality, and flow patterns — not only from the Project but from the combined effects of historical and foreseeable developments. The exclusion of Indigenous Knowledge and culturally informed significance thresholds from the assessment of cumulative effects undermines the legitimacy and completeness of the results.</p>	<p>conclusions of the EA/IS.</p> <p>B. IAAC should require that any such revisions are carried forward into conditions for approval, monitoring, and adaptive management, to ensure the impacts to the rights and interests of GFN are meaningfully addressed.</p>
59.	<p>Table 9-6 (Summary of Residual Effects for Surface Water)</p>	<p>The EA/IS does not adequately account for the significant challenges associated with managing fuel spills at water crossings in the remote environment where the MFCAR is proposed. According to the U.S. National Oceanic and Atmospheric Administration (NOAA), fuel and oil spills in river systems are especially difficult to contain and clean up due to fast-moving currents, limited access to shorelines, and the tendency for oil to strand in isolated floodplains or oxbows, oils tendency to coat riparian vegetation along its path and the potentially complex interactions of oil with riverine sediments (NOAA, 2015). These risks are further amplified in the case of the MFCAR due to its extreme remoteness, limited seasonal access, and the lack of existing infrastructure that would facilitate rapid response efforts. The combination of these factors poses a serious risk to water quality, aquatic ecosystems, and the rights of Indigenous Nations that rely on these waters for sustenance and cultural practices. Given the particular challenges with managing spills on this remote road, the Proponent must have project-specific preparations to avoid and mitigate risks from major spills into rivers along the route.</p> <p>It is also important to add that the residual effects assessment does not incorporate the very high likelihood that a major spill</p>	<p>A. GFN requests that the Proponent provide details on the special arrangements they will make to prevent spills and manage major spills into water bodies along the extremely remote and inaccessible route of the Project</p> <p>B. GFN requests that the residual effects assessment incorporates the fact that a spill into a river along the route is likely (if not certain) to happen at some point over the life of the Project. This inevitably means that aspects of the residual effects assessment will deem certain effects to surface waters as significant.</p>

		will occur into one of the water crossings over the (indefinite) life of the Project.	
60.	Appendix F Table 10-1 (Potential Effects Summary and Recommendations)	In the “Mitigation, Protection, Monitoring, and Study Commitments to be Carried Forward to Construction / Operation and Maintenance” Section of the Potential Effects Summary Table for surface water, no specific commitment is made to monitor during high-risk hydrological events like spring melt or major rainfall when erosion, sediment transport, and contaminant movement are most likely.	GFN requests a commitment from the Proponent to conduct targeted water quality sampling during spring melt and after storm events at key waterbody crossings and sediment-sensitive areas, with details to be determined in the monitoring programs for all stages of the Project.
61.	Appendix F Table 10-1 (Potential Effects Summary and Recommendations)	In the “Mitigation, Protection, Monitoring, and Study Commitments to be Carried Forward to Construction / Operation and Maintenance” Section of the Potential Effects Summary Table for surface water, erosion and sediment control is mentioned, however there’s no clear requirement for real-time turbidity monitoring at active waterbody crossings during construction or dewatering activities, nor are there requirements for monitoring for spills other than visual observation of oil sheen on water.	<p>A. GFN request that the Proponent commit to real-time turbidity monitoring at all waterbody crossings during in-stream work, with pre-defined action thresholds that trigger stop-work orders or adaptive measures.</p> <p>B. GFN requests that the Proponent commit to best practices for monitoring fuel spills beyond mere visual observation (e.g. real time fuel level monitoring with alert systems that can indicate potential leaks).</p>
62.	Appendix F Table 10-1 (Potential Effects Summary and Recommendations)	In the “Mitigation, Protection, Monitoring, and Study Commitments to be Carried Forward to Construction / Operation and Maintenance” Section of the Potential Effects Summary Table for surface water, the Proponent does not indicate whether or not they intend to use road salt for deicing on the road during winter conditions. Road salt can have significant impacts on the ecology adjacent to the road and can attract wildlife (i.e. moose and caribou) to the road increasing the risk of collisions. Most dirt roads do not use salt for deicing and it is unnecessary to do so to maintain the road under winter conditions. Increased salt concentrations will also	GFN request a commitment from the Proponent to not use salt for de-icing along the road.

		increase chloride ions concentrations in watercourses, which is known to be toxic to fish health.	
63.	Section 7.1.2.1 (Roads)	The Proponent has noted that the Project is located in an area of isolated permafrost. The construction and operation of the road in areas of permafrost would affect the stability of both the permafrost and the road. The Proponent has stated that “the design will primarily use fill along access roads to minimize permafrost degradation and will follow the recommendations outlined in a permafrost management plan.” The construction and operations monitoring plans make no mention of the development of permafrost monitoring at all. The monitoring of permafrost is challenging (especially in areas of discontinuous permafrost) and road design in areas of isolated permafrost is challenging from an engineering perspective due to the spatially variable effects of permafrost on the road.	<p>A. GFN request that the Proponent develop a conceptual permafrost mitigation and monitoring plan for the Project at the EA/IS stage to understand potential impacts to permafrost from the Project.</p> <p>B. GFN request that the Proponent provide details on how they will design the road to accommodate the somewhat unpredictable impacts of isolated permafrost on the road.</p>
64.	Appendix N Attachment B (Existing Conditions Detailed Mapping Figures)	The detailed figures in Appendix N show that quite substantial areas around the road are going to be subject to construction disturbance. These large, disturbed areas can have significant impacts on nearby waterbodies. The figures in Appendix N do not show a buffer between construction disturbance and waterbodies, which creates a risk for waterbodies in the Project area from erosion, sedimentation, blast residues and fuel spills.	GFN requests a commitment from the Proponent to avoid construction disturbance within 100m of any waterbody.
65.	Appendix I (Draft Peatlands Technical Support Document) General Comment	The EA/IS recognizes that 62.6% of the LSA is comprised of peatland, which are critical to the local hydrological and ecological function. The report further acknowledges that the loss of peatlands would be permanent and have negative effects, particularly where disturbances such as changes in drainage regimes and physical disturbance occur. However, despite the high magnitude of impact in localized areas, all	A. The Proponent should reassess the significance determination, placing greater emphasis on the localized, permanent loss of peatland habitat within the LSA and avoid overreliance on RSA-level data, which may obscure the more concentrated impacts within the LSA.

		residual effects on peatland ecosystems are classified as “not significant.” This assessment appears to rely heavily on the minimal peatland loss observed within the broader RSA, which downplays the concentrated and more ecologically significant impacts occurring within the LSA, where the majority of disturbances will be focused. Moreover, the report lacks clarity regarding the specific criteria or thresholds applied to determine significance in the context of peatland integrity, habitat loss, or ecological functionality.	B. The Proponent should revise the significance determination process for peatlands to be based primarily on ecological, hydrological, and cultural valuation of peatland systems, and reassess the significance determination based on this updated process.
66.	Appendix I – Section 7.3.2.4 (Residual Effects on Peatland Ecosystems as a Result of Changes to Groundwater)	<p>The EA/IS identifies significant uncertainty surrounding two critical residual effects on peatland ecosystems: (1) changes to groundwater regimes that could alter drainage patterns, and (2) changes in surface hydrology that could increase or decrease water flows and levels. This uncertainty is attributed to a limited understanding of local peatland hydrology and hydrogeology, compounded by the preliminary nature of the proposed mitigation measures, such as the floating road design.</p> <p>Despite acknowledging these uncertainties, the report concludes that residual effects will be “not significant,” basing this determination on the assumption that future studies will resolve current gaps in understanding and improve the mitigation measures. This approach is problematic, as it does not align with standard impact assessment protocols, which require significance determinations to be based on the best available data at the time of the assessment. It also fails to account for the precautionary principle, which should be applied when high uncertainty exists.</p>	<p>A. The Proponent should take a precautionary approach to their assessment of the effectiveness of mitigation measures, such as floating road designs in the absence of empirical data. This means that in circumstances that there is uncertainty around mitigation measures, they should assume that the mitigations will not be as effective as modeled and that the effects will thus be significant.</p> <p>B. The Proponent should provide updated data or performance studies on the effectiveness of floating road designs from comparable peatland settings.</p> <p>C. The Proponent should develop a comprehensive monitoring and adaptive management plan that includes contingency measures to address any unforeseen hydrological impacts.</p>
67.	Appendix I (Draft Peatlands Technical Support Document) General Comment	The EA/IS acknowledges that there is insufficient detailed hydrological and hydrogeological information for both the LSA and RSA, despite identifying potential residual effects on	A. The Proponent should complete comprehensive site-specific hydrological and hydrogeological baseline studies, accounting for seasonal variations,

		<p>peatland ecosystems due to changes in groundwater and surface water regimes. This lack of baseline data is a critical gap in the assessment, as peatlands are highly sensitive to hydrological changes, and even minor alterations in water flow, drainage, or water table levels could have long-lasting or irreversible effects on these ecosystems. The absence of robust data prevents the accurate modeling of potential impacts, the evaluation of mitigation effectiveness, and the assessment of cumulative effects across the broader wetland complex. As a result, the significance conclusions presented in the report are not sufficiently supported by evidence.</p>	<p>groundwater-surface water interactions, and water table mapping. The collected data should be used to develop predictive models for water flow, drainage patterns, and water table changes resulting from road construction and long-term operations and assess the potential indirect hydrological effects extending beyond the project footprint, particularly on interconnected wetland systems.</p> <p>B. The Proponent should reassess the effectiveness of proposed mitigation measures, including floating road designs, based on updated data.</p> <p>C. Until the Proponent completes these studies and integrates them into the EA/IS, the EA/IS should clearly state that the findings related to peatland impacts are preliminary and subject to change.</p>
68.	Appendix I – Section 5.3.5 (Carbon Storage and Flux)	<p>The proposed MFCAR poses a significant risk to the region’s extensive peatland carbon stores. The road corridor intersects peatlands that collectively hold up to 96 million tonnes of soil organic carbon, with over 1.38 million tonnes located within the immediate construction disturbance area. These ecosystems currently function as carbon sinks, with negative CO₂ fluxes observed across undisturbed areas. However, within the construction zone, carbon fluxes shift toward emissions—indicating that disturbed peatlands may become net sources of greenhouse gases.</p> <p>While the road footprint may appear narrow, the ecological consequences are not minor. Disturbance of peatlands through excavation, compaction, or altered hydrology can release long-stored carbon, disrupt sequestration processes,</p>	<p>The Proponent should prioritize design alternatives that minimize peatland disturbance. Where impacts are unavoidable, robust mitigation measures, including peatland restoration plans, hydrological protection strategies, and carbon offset commitments should be developed and transparently evaluated. Given the global significance of boreal peatlands for climate regulation, it is essential that peatland preservation is prioritized.</p>

		and contribute disproportionately to climate change—especially when considered over the full length of the road and its operational lifespan.	
69.	Appendix I – Draft Peatlands Technical Support Document Section 7.3.2.6 and Table 7.5	Edge and fragmentation effects on peatland ecosystems were determined to be negligible in magnitude. The two studies referenced (Harper et. al., 2015; Franklin et al., 2021) within the Draft EA/IS investigate edge effects on boreal forest ecosystems, which are very different from peatland ecosystems. Furthermore, the Draft Peatlands Technical Support Document states that “boreal forests are generally adapted to large-scale natural disturbances.” However, road development is not considered a natural disturbance. Therefore, we disagree with the assessment that the magnitude of edge effects on peatlands is negligible.	Given that the studies used to support a negligible magnitude effect for edge effects on peatlands were focused on forest habitats (upland habitat), not peatlands (wetland habitat), the Proponent should provide scientifically defensible reasoning to justify why edge effects to peatlands were determined to be negligible in magnitude.
70.	Appendix I – Table 3.1: (Indigenous Knowledge)	Peatlands are of utmost importance to GFN as 46 of the 56 plants identified as traditional use plants grow in peatland ecosystems as stated in Table 3.1 of Appendix I. In addition, peatlands provide habitat for many animals that are hunted by our community members including moose. GFN does not accept the conclusion that all predicted residual effects on peatlands are not significant considering 2,150.6 ha of peatland will be directly removed. GFN is especially concerned because the peatland loss will be mostly irreversible considering how challenging peatlands are to restore to their natural composition and function.	<p>A. GFN requests to be actively involved in the development and implementation of all plans and monitoring related to peatland restoration including the Vegetation Restoration Plan, with the opportunity to provide meaningful input throughout the process. To facilitate this participation, the Proponent should provide appropriate financial resources to support GFN involvement in this process.</p> <p>B. For all impacted peatland that cannot be restored to its natural function and composition, the Proponent should provide accommodation measures to GFN for the loss of Traditional Use Plant habitat within their Traditional Territory.</p>

Air, Noise, Vibration			
71.	Appendix S Section 4.4.3 (Methods for Predicting Future Conditions)	<p>The Proponent's air dispersion model does not include any special receptor locations related to GFN traditional land and resources use (TLRU) and Indigenous Knowledge (IK) sites. GFN members use the lands and waters in the Project area for TLRU and ceremonial/spiritual purposes and will be exposed to project related air emissions.</p>	<p>GFN TLRU and IK sites should be considered in the Proponent's air quality assessment. The geographic locations for TLRU and IK should be inputted into the air dispersion model as special receptors. This will provide site specific data for GFN land users who use the Project area so they can effectively assess the Project's impact on land use and rights.</p>
72.	Appendix S – Section 7.4 (Summary of the Assessment of Effects)	<p>GFN disagrees with the Proponents assessment of the significance determination for Volatile Organic Compounds (VOCs) and Polycyclic Aromatic Hydrocarbons (PAHs) as being considered insignificant. PAHs and VOCs are toxic at very low concentrations and in some cases (e.g. benzene, benzopyrene) they are known carcinogens.</p> <p>Exposure to VOCs and PAHs, even for a short duration, can have negative health impacts on humans. GFN is especially concerned about VOC and PAH exposure for GFN members who may be working on the Project and/or using the land in close proximity to the Project. For construction workers they could be exposed to VOCs and PAHs for as long as 10 years.</p> <p>Further, there is no air quality sampling planned for any VOCs or PAHs during any phase of the Project. It will be impossible to know the concentrations without monitoring, which is a health risk for GFN members who may be working on the Project or using the land nearby.</p>	<p>A. GFN strongly recommends that the assessment of the significance of VOCs and PAHs be revisited and updated to reflect the serious health risks associated with exposure to these substances, even at low concentrations. Given the potential for long-term exposure—especially for construction workers who could be on-site for up to 10 years—it is critical to reconsider their significance in the environmental assessment and conduct additional monitoring.</p> <p>B. The Proponent must implement air quality sampling and continuous monitoring for VOCs and PAHs during all phases of the Project. This is crucial to accurately assess the levels of these contaminants and understand their impact on air quality.</p> <p>C. The Proponent must conduct a detailed human health risk assessment specifically focused on VOCs and PAHs, particularly for those working on the construction phase and those living or using the land near the Project area. This should include long-term exposure scenarios.</p> <p>D. The Proponent must develop and implement targeted mitigation strategies to minimize VOC and</p>

			PAH emissions. This should include both operational and construction phase controls, such as the use of safer construction materials, air filtration systems, and regular decontamination procedures for workers.
73.	Appendix S Section 4.2.2 (Valued Components and Indicators)	The Proponent did not include any metals in the list of air contaminants carried forward as indicators in the air quality assessment/air dispersion model. Particulate emissions would include numerous trace metals which would become airborne and deposit in the natural environment (e.g. on traditionally important vegetation or waterways) or be inhaled by humans or wildlife. This could have potential health impacts on GFN members harvesting or using the land near the Project, or GFN members employed by the Project.	The Proponent must assess trace metals as an indicator or potential contaminant of concern in the air quality assessment and the air dispersion model. This is required to ensure the Project is within regulatory compliance and does not pose any potential health threats to GFN members.
74.	Section 9.5.9.4 (Assessment of Significance - Atmospheric Environment)	<p>The Proponent predicts exceedances of provincial air quality criteria and significant residual effects related to particulates including PM 2.5 - Particulate Matter with a diameter of 2.5 micrometers or smaller, PM 10 - Particulate Matter with a diameter of 10 micrometers or smaller, and TSP - Total Suspended Particulates. These particulates also contain trace metals, which is not discussed in the EIS or appendices.</p> <p>Particulates (TSP, PM 10, PM 2.5) and trace metals will deposit on important vegetation communities, waterbodies, and wildlife habitat. Particulates will also be ingested by humans and wildlife. All of these pathways have the potential to cause adverse health impacts, especially on GFN members who may be working in the Project.</p> <p>The Proponent's mitigation measures (e.g. dust suppression, anti-idling, etc.) are unlikely to be effective given the extensive area of activities in the construction and operations</p>	<p>A. GFN strongly recommends that a more comprehensive and effective approach be adopted to address the potential exceedances of air quality criteria for particulates (PM 2.5, PM 10, TSP) and trace metals, as well as their associated health and environmental impacts. Given the predicted exceedances and the significant residual effects on air quality, it is crucial to implement enhanced monitoring and mitigation strategies to minimize the adverse impacts on both the environment and human health, particularly for GFN members who may be exposed during the construction and operation phases of the Project.</p> <p>B. The Proponent must implement a robust air quality monitoring program that tracks particulate levels (TSP, PM 10, PM 2.5) and the concentration of trace metals in real-time, throughout all phases of the</p>

phase. Applying dust suppressants to over 200 km of road is impractical, costly, and only effective for a short duration.

Project. Monitoring should include both ambient air quality and potential deposition rates on vegetation, waterbodies, and wildlife habitat. The monitoring program should be designed to detect exceedances early and enable prompt corrective actions.

- C. The Proponent must conduct a more detailed health risk assessment that includes the potential long-term exposure of GFN members, workers, and wildlife to particulates and trace metals. This assessment should account for various exposure pathways, including inhalation, ingestion, and contact with contaminated soil or vegetation. Special attention should be given to the vulnerable populations within the GFN community.
- D. Given the extensive nature of the construction and operational activities, the current mitigation measures (such as dust suppression and anti-idling) will likely be insufficient. The Proponent must investigate the feasibility of enhanced measures such as:
- Use of advanced dust suppression technologies (e.g., chemical dust suppressants with longer-lasting effects).
 - Establishment of physical barriers or windbreaks along critical areas to reduce particulate dispersion.
 - Implementation of a staged approach to dust control based on real-time air quality data, ensuring that mitigation efforts are targeted to areas with the highest risk.

			<p>E. After construction activities, the Proponent must ensure that a comprehensive land restoration and revegetation plan is in place to quickly stabilize soils and vegetation, reducing the potential for dust emissions over the long term. This plan should include the planting of dust-absorbing vegetation species along the construction route and key areas where sensitive ecosystems may be impacted.</p> <p>F. The Proponent must regularly engage with GFN throughout the Project’s lifecycle to ensure concerns related to air quality and health risks are addressed promptly. This includes providing GFN members with access to air quality data and health information and supporting community-based monitoring efforts where feasible.</p>
75.	Appendix S – Section 7.1.1 (Potential Effects)	In Appendix S1, Section 7.1.1 The Proponent only looks at “Community Impacts” on MFFN, not of surrounding First Nations, namely GFN. The Project is likely to have impacts on communities other than MFFN, those impacts should also be discussed.	The Proponent must broaden the discussion of Community Impacts to include surrounding GFN and areas of shared Territory that may be used for harvesting or cultural purposes.
76.	Section 6.5.1 (Temporal Boundaries)	<p>GFN is concerned about the wide variance in the construction timeline for the Project (3 to 10 years), as this will significantly impact air quality and contaminant emissions. A longer construction period, especially up to 10 years, will lead to higher emissions, worsening air quality.</p> <p>From a human health perspective, prolonged exposure to elevated air contaminants, especially particulates, VOCs, and metals over up to 10 years— pose a risk to GFN members working on the Project. The difference between 3 years and 10 years of exposure is considerable, with long-term health</p>	GFN recommends that the Proponent better refine construction timelines and model air contaminant emissions accordingly. The Proponent should include a thorough health impact assessment and implement robust mitigation measures to address air quality concerns, particularly if the construction timeline extends beyond 3 years. The health of GFN community members and other construction workers should be prioritized in any decision regarding the construction duration.

		effects, particularly for those with respiratory or cardiovascular vulnerabilities.	
77.	Appendix S – Table 4-12: (Motor Vehicle Emission Simulator Model Parameters)	Diesel emissions associated with construction equipment, pickup trucks, crushing equipment, and other equipment are a major source of Project-related air contaminant emissions (particulates, VOCs, PAHs, GHGs). The Proponent must look to decrease the Project's reliance on diesel fuel and utilize Best Available Technology Economically Achievable (BATEA) for construction. Diesel combustion has a significant contribution to the Project's overall carbon footprint and local air quality that could be avoided using other technology (e.g., electric or LNG powered equipment). The GHG emissions and air pollutant emissions would be drastically decreased if alternative technology was implemented.	The Proponent must conduct a BATEA study to examine methods for reducing construction-related air contaminants and GHG emissions through the use of other technologies and equipment.
78.	Appendix S – Section 9.0 (Monitoring Programs and Future Commitments).	<p>The Proponent does not provide any commitments or details related to monitoring ambient air quality or specific emissions during the construction or operations phases of the Project. The Proponent only commits to construction monitoring to ensure mitigation measures are in place. As discussed in the EA/IS there would be no mechanism to quantitatively monitor or track air contaminant emissions.</p> <p>The Proponent does not specify how GFN will be involved in ambient air quality monitoring during construction and operations phases of the Project.</p>	<p>A. The Proponent must conduct ambient air quality monitoring for all contaminants of concern (including particulates and metals) for the construction and a reasonable portion of the operations phase. This is necessary to ensure regulatory compliance and verify the accuracy of air dispersion models and EA/IS predictions. Without quantitative data through ambient monitoring, it will be impossible to measure the Project's impact on air quality.</p> <p>B. GFN requests the implementation of robust and long-term environmental monitoring to verify protection of the environment, including community-led ambient air quality monitoring during Construction and Operations of the Project. The Proponent must work with GFN to identify</p>

			appropriate contaminants for monitoring, sampling sites, methodology, etc.
79.	Table 9-39: (Summary of Residual Effects for Atmospheric Environment)	A significant portion of the Project-related air contaminant emissions are related to burning of organic materials during the construction phase. Burning emits material concentrations of particulates (TSP, PM 10, PM 2.5), Nitrogen Dioxide, Acrolein, Acetaldehyde, Formaldehyde, Benzene, Toluene, Ethylbenzene, Xylene, Butadiene, Benzo[a]pyrene and other PAHs). Many of these substances are toxic at low concentrations and in some cases they are known carcinogens. Emissions from burning pose potential risks to GFN members working on the Project or using the land in the area. The Proponent could reduce air emissions greatly by reducing the amount of burning used in the construction phase.	To significantly reduce air contaminant emissions and protect the health of Project workers and local land users, it is recommended that the Proponent minimize or eliminate the open burning of organic materials during the construction phase. Alternative disposal methods such as mulching, chipping, composting, or off-site removal should be prioritized. In cases where burning is deemed necessary, it should be strictly controlled and subject to best practices for emission reduction, including use of clean-burning equipment, scheduling burns under optimal meteorological conditions, and implementing air quality monitoring. This approach will help mitigate the release of toxic and carcinogenic substances such as particulate matter, NO ₂ , PAHs, and volatile organic compounds (VOCs), thereby reducing health risks and supporting environmental protection.
80.	Air Quality – General Comment	The Proponent does not discuss the potential impacts on air quality for the industrial users of the road – specifically mining. Since this MFCAR is closely linked to the development of the Ring of Fire, there is a high likelihood that the road will be used to transport ore or mineral concentrates to the south. Mining related hauling has the potential to exacerbate particulate and air contaminant emissions as larger mining vehicles would be used, which would create higher particulates and criteria air contaminant emissions (associated with burning more diesel). The ore or concentrate being hauled also has the potential to become airborne during transport. Mining related use of the MFCAR would greatly increase impacts to local air quality.	A. The Proponent must include a comprehensive assessment of potential air quality impacts associated with anticipated industrial use of the proposed road, particularly from mining-related activities in the Ring of Fire region. This should involve evaluating emissions from heavy-duty diesel vehicles used for transporting ore and mineral concentrates, which are expected to generate elevated levels of particulate matter (PM) and criteria air contaminants (CACs). Additionally, the potential for ore or concentrate to become airborne during transport should be assessed.

			<p>B. These mining-related emissions should be incorporated into the air dispersion modeling to more accurately predict the spatial and temporal distribution of pollutants along the road corridor. The EA/IS should be updated to reflect these revised modeling results and to ensure that air quality predictions consider the full range of anticipated road uses. Mitigation measures—such as advanced dust suppression technologies, enclosed or covered transport methods, and the use of cleaner fuel or vehicle technologies—should be identified and integrated into project planning to reduce adverse air quality impacts.</p>
Climate Change			
81.	Chapter 12 (Our Changing Climate)	Climate change may shift the timing of sensitive periods for wildlife, such as breeding or migration. Construction planning and mitigation measures should be responsive to these changes and updated based on ongoing monitoring.	The Proponent should incorporate a dynamic construction and mitigation plan that accounts for potential shifts in the timing of sensitive wildlife periods due to climate change.
82.	Chapter 12 (Our Changing Climate)	Climate change is expected to create conditions that support the spread of invasive species. Equipment, construction materials, and workers can unintentionally introduce invasive species, requiring strict hygiene protocols and monitoring.	The Proponent should outline the pathways through which equipment, construction materials, and workers may inadvertently facilitate the spread of invasive species and clearly describe the proposed hygiene protocols and monitoring measures that will be implemented to prevent and manage the introduction and spread of invasive species.
83.	Chapter 12 (Our Changing Climate)	The EA/IS would benefit from a clearer discussion of cumulative climate risks—specifically, how multiple climate events may interact or compound one another. For example, the combination of extended heatwaves followed by intense storms, or the occurrence of wildfires during road construction	The Proponent should enhance the EA/IS by providing a more detailed analysis of cumulative climate risks, specifically addressing how multiple climate events may interact with each other. This analysis should explore scenarios where extended heatwaves, intense storms, or wildfires may overlap, particularly during

		<p>and maintenance activities, could amplify both environmental and operational impacts.</p> <p>Addressing these scenarios is important for risk planning and ensuring that mitigation strategies are robust under increasingly complex climate conditions.</p>	<p>critical periods such as road construction, operation, and maintenance activities. The assessment should incorporate strategies for managing these compounded risks, ensuring that mitigation measures are adaptable to increasingly complex climate conditions.</p>
84.	Chapter 12 (Our Changing Climate)	<p>Chapter 12 discusses high level technical assessments and risk analyses around climate change indicators and impacts but does not describe how impacted First Nations will be involved in ongoing climate monitoring and response. Climate change will have widespread and interconnected impacts across the region.</p> <p>As such, the EA/IS should outline a more inclusive and coordinated approach that actively involves regional First Nations in the monitoring, management, and adaptation process. Given that the MFCAR may become a critical link for more northern communities during climate-related emergencies, regional Indigenous engagement in climate planning is essential.</p>	<p>The Proponent should revise the EA/IS to outline a more coordinated approach that actively involves regional First Nations in climate monitoring, management, and adaptation processes. This should include specific mechanisms for engagement, such as establishing consultation frameworks, identifying key roles for GFN in data collection and analysis, and ensuring GFN participation in climate risk response and planning.</p>
85.	Section 12 (Our Changing Climate)	<p>Hotter, drier summers combined with more frequent lightning storms are expected to increase wildfire frequency and severity. This could result in more frequent road closures and a need for coordinated evacuation planning, particularly where the MFCAR will serve as the primary or sole route in and out.</p>	<p>GFN requests that the Proponent develop and include a detailed evacuation and community resilience plan in the EA/IS, addressing the potential for more frequent and severe wildfires. This plan should focus on ensuring safe, coordinated evacuations in the event of road closures, especially considering that the MFCAR may be the primary or only route for access to and from the community. The plan should involve collaboration with local authorities, First Nations, and emergency response teams to establish clear protocols, identify evacuation routes, and ensure that adequate resources are available for timely evacuations.</p>

86.	Section 12.3.2 (Adaptation Measures); Table 12-2 (Climate Event Risk Rating, Justification and Impact)	<p>There are several significant climate-related risks that are increasingly affecting infrastructure and community health but are missing from the current risk evaluation framework. These should be explicitly included as individual rows in Table 12-2 and subsequently assessed in Tables 12-3 and 12-4 to ensure a more comprehensive understanding of potential impacts during both construction and operation of the MFCAR. Specifically:</p> <ul style="list-style-type: none"> • Freeze-Thaw Cycles: Increased temperature variability, particularly during shoulder seasons, is expected to result in unpredictable freeze thaw cycles. This may result in accelerated road and infrastructure degradation, heightened safety risks for vehicles, and significantly higher maintenance costs. • Expansion of Pests and Disease: Warmer temperatures associated with climate change support the northward and expansion of pests such as ticks and mosquitoes, resulting in elevated risk of illnesses, reduced safety for land users and workers, and potential disruption of traditional land use and outdoor activities. <p>Inclusion of these risks would strengthen the assessment's relevance to real-world conditions and enhance climate resilience planning for the MFCAR.</p>	<p>GFN requests that the Proponent revise the risk evaluation framework in Chapter 12 to explicitly include the following climate-related risks: freeze-thaw cycles and the expansion of pests and disease. These risks should be added as individual rows in Table 12-2, with a clear analysis of their potential impacts on road infrastructure, safety, and public health. The assessment in Tables 12-3 and 12-4 should also be updated to evaluate the implications of these risks during both construction and operation phases.</p>
87.	Section 12.4 (Conclusion)	<p>While Section 12.4 acknowledges that not all climate-related risks can be eliminated, there is limited discussion of adaptive management as a tool for addressing these evolving risks over time. Given the uncertainties surrounding long-term climate projections and their localized impacts, it is essential that adaptive management plans be developed, clearly articulated, and regularly re-evaluated throughout the construction and operational phases of the MFCAR. As new climate data and regional predictions become available,</p>	<p>GFN requests that the Proponent develop a detailed adaptive management plan that explicitly addresses the evolving climate-related risks associated with the MFCAR. This plan should outline clear procedures for regularly monitoring and re-evaluating climate data and regional predictions throughout both the construction and operational phases, including specific mechanisms for adjusting strategies and mitigation measures as new information emerges.</p>

		strategies and mitigation measures should be updated to reflect emerging risks and ensure the long-term resilience of the road, associated infrastructure, and surrounding ecosystems and communities.	
88.	Section 12 (Our Changing Climate) and Section 13.3 (Contributions to Sustainability)	<p>While the EA/IS identifies various species at risk and references applicable federal obligations under the Species at Risk Act and other legislation, it does not fully demonstrate how the MFCAR project aligns with Canada's broader climate change commitments, including Net-Zero Emissions by 2050 or the Sustainable Development Goals (SDGs). Although the EA/IS highlights some general sustainability practices, such as using recycled materials and rainwater harvesting, it lacks explicit mention of how the project will contribute to these national sustainability objectives.</p> <p>Additionally, there are no defined indicators or performance metrics to track and ensure accountability toward these goals over the project's lifecycle.</p>	GFN request that the Proponent provide greater clarity in linking the project to Canada's climate action and sustainability targets, alongside measurable indicators for monitoring and adaptive management, would enhance the EA/IS's alignment with national commitments.
89.	Section 13.3 (Contributions to Sustainability)	The EA/IS outlines the project's sustainability contributions primarily for Marten Falls First Nation, emphasizing social, economic, and cultural benefits. However, it overlooks the potential impacts on neighboring First Nations, who may also be affected by the MFCAR. A more comprehensive approach should consider how the project's sustainability efforts will benefit or impact surrounding communities.	<p>GFN request that the Proponent provide a comprehensive evaluation of the potential impacts on neighboring First Nations, ensuring that the benefits and potential risks of the MFCAR are considered in a regional context. This should involve direct consultation with neighboring Indigenous communities to identify their concerns, needs, and expectations regarding social, economic, and environmental impacts.</p> <p>The EA/IS should clearly articulate how the project's sustainability efforts will support or address the needs of surrounding communities, both during construction and throughout the operational phase.</p>

90.

Section 14.3.3.5 (Atmospheric and Greenhouse Gas)

The EA/IS does not include any long-term monitoring or management commitments related to greenhouse gas emissions, climate resilience, or broader sustainability objectives during the operation phase of the MFCAR. This is a critical gap, particularly given the cumulative and evolving nature of climate change impacts. While the residual effects assessment concludes that there will be no significant GHG-related effects, this does not account for how the project may interact with other regional and long-term climate stressors. A lack of climate-related monitoring also limits the project's ability to contribute meaningfully to cumulative effects assessments at the regional level.

GFN request that the Proponent develop and include a climate and sustainability monitoring program to be implemented during the construction and operational phases of the MFCAR.

6.0 Conclusion

Ginoogaming First Nation has undertaken this technical review to protect our lands, rights, and responsibilities. We recognize Marten Falls' need for year-round road access and do not oppose that goal. However, we do not support any use of the MFCAR to open the Ring of Fire to mining.

The EA/IS overlooks GFN's deep and continuous presence along the route. It is our Ancestral Clan Homelands. Our people have lived in this region since time immemorial. GFN members have Tazhiikaywinin (traplines), conduct ceremony, harvest food and medicines, and care for burial sites along the corridor. By treating GFN as a peripheral rather than a highly impacted rights-holder, the assessment understates the road's environmental, cultural, and intergenerational impacts on our Nation.

Our members frequently describe the Project as having significant impacts on all aspects of the environment that will inevitably lead to a profound loss for our Nation. The MFCAR would cut through one of the last relatively pristine areas of our territory, bringing permanent noise, traffic, habitat fragmentation, and outside access that cannot be undone.

GFN's recommendations are:

1. Ontario must state, in binding terms, whether the road will or will not serve Ring of Fire development. Depending on what Ontario states, MFCAR must be assessed accordingly.
2. Recognize GFN as a highly impacted Nation in all planning, permitting, and monitoring.
3. Integrate GFN knowledge to protect water, wildlife, old-growth forests, and sacred places.
4. Ensure GFN shares in the benefits from the Project and oversees road access and enforcement.

We support a community access road—not a trojan horse for industrial expansion. Meaningful rights recognition and clear commitments from Ontario and Canada are essential before this project can proceed.



7.0 References

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Quigley, Iain <[redacted]>

MFFN CAR - July Project Updates

Shelly Rahme <[redacted]>
To: "Quigley, Iain" <[redacted]>

Tue, Jul 29, 2025 at 2:03 PM

Dear Iain
One of the ministry people asked if they could publish our MFCAR draft EA comments.
Can you assist at all? I can't find the email.

[Quoted text hidden]

[Quoted text hidden]

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

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



Shelly Rahme
Impact Assessment Advisor
Ginoogaming First Nation
Longlac, ON
[redacted]

B7.3 Community Specific Meeting Materials



Marten Falls First Nation (MFFN) Community Access Road (CAR) Archaeology Assessment Report Meeting Ginoogaming First Nation August 1st, 2024

Meeting Summary Report

This summary report has been prepared to provide an overview of the meeting that took place on Thursday, August 1st, 2024, between Ginoogaming First Nation, the IC Lead, the ATRI Team Member, the Archaeology Team, and Project Team.

Timing and Location

10:00 AM – 11:00 AM EST
Videoconference

Attendance: Hanna Daltrop (IC Lead), Mishal Naseer (MFFN CAR Project Consultant/ATRI Team), Jennifer Bruin (Project Team), Qasim Saddique (Project Team), Katelyn Price (Arch Team), Kayley Sherret (Arch Team), Leah Deveaux (Arch Team), Samantha Markham (Arch Team), Shelly Rahme (Ginoogaming First Nation)

Introduction / Purpose

This meeting was requested by Shelly Rahme, Ginoogaming First Nation, to discuss the work being done by the MFFN CAR Project's Archaeology Team. The purpose of the meetings was to discuss:

- Ginoogaming First Nation's comments on the Archaeological Assessment Report;
- The format through which Ginoogaming First Nation has, or will be reviewing the Archaeological Assessment Report;
- An overview of the work completed to-date by the Archaeology Team;
- Next steps and future opportunities for Ginoogaming First Nation and the Archaeology Team to connect.

Format and Attendance

The IC Lead and ATRI Team Member for Ginoogaming First Nation were present to facilitate the meeting and conversation and the Archaeology Team was present to provide an overview of their work and answer any questions from Ginoogaming First Nation. Members of Project Team were present to gain insight into this conversation and provide support where necessary. The meeting was largely comprised



of an unstructured conversation between Shelly Rahme, Ginoogaming First Nation and members of the Arch Team.

Overview of Discussion

- Shelly had not yet read the Archaeology Report and did not have comments.
- Shelly explained that she planned to have an Elder's Committee meeting the following week, at which time she would be providing an overview to the communities' Elders on the Archaeology report and work of the Archaeology team.
- Shelly would note the Elders' comments on the report and provide them to the IC Lead and Arch Team by August 7th.
- Shelly discussed the composition of the Elder's Committee, as there are members from other neighbouring communities.
- Shelly sought to clarify whether any Indigenous archaeologists were involved in the archaeology work to-date, and stated that she would like to see more Indigenous perspectives on this work.
 - o Project Team response: There are currently no Indigenous archaeologists on the project; members of Marten Falls First Nation and Aroland First Nation were present during fieldwork. If there are any Indigenous perspectives on archaeology within the alignment that we can add to our report write ups for subsequent reports/fieldwork we are happy to incorporate it moving forward.
- Shelly asked to be sent an Executive Indigenous Summary of the Archaeology Assessment Report and information about findings in the general project area, which the Arch Team committed to sending to Shelly.

Next Steps

- Shelly noted that she would follow up with the IC Lead the following day to confirm her requests of the Archaeology Team via email.
- The IC Lead and the Arch Team committed to liaise with one another to ensure Shelly received information that could be used during the Elder's Committee meetings in the future.