

B29. Mushkegowuk Council

B29.1 Outgoing Community Specific Correspondence

B29.2 Incoming Community Specific Correspondence

B29.3 Community Specific Meeting Materials

B29.1 Outgoing Community Specific Correspondence



Miles, Jodi [REDACTED]

Comments on the Draft Report on Stage 1 Archaeological Assessment of the Community Access Road from Marten Falls to Painter Lake

Miles, Jodi [REDACTED]

Tue, Aug 6, 2024 at 9:10 AM

To: James Tegler [REDACTED]

Bcc: Lucia Jara Moreno [REDACTED], MFFN Community Access Road Project Team
[REDACTED]

Thank you James,

I have sent these comments along to our archaeology team, who will help put together a response. I will send our response to these comments once it is complete.

I hope you had a great long weekend!

Jodi

[Quoted text hidden]

[Quoted text hidden]



Miles, Jodi <[REDACTED]>

Comments on the Draft Report on Stage 1 Archaeological Assessment of the Community Access Road from Marten Falls to Painter Lake

Miles, Jodi <[REDACTED]>
To: James Tegler <[REDACTED]>
Cc: Lucia Jara Moreno <[REDACTED]>

Mon, Sep 23, 2024 at 12:06 PM

Good morning James,

I hope all is well. We are in the process of drafting a response to these comments, and I was wondering if you might be able to provide more information on your concerns about sovereignty and Treaty 9? If you like, we could schedule a phone call or meeting to discuss the concern further.

Thanks,

Jodi

[Quoted text hidden]

[Quoted text hidden]



Miles, Jodi <[redacted]>

MFFN Community Access Road – About the Draft EA / IS

Miles, Jodi <[redacted]> Wed, Sep 25, 2024 at 4:06 PM
 To: Grand Chief Walter Leo Friday <[redacted]>, James Tegler <[redacted]>
 Cc: Amos Wesley <[redacted]>, Natasha Martin <[redacted]>, Vern Cheechoo <[redacted]>, Qasim Saddique <[redacted]>, Jennifer Bruin <[redacted]>, Bob Baxter <[redacted]>, Lawrence Baxter <[redacted]>, "MacInnis, Paul (MINES)" <[redacted]>, Lucia Jara Moreno <[redacted]>, MFFN Community Access Road Project Team <[redacted]>

Dear Grand Chief Friday,

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,

Jodi Miles,
On Behalf of the MFFN CAR Project Team

--



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

2 attachments

[redacted]
 344K

FAQ - Draft EA IS - September 2024.pdf
 1042K



September 25, 2024

Mushkegowuk Council
[REDACTED]
[REDACTED]
[REDACTED]

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

Dear Grand Chief Walter Leo Friday,

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

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

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

Coming Soon for Your Review

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

The Draft EA / IS will be circulated to the public and regulators 60-days following the Indigenous communities review period. Individual members of an Indigenous community are welcome to





provide their own comments in addition to those provided on behalf of their community during the 60-day public review period. The exact review dates will be provided once confirmed.

We're Here to Help

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

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

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

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

Be ready!

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

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

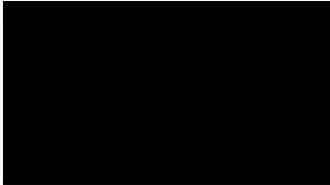




Don't hesitate to be in touch! We're happy to support you through this review.

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

Sincerely,



Qasim Saddique
Project Director



Lawrence Baxter
Senior Community Member Advisor

Cc:

- Qasim Sadique, Project Director, MFFN Community Access Road Project Team
- Lawrence Baxter, Senior Community Advisor, MFFN Community Access Road Project Team
- Bob Baxter, Senior Community Member Advisor, MFFN Community Access Road Project Team
- Jennifer Bruin, Technical Advisor, MFFN Community Access Road Project Team
- Paul MacInnis, Senior Advisor, Ministry of Mines
- Sasha McLeod, Special Project Officers, Ministry of the Environment
- Dorothy Moszynski, Special Project Officers, Ministry of the Environment
- Deputy Grand Chief Amos Wesley, Mushkegowuk Council
- Deputy Grand Chief Natasha Martin, Mushkegowuk Council
- James Tegler, Senior Environmental Coordinator, Mushkegowuk Council
- Vern Cheechoo, Director of Lands and Resources, Mushkegowuk Council





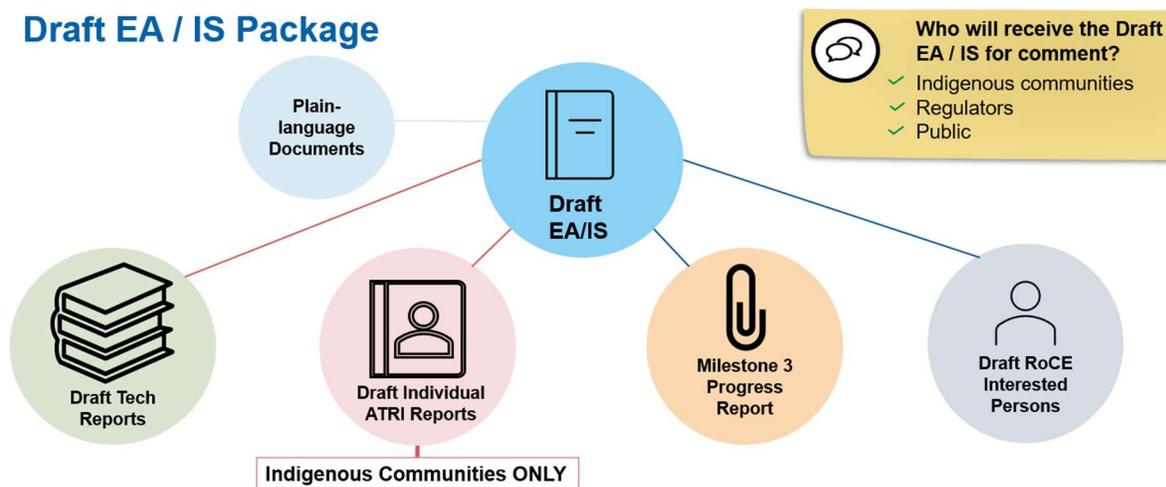
Frequently Asked Questions – Draft EA / IS

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.





Miles, Jodi <[redacted]>

MFFN CAR September Project Updates

Miles, Jodi <[redacted]> Thu, Sep 26, 2024 at 4:36 PM
 To: James Tegler <[redacted]>
 Cc: Grand Chief Walter Leo Friday <[redacted]>, Amos Wesley <[redacted]>, Natasha Martin <[redacted]>, Vern Cheechoo <[redacted]>
 Bcc: MFFN Community Access Road Project Team <[redacted]>, Lucia Jara Moreno <[redacted]>

Good afternoon James,

I hope you are doing well! I am sending this email to follow up on the voicemail I left you earlier today.

EA / IS Letter

Yesterday you were CC'd on an email which provided some information about the upcoming draft EA / IS for the MFFN CAR. Please let me know if you have any questions or concerns about any of the content in the letter or FAQ document that were provided in that email.

Archaeology Assessment Report Response Follow-Up

On Monday I sent you an email asking a follow-up question about one of your comments on the Archaeology Assessment Report. I was wondering if you might be able to provide more information on your views about sovereignty and the validity of Treaty 9, and how this can be reflected in MFFN CAR documents. If you like, we could schedule a meeting or call to discuss this further.

Stay up to date!

If you would like other ways to stay up to date on ongoing activities for the MFFN CAR, consider signing up for our newsletter here (if you haven't already!): [Contact Us - Marten Falls First Nation \(martenfallsaccessroad.ca\)](https://www.martenfallsaccessroad.ca/contact-us)

Follow us on [Facebook](#), [LinkedIn](#) and [Instagram](#).

If you have any questions or would like to schedule a meeting to discuss any other aspects of the project, please do not hesitate to reach out!

Thanks,

Jodi Miles,
On Behalf of the MFFN CAR Project Team

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



Miles, Jodi <[redacted]>

MFFN CAR September Project Updates

Miles, Jodi <[redacted]> Mon, Sep 30, 2024 at 10:06 AM
To: James Tegler <[redacted]>
Cc: Grand Chief Leo Friday <[redacted]>, DGC Amos Wesley <[redacted]>, DGC
Natasha Martin <[redacted]>, Vern Cheechoo <[redacted]>
Bcc: Lucia Jara Moreno <[redacted]>, MFFN Community Access Road Project Team
<[redacted]>

Good morning James,

Thanks for getting back to me! I do not have a specific date, but we are hoping to get revisions to the archaeology report made ASAP, so if you are planning to provide clarification that pertains specifically to edits that can be made to the Stage 1 Archaeology Report, we will need it as soon as possible. However, I believe your comment goes beyond the scope of the Stage 1 Archaeology Report and therefore we will be tracking it moving forward to help guide future reporting and consultation. There is no deadline for providing this type of feedback, but we may not be able to reflect it in the Stage 1 Archaeology Report if we do not receive it soon, given that the deadline for comments has already passed. If you would like me to coordinate a meeting to discuss this topic, I would be happy to do so!

I am glad to hear that you are staying engaged and up to date with MFFN CAR and the other road projects! Given that WSR is a separate project from MFFN CAR, I cannot comment on their processes. However, I encourage you to share this feedback with the WSR team, if you haven't already!

Jodi
[Quoted text hidden]



Miles, Jodi <[redacted]>

Comments on the Draft Report on Stage 1 Archaeological Assessment of the Community Access Road from Marten Falls to Painter Lake

Miles, Jodi <[redacted]>

Fri, Oct 4, 2024 at 11:19 AM

To: James Tegler <[redacted]>

Bcc: Lucia Jara Moreno <[redacted]>, MFFN Community Access Road Project Team

<[redacted]>

Thank you for sending this James!

I have passed it along to the archaeology team. We will be providing a response to all of your comments soon

Jodi

[Quoted text hidden]



Miles, Jodi [redacted]

Inquiry about Groundwater and Geo Chemistry Program

Miles, Jodi [redacted] Tue, Oct 8, 2024 at 1:35 PM
To: James Tegler [redacted]
Bcc: Lucia Jara Moreno [redacted] MFFN Community Access Road Project Team

Good afternoon James,

I was forwarded your response to the Project newsletter regarding the duration of fieldwork for the groundwater and geochemistry program (particularly in regard to dissolved metals and volatile organic compounds). I touched base with our natural sciences team, and they provided the following information:

The crews were in the area for a total of six days. From September 28th until October 4th the team visited wells to collect samples to send to the lab for further analysis.

I hope this helps! Let me know if you have any other questions.

Jodi

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Jodi Miles
Dillon Consulting Limited
[redacted]



Miles, Jodi <[redacted]>

MFFN CAR October Project Updates

Miles, Jodi <[redacted]> Wed, Oct 30, 2024 at 3:20 PM
 To: James Tegler <[redacted]>
 Cc: Vern Cheechoo <[redacted]>, Grand Chief Walter Leo Friday <[redacted]>, Amos Wesley <[redacted]>, Natasha Martin <[redacted]>, Troy Woodhouse <[redacted]>
 Bcc: Lucia Jara Moreno <[redacted]>, MFFN Community Access Road Project Team <[redacted]>

Good afternoon James,

I hope you're having a good week! I am sending this email to follow up about the voicemail I left you earlier today.

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 Mushkegowuk Council 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:

If you have any other questions or concerns about the MFFN CAR, please let me know! As always, I am happy to coordinate meeting if you would like to meet with the project team to discuss anything related to the project.

Thanks!

Jodi Miles,
On Behalf of the MFFN CAR Project Team

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Jodi Miles
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 [redacted]
 [redacted]
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Miles, Jodi <[REDACTED]>

MFFN CAR October Project Updates

Miles, Jodi <[REDACTED]>
To: James Tegler <[REDACTED]>
Bcc: Lucia Jara Moreno <[REDACTED]>

Tue, Nov 5, 2024 at 10:29 AM

Good morning James,

I apologize for the delay! I've been working behind the scenes to get these answers for you from various people on my team, and was actually just preparing to send you a response! See below:

1. Is there a deadline or just a recommended time for filling out this form for you?

We do not have a hard deadline, but the sooner the better so we can organize your preferences and ensure you get the documents when they are released.

2. Do you now have a firm date for release of the draft EA/IA?

We do not have a firm date yet, but the timeline has shifted slightly, so it will now be released in Winter 2025.

3. Can I ask for additional "Plain Language guides"? Are the plain language guides basically the information that is online at martenfallsaccessroad.ca in the existing conditions fact sheets?

We will be producing new plain language summaries for each of the technical reports and the Draft EA / IS Executive Summary.

4. Are the other documents (eg. the 17 technical reports, individual ATRI Reports (by community), Milestone 3 Progress Report or the Record of Consultation and engagement not to be available in any traditional languages?

At this point, we will be doing translations of the plain language summaries and Executive Summary mentioned above into Swampy Cree, Oji-Cree and Ojibway. The ATRI Reports will not be translated. The Indigenous Record of Consultation and Engagement will not be available until late winter or early Spring 2025 and also will not be translated.

Let me know if this answers all of your questions! I think I may have missed a call from you last week after I left you a voicemail (sorry about that!). Feel free to give me a call today if you would like to discuss these topics in more detail, or let me know if you'd like me to schedule a phone call or virtual meeting with you.

Jodi Miles
On Behalf of the MFFN CAR Project Team

[Quoted text hidden]



Miles, Jodi <[redacted]>

FOR REVIEW: MFFN CAR Milestone #3 Progress Report

Miles, Jodi <[redacted]> Thu, Nov 28, 2024 at 3:58 PM
 To: James Tegler <[redacted]>
 Cc: Grand Chief Walter Leo Friday <[redacted]>, Amos Wesley <[redacted]>, Natasha Martin <[redacted]>, Vern Cheechoo <[redacted]>, Troy Woodhouse <[redacted]>
 Bcc: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>, Lucia Jara Moreno <[redacted]>

Dear James,

We hope this email finds you well.

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

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

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

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

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

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

Sincerely,

Jodi Miles
On Behalf of the MFFN CAR Project Team

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



Miles, Jodi <[REDACTED]>

MFFN CAR December Project Updates

Miles, Jodi <[REDACTED]>

Tue, Dec 17, 2024 at 1:45 PM

To: James Tegler <[REDACTED]>

Cc: Grand Chief Walter Leo Friday <[REDACTED]>, Amos Wesley <[REDACTED]>,

Natasha Martin <[REDACTED]>, Vern Cheechoo <[REDACTED]>, Troy Woodhouse

<[REDACTED]>, Callais Harrison <[REDACTED]>, Kyla Zielbauer <[REDACTED]>

Bcc: MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>

Good afternoon James,

I hope this email finds you well. I left you a voicemail earlier today, and I am sending this email to follow up about some of the topics discussed there.

Introduction to New Point of Contact

Firstly, I wanted to introduce you to Callais Harrison (CC'd), who will be supporting me with some of my outreach efforts for the MFFN CAR project. I will still be around, but I wanted to give you a heads up that you may be hearing from Callais in the next few months. If you could CC Callais in any emails to me for the time being, that would be great!

Confirmation of address for EA / IS

I was reviewing the information you provided via the EA / IS survey, and I noticed you requested a USB and hard copy of the EA / IS. I just wanted to take a second to confirm the address we have on file for you, so we can make sure that the EA / IS gets sent to the right place when the time comes! Please let me know if the following address is correct:

101 Cedar Street South
Timmins, ON P4N 2G7

Milestone #3 Progress Report Feedback

On November 28, 2024, we distributed Mushkegowuk Council's 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.

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.

Please let me know if you have any questions or concerns about the MFFN CAR Project, or if you would like to schedule a meeting to discuss anything regarding the project in the new year. I will be on vacation from December 18th-January 6th, so if you would like to reach out during that time, please feel free to contact Kyla Zielbauer and Callais Harrison (CC'd).

Happy Holidays!

Jodi Miles
On Behalf of the MFFN CAR Project Team

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



Miles, Jodi <[redacted]>

MFFN CAR December Project Updates

Miles, Jodi <[redacted]> Thu, Jan 9, 2025 at 3:38 PM
To: James Tegler <[redacted]>
Cc: "[redacted]" <[redacted]>, "[redacted]" <[redacted]>

Hello James,

Happy New Year!

I hope you had a great vacation - I would love to visit New Zealand! You raise some good questions about invasive species as a result of the MFFN CAR. This topic will be explored in the Draft EA/IS, which will be available for your review in the near future.

Thank you for confirming that Mushkegowuk Council will be submitting comments on the Milestone #3 Report. We look forward to reviewing those!

I've been notified that you attended the Building the Community Access Road Webinar and had some questions that our team didn't have the chance to respond to before you had to leave. I have responses to these questions drafted for you - I will send them in a separate email shortly.

Finally, just a reminder that you may be hearing from Callais (CC'd) later this month, as she is supporting me with engagement on the MFFN CAR Project.

Please let me know if you have any questions or if you would like to meet to discuss the project in more detail.

Thanks!

Jodi

[Quoted text hidden]



Miles, Jodi <[redacted]>

MFFN Community Access Road Webinar Q&A Submission

Miles, Jodi <[redacted]> Thu, Jan 9, 2025 at 3:51 PM
 To: James Tegler <[redacted]>
 Cc: Callais Harrison <[redacted]>
 Bcc: Kyla Zielbauer <[redacted]>, MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>

Good afternoon James,

Thank you for attending the Building the Community Access Road webinar that was held on Tuesday November 26, 2024.

During the webinar you submitted a few questions, however, due to time constraints the panelist was not able to answer all questions. Below are responses to your questions:

Q: Do you have a plan for what percentage of the workforce will be local?

A: There are ongoing conversations regarding training and work-readiness including members of MFFN and neighboring communities as a priority. Currently we do not have a specific percentage, but the goal is to maximize local workforce participation as we proceed with the planning of the Community Access Road.

Q: Where will you get native vegetation materials when the time comes to re-vegetate land that was disturbed during clearing, grubbing and construction activities?

A: Details are not yet confirmed, however there are known practices that may be considered. One practice is harvesting vegetation materials from the work zone and bringing them to agricultural lands, where the vegetation is propagated and then reseeded back in the disturbed areas of the Project. Another option is to consider other projects of likeness (that have similar native plant material) that could be used during the re-vegetation phase. Please note that efforts will be made to avoid introducing vegetation species that were not previously found in the area prior to disturbance.

Q: Will the road be guaranteed for a number of years to not subside, bridges fail, banks erode/collapse or that sort of failure?

A: The steel and concrete bridges are designed for a lifecycle of 75-100 years. The road is designed and intended for use indefinitely, with annual maintenance conducted for the gravel. However, there are additional features of the road that would require continued maintenance and updating. For example, the culverts have a lifespan of 40-50 years, upon which replacement or re-lining of the corrugated steel culverts would be required. The annual maintenance will include common tasks such as blading the road and adding additional material for gravelling that will be stockpiled.

The recording of the Building the Community Access Road webinar (along with previous webinars) is available on the Project website and can be viewed here: [redacted]

Thank you again for your participation.

Sincerely,

Jodi

--



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



Harrison, Callais <[REDACTED]>

MFFN CAR: January Project Updates

Harrison, Callais <[REDACTED]>

Wed, Jan 22, 2025 at 1:32 PM

To: [REDACTED]
Cc: Grand Chief Walter Leo Friday <[REDACTED]>, Amos Wesley <[REDACTED]>, Natasha Martin <[REDACTED]>, Vern Cheechoo <[REDACTED]>, [REDACTED], Jodi Miles <[REDACTED]>
Bcc: info@martenfallsaccessroad.ca

Hi James,

It was great speaking with you over the phone today! As Jodi mentioned in her recent email, I will be supporting outreach efforts for the MFFN CAR Project moving forward.

I wanted to send you a quick email to follow up on some of the topics we discussed.

Release of the Draft EA / IS

As we approach the release of the Draft EA / IS, I would like to provide you with a few reminders and updates:

All information related to the Draft EA/IS will be sent from a dedicated email account: [REDACTED]. Please direct any questions or comments on the Draft EA/IS to this address to ensure they are properly addressed.

We're here to assist you with the review process. Given the size of the document (~20,000 pages), we understand it can be overwhelming. If you'd like to schedule an in-person or virtual meeting to discuss the Draft EA/IS, please don't hesitate to reach out.

Milestone #3 Progress Report Feedback

Thank you for confirming that Mushkegowuk Council will be providing comments on the Milestone #3 Progress Report, which was sent on November 28, 2024. We welcome any edits or comments to your community-specific section which you may provide through email, telephone or by scheduling a meeting. Kindly provide Mushkegowuk's feedback by February 14, 2025.

Questions

Here are the answers on the questions you raised during our call:

1. The delivery method for the Draft EA/IS report.
 - o Based on your survey response, we have noted that you requested both a hard copy and a USB file. These will be mailed to the address we have on file: [REDACTED]. If you'd prefer a digital copy via email or file transfer, please let me know. Additionally, if you'd like to make any changes to the mailing address, feel free to share the updated details.
2. The process for commenting on other communities' sections in the Milestone #3 Progress Report.
 - o All the past records - Interim RoCE, Milestone 1, and Milestone 2 - will be available on the Project website the week of February 17th; we can provide you with a link at that time.
3. Attendance at PDAC in March
 - o I will provide confirmation on whether the MFFN CAR Team will be attending PDAC in March in a separate email, once I confirm the details.

If you have any additional questions or concerns regarding the information above or the MFFN CAR Project in general, I'm happy to assist. Please let me know if you'd like to set up a meeting to discuss anything further.

Wishing you a great rest of your week!

Best,

Callais Harrison



Harrison, Callais <[REDACTED]>

MFFN CAR: January Project Updates

Harrison, Callais <[REDACTED]> Thu, Jan 30, 2025 at 9:41 AM
To: James Tegler <[REDACTED]>
Cc: Ryan Small <[REDACTED]>, Lawrence Martin <[REDACTED]>, Grand Chief Leo Friday <[REDACTED]>, DGC Amos Wesley <[REDACTED]>, DGC Natasha Martin <[REDACTED]>, Vern Cheechoo <[REDACTED]>, Troy Woodhouse <[REDACTED]>, Jodi Miles <[REDACTED]>

Hi James,

Thanks for your follow up!

Going forward, I'll make sure that Ryan and Lawrence are CC'd on all communications.

Regarding your question about commenting on other communities sections in the Milestone #3 Progress Report, due to confidentiality concerns, the need to give communities a chance to review the information before it is shared more widely, and the fact that we take direction from the communities about who their key contacts are for the purposes of sending information, we are unable to send their sections to anyone outside of the key contacts they have designated. It is up to these community contacts to decide if they would like to share these sections of the Milestone #3 Report with other contacts (including their tribal councils) before the reports are made public on the website. We encourage you to request community-specific sections that you wish to comment on directly from the communities.

I do apologize for the confusion around our use of the term "community-specific". We typically use this terminology in a way that is inclusive of tribal councils, despite the fact that tribal councils are not communities. I will flag this to our team, and refrain from using this language when referring to Mushkegowuk Council to avoid confusion.

Regarding the Draft EA/IS review period, I would like to note that the review period will be 120 days, rather than 30 days. This period will begin on the day you receive the email containing the report. Printed and USB copies of the report are intended to be mailed out on the same day that the report is sent via email, so all communities will receive these *after* they receive the initial email. This is because it is challenging to determine when these documents are received via mail, and because it allows us to provide access to communities as soon as possible, and at the same time.

I am still waiting to hear back about who will be attending PDAC, but I will reach out as soon as I can confirm. We will not be able to provide details about whether Jennifer Ashawasegai-Pereira is attending, as she is not part of the MFFN CAR Project Team.

Wishing you a great rest of your week!

Best,

Callais

[Quoted text hidden]



Harrison, Callais <[REDACTED]>

MFFN CAR: January Project Updates

Harrison, Callais <[REDACTED]> Fri, Jan 31, 2025 at 12:25 PM
To: James Tegler <[REDACTED]>
Cc: Ryan Small <[REDACTED]>, Lawrence Martin <[REDACTED]>, Grand Chief Leo Friday <[REDACTED]>, DGC Amos Wesley <[REDACTED]>, DGC Natasha Martin <[REDACTED]>, Vern Cheechoo <[REDACTED]>, Troy Woodhouse <[REDACTED]>, Jodi Miles <[REDACTED]>, Kyla Zielbauer <[REDACTED]>

Hi James,

Regarding your second question about communities who will not be submitting comments, can you clarify if you are inquiring about comments on the community-specific sections of the Milestone #3 Progress Report, or comments on the Draft EA/IS Report, once the review period begins.

Thanks!
Callais
[Quoted text hidden]



Harrison, Callais <[REDACTED]>

MFFN CAR: January Project Updates

Harrison, Callais <[REDACTED]> Wed, Feb 12, 2025 at 2:09 PM
To: James Tegler <[REDACTED]>
Cc: Ryan Small <[REDACTED]>, Lawrence Martin <[REDACTED]>, Grand Chief Leo Friday <[REDACTED]>, DGC Amos Wesley <[REDACTED]>, DGC Natasha Martin <[REDACTED]>, Vern Cheechoo <[REDACTED]>, Troy Woodhouse <[REDACTED]>, Jodi Miles <[REDACTED]>, Kyla Zielbauer <[REDACTED]>

Hi James,

I wanted to provide you with this initial information regarding feedback and timing of the Milestone #3 Progress Report and Draft EA/IS, specifically as the Milestone #3 Report deadline is fast approaching. We understand that you had some concerns regarding transparency of the review process and the capacity of the Mushkegowuk Council member First Nations to provide feedback on MFFN CAR reporting. I am working with my team to respond to those concerns and will provide a follow-up response shortly.

Milestone #3 Progress Report Feedback

We wanted to remind you that the deadline to provide feedback on the Milestone #3 Report is due Friday February 14, 2025. Feedback received by February 14, 2025, will be incorporated into the report and posted on the project website, in addition to the other milestone reports and the Interim Record of Consultation and Engagement (RoCE). The deadline to provide feedback on the report is February 14, 2025, in order to make updates before the report is made available to the public, otherwise, we will still accept feedback after this date. Feedback received after February 14 will be incorporated into the Draft RoCE.

Later this year, a Draft RoCE will be produced, which will contain the Milestone #3 Report, in addition to the other milestone reports, the Interim RoCE, and engagement since August 2024. Indigenous communities and Councils will have an additional opportunity to provide feedback for the time period covered by the Milestone #3 Report during their review of Draft RoCE. In addition, Indigenous communities and Councils are able to review all consultation with all communities and Councils for the entirety of the project.

Draft EA/IS Review Period & Timing of Comments

I have confirmed that the 120-day review period for the Draft EA/IS begins on the day the email containing the report is sent. Indigenous communities and Councils will also receive their requested USB and hard copies shortly thereafter.

Indigenous communities and Councils are given 60 days to provide feedback on the report. After the initial 60-day period is complete, the report will be made public. The public and Indigenous communities/Councils have 60 days to provide feedback. In total, this provides Indigenous communities/Councils with 120 days to review the report.

Regarding the timing of your comments, you are welcome to submit feedback at any point during the 120-day period. There is no advantage to submitting early versus later. If you would find it helpful, we are happy to facilitate discussions and meetings during the review period to ensure any concerns are fully captured.

As mentioned, you will be hearing from us shortly regarding your other concerns and questions.

Thank you for your patience,
Callais

[Quoted text hidden]



Harrison, Callais <[redacted]>

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

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

Thu, Feb 13, 2025 at 7:05 PM

To: [redacted]
Cc: [redacted], "Harrison, Callais" <[redacted]>

Dear Grand Chief Leo Walter,

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: [REDACTED]

Email: [REDACTED]

Phone: [REDACTED]



Harrison, Callais <[REDACTED]>

MFFN CAR: January Project Updates

Harrison, Callais <[REDACTED]> Tue, Feb 18, 2025 at 10:53 AM
To: James Tegler <[REDACTED]>
Cc: Ryan Small <[REDACTED]>, Lawrence Martin <[REDACTED]>, Grand Chief Leo Friday <[REDACTED]>, DGC Amos Wesley <[REDACTED]>, DGC Natasha Martin <[REDACTED]>, Vern Cheechoo <[REDACTED]>, Troy Woodhouse <[REDACTED]>, Jodi Miles <[REDACTED]>, Kyla Zielbauer <[REDACTED]>

Hi James,

I am sending this as a follow up to my last email, in order to provide additional details about the Milestone #3 Progress Report and Draft EA/IS review processes. We hope that this response will answer all of your remaining questions and concerns, but please let me know if you have any other questions.

We understand your concern with the transparency of this process. As was mentioned in a previous email, consultation with all Indigenous communities and Councils will be provided in a forthcoming Draft RoCE, which you will have the opportunity to review. If communities are unable to review and comment on the Milestone Reports, they will have another opportunity to review this information in the Draft RoCE. Though we are unable to share community-specific records of consultation at this time, the release of the Draft RoCE will allow you to review and provide comments on all sections of Milestone Reports 1 - 3 and the Interim RoCE.

We understand you are concerned about capacity limitations of Mushkegowuk Council's member First Nations and their ability to provide feedback on MFFN CAR reporting. We can share that the Mushkegowuk Council member First Nations are, in general, quite engaged with the project, and have provided feedback on previous Milestone Reports. We will also note that our team has been working with these communities to support their capacity needs with regards to this project, including by offering funding opportunities. For example, funding has been offered through the Indigenous Knowledge Program and the Community Coordinator Program.

Our team takes direction from Indigenous communities and councils regarding who can represent their community/organization for the MFFN CAR project, including who can provide feedback on reporting on behalf of the community/organization. We encourage you to reach out to Mushkegowuk Council's member First Nations to offer your support to address any concerns and challenges they may have, particularly if they are related to reviewing documents and providing feedback to the MFFN CAR Project. If a community does not plan to submit comments, but you wish to represent their concerns, we encourage you to work directly with them to help capture their perspectives. If any communities wish for Mushkegowuk Council to provide comments on their behalf, we would be happy to adjust their designated community representatives, with direction from that community.

In addition, we are still working with the team to confirm their attendance at the PDAC convention.

I appreciate your patience as we work through your inquiries. If you'd like to schedule a meeting to discuss any of this in more detail, please let me know.

Best,
Callais

[Quoted text hidden]



Harrison, Callais <[redacted]>

MFFN CAR: January Project Updates

Harrison, Callais <[redacted]> Wed, Feb 19, 2025 at 4:14 PM
To: James Tegler <[redacted]>
Cc: Ryan Small <[redacted]>, Lawrence Martin <[redacted]>, Grand Chief Leo Friday <[redacted]>, DGC Amos Wesley <[redacted]>, DGC Natasha Martin <[redacted]>, Vern Cheechoo <[redacted]>, Troy Woodhouse <[redacted]>, Jodi Miles <[redacted]>, Kyla Zielbauer <[redacted]>

Hi James,

I will need to consult with the MFFN CAR Project Team to confirm whether I am able to share this type of information. I'll follow up with you as soon as I have an answer.

Have a great rest of your day!

Best,
Callais

[Quoted text hidden]



Harrison, Callais <[redacted]>

MFFN CAR: February, 2025 Project Updates

Harrison, Callais <[redacted]> Thu, Feb 20, 2025 at 1:26 PM
 To: James Tegler <[redacted]>
 Cc: Ryan Small <[redacted]>, Lawrence Martin <[redacted]>, Grand Chief Leo Friday <[redacted]>, DGC Amos Wesley <[redacted]>, DGC Natasha Martin <[redacted]>, Vern Cheechoo <[redacted]>, Troy Woodhouse <[redacted]>, Jodi Miles <[redacted]>, Kyla Zielbauer <[redacted]>

Hi James,

I hope all is well.

I wanted to provide you with a couple of February updates regarding the MFFN CAR Project.

Release of the Draft EA / IS

As you may already be aware, the Draft EA / IS is now available for Mushkegowuk Council's review, and is available for download at [redacted]. I would like to provide you with a few reminders and updates as you start your review:

All information related to the Draft EA/IS will be sent from a dedicated email account: [redacted]. Please direct any questions or comments on the Draft EA / IS to this address to ensure they are properly addressed.

We're here to assist you with the review process. Given the size of the document (~20,000 pages), we understand it can be overwhelming. I understand you prefer to keep our communications over email, however, if you'd like to schedule an in-person or virtual meeting to discuss the Draft EA/IS, please don't hesitate to reach out.

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 are still accepting 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 and Councils will have an additional opportunity to provide feedback for the time period covered by the Milestone #3 Report during their review of Draft RoCE.

I'm still waiting to confirm PDAC attendees and whether I am able to share the contact information you requested. Thank you for your continued patience on these matters.

Please let me know if you have any questions about the topics in this email, or the Project in general.

Have a great rest of your week!

Best Wishes,

Callais

On Behalf of the MFFN CAR Project Team



Callais Harrison
 Dillon Consulting Limited
 [redacted]
 [redacted]
 [redacted]
www.dillon.ca



Harrison, Callais <[REDACTED]>

MFFN CAR: February, 2025 Project Updates

Harrison, Callais <[REDACTED]> Thu, Feb 20, 2025 at 4:07 PM
To: James Tegler <[REDACTED]>
Cc: Ryan Small <[REDACTED]>, Lawrence Martin <[REDACTED]>, Grand Chief Leo Friday <[REDACTED]>, DGC Amos Wesley <[REDACTED]>, DGC Natasha Martin <[REDACTED]>, Vern Cheechoo <[REDACTED]>, Troy Woodhouse <[REDACTED]>, Jodi Miles <[REDACTED]>, Kyla Zielbauer <[REDACTED]>

Hi James,

I am glad to hear you have started reviewing the Draft EA / IS!

I'll pass your comment along to my team. In the meantime, could you provide a list of specific sections in the report where you'd like direct quotes to be included? This could be either a list with page numbers or a marked-up version of the document.

Thank you,
Callais

[Quoted text hidden]



Harrison, Callais <[redacted]>

MFFN CAR: February, 2025 Project Updates

Harrison, Callais <[redacted]> Wed, Feb 26, 2025 at 12:54 PM
 To: James Tegler <[redacted]>
 Cc: Ryan Small <[redacted]>, Lawrence Martin <[redacted]>, Grand Chief Leo Friday <[redacted]>, DGC Amos Wesley <[redacted]>, DGC Natasha Martin <[redacted]>, Vern Cheechoo <[redacted]>, Troy Woodhouse <[redacted]>, Jodi Miles <[redacted]>, Kyla Zielbauer <[redacted]>

Hi James,

Thank you for your clarification.

Contact Information

Due to confidentiality concerns, we cannot provide the contact information of individuals from other communities or organizations with whom we have communicated. However, you can refer to Milestone Reports 1 and 2, which are now available on [redacted], to see the names of the community contacts that have been consulted with during the timeframes of those reports.

We encourage you to reach out to the Chief and Councils if you would like to get involved with reviews on behalf of these communities, as they are who we take direction from regarding the designation of key contacts.

PDAC Attendees

I have received word that the MFFN CAR Project Team will be at PDAC on the Sunday and Monday, including Qasim, Jennifer, and Lawrence.

Draft EA / IS

As noted in previous communications, please send any questions or comments regarding the Draft EA/IS appendices to the dedicated email account at [redacted]. This will allow our team to properly track and respond to your inquiries. I have forwarded this question to the email account for these purposes. Please feel free to CC me on these communications to keep me in the loop, but in general, responses to these types of questions and comments will be provided by the EA / IS email address, rather than me.

I am working with my team to draft a response to your comment about the Milestone #3 Report, so please keep an eye out for that.

Feel free to let me know if you have any further questions or concerns.

Thank you for your continued involvement with this project,
Callais

[Quoted text hidden]



Harrison, Callais <[REDACTED]>

MFFN CAR: February, 2025 Project Updates

Harrison, Callais <[REDACTED]> Wed, Feb 26, 2025 at 2:31 PM
To: James Tegler <[REDACTED]>
Cc: Ryan Small <[REDACTED]>, Lawrence Martin <[REDACTED]>, Grand Chief Leo Friday <[REDACTED]>, DGC Amos Wesley <[REDACTED]>, DGC Natasha Martin <[REDACTED]>, Vern Cheechoo <[REDACTED]>, Troy Woodhouse <[REDACTED]>, Jodi Miles <[REDACTED]>, Kyla Zielbauer <[REDACTED]>

Hi James,

Sorry to hear you're not feeling well, it's definitely that time of year!

I just wanted to flag a typo I made in my previous email. The correct email is [REDACTED], I forgot to include the @ sign.

Milestone #3 Report

Regarding your previous comment on the Milestone #3 Report, to explain, communications are summarized in our Milestone Reports and RoCE to maintain a manageable report length for Indigenous communities and organizations to review. However, complete email PDFs, which include all communications word-for-word, are included in the appendices, in order to provide the full context of all communications.

We will not be including direct quotes in the "Consultation and Engagement Log" tables in our Milestone and RoCE reports for any of the communities, unless they can be incorporated succinctly. You may see quotes used in other sections of various MFFN CAR reports, as the purpose and style of these sections/reports are different than the purpose and style of Consultation and Engagement Logs.

That being said, if you could point out specific instances where you feel your communications were misrepresented in our summaries, we would be happy to review and address them. We understand that you have shifted your attention to the review of the Draft EA / IS for the time being, but we will continue to accept comments on the communications in the Milestone #3 report until the finalization of the RoCE.

Draft EA / IS Email Account

I will look into your questions regarding comments on the Draft EA / IS. I do have an upcoming vacation next week so I likely won't be able to provide an answer for you until the following week.

Wishing you a speedy recovery!

Best,
Callais

[Quoted text hidden]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

From: Wang, Joanne <[Redacted]>
Sent: March 10, 2025 4:56 PM
To: James Tegler <[Redacted]>
Cc: Miles, Jodi <[Redacted]>; Cugnet, Jaimie <[Redacted]>
Subject: Re: Name Correction RE: Upcoming Release of the Draft Environmental Assessment / Impact Statement - February 18, 2025

Subnet Systems Inc.

Warning: The sender's domain has not been verified.

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Hi James,

You've found me! I hope you are doing well.

Thank you for pointing this out. We will check our contact list and make sure the correction is made.

Just to confirm, the correct name is Grand Chief Leo Friday, not Grand Chief Leo Walter, correct?

Regards,

Joanne

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Zielbauer, Kyla <[REDACTED]>

Fwd: Fw: Name Correction RE: Upcoming Release of the Draft Environmental Assessment / Impact Statement - February 18, 2025

[REDACTED]

From: Wang, Joanne <[REDACTED]>

Sent: Monday, March 10, 2025 5:04:06 PM

To: James Tegler <[REDACTED]>

Subject: Re: Name Correction RE: Upcoming Release of the Draft Environmental Assessment / Impact Statement - February 18, 2025

Hi James,

Noted. We will take a look!

Thanks.

Regards,
Joanne

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Harrison, Callais <[REDACTED]>

Peatlands and Aboriginal/Treaty Rights and Interests

Harrison, Callais <[REDACTED]>
To: James Tegler <[REDACTED]>
Cc: Jodi Miles <[REDACTED]>, Kyla Zielbauer <[REDACTED]>

Wed, Mar 19, 2025 at 11:58 AM

Hi James,

Apologies for the delay in my response.

Firstly, it's important to note that all communications regarding the EA / IS should be sent to the [REDACTED] email. This will ensure that these questions get sent directly to the subject matter experts, who can appropriately track and respond to these questions. Please feel free to CC me for my awareness.

To answer your question about how the questions sent to [REDACTED] will be provided to the governments of Ontario and Canada, I wanted to confirm that comments received through this email will be part of the final EA /IS submission.

Information about the missing sections of the EA / IS was provided to you via an email sent on February 13, 2025 (I have provided that information below for your convenience). The only update we have to share is that the Community Well-Being Technical Report can be expected to be shared in April. Please note that communities/organizations will have 90 days to review the additional sections that are provided, starting from the date they are released.

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.

I do want to flag the confidential nature of the community-specific sections of the draft ATRI Reports, due to the fact that they include Indigenous Knowledge that has been shared by communities. If you wish to review these community-specific ATRI Reports, we encourage you to connect with communities directly.

Please let me know if this answers your questions.

Thanks,
Callais

[Quoted text hidden]

[Quoted text hidden]



Harrison, Callais <[REDACTED]>

Peatlands and Aboriginal/Treaty Rights and Interests

Harrison, Callais <[REDACTED]> Thu, Mar 20, 2025 at 8:34 AM
To: James Tegler <[REDACTED]>
Cc: Jodi Miles <[REDACTED]>, Kyla Zielbauer <[REDACTED]>, [REDACTED], [REDACTED]

Hi James,

Yes, I was on vacation and it definitely is a busy time of year!

Thank you for the clarification. I have CC'd [REDACTED] and they will get back to you about these sections in the Report when they are able to.

Have a great rest of your week.

Thanks,
Callais

[Quoted text hidden]



Harrison, Callais <[redacted]>

MFFN CAR: March, 2025 Project Updates

Harrison, Callais <[redacted]> Wed, Mar 26, 2025 at 8:49 AM
 To: James Tegler <[redacted]>
 Cc: Ryan Small <[redacted]>, Lawrence Martin <[redacted]>, Grand Chief Leo Friday <[redacted]>, DGC Amos Wesley <[redacted]>, DGC Natasha Martin <[redacted]>, Vern Cheechoo <[redacted]>, Troy Woodhouse <[redacted]>, Jodi Miles <[redacted]>, Kyla Zielbauer <[redacted]>

Hi James,

I hope all is well.

I wanted to provide you with a couple of March updates regarding the MFFN CAR Project.

Draft Environmental Assessment / Impact Statement (EA / IS) available for review

MFFN CAR Draft EA / IS Email

As you are aware, the Draft EA / IS is now available for Mushkegowuk Council's 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!

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

Upcoming Webinars

In April and May, we will host webinars on identified project effects and proposed mitigation measures for Land, Water and People. Keep an eye out for a registration email from info@martenfallsaccessroad.ca!

Please let me know if you have any questions about the topics in this email, or the Project in general.

Have a great rest of your week!

Best Wishes,

Callais

On Behalf of the MFFN CAR Project Team



Callais Harrison
 Dillon Consulting Limited
 [redacted]
 [redacted]
 [redacted]
www.dillon.ca



Harrison, Callais <[redacted]>

RE: Comments on the MFFN CAR Stage 1 Archeological Assessment Report Follow Up and Project Update

Harrison, Callais <[redacted]> Mon, Apr 14, 2025 at 10:40 AM
 To: James Tegler <[redacted]>
 Cc: Jodi Miles <[redacted]>, [redacted], Lucia Jara Moreno <[redacted]>, Ryan Small <[redacted]>, Lawrence Martin <[redacted]>, Grand Chief Leo Friday <[redacted]>, DGC Amos Wesley <[redacted]>, DGC Natasha Martin <[redacted]>, Vern Cheechoo <[redacted]>, Troy Woodhouse <[redacted]>
 Bcc: info@martenfallsaccessroad.ca

Hi James,

I hope you are doing well.

I am emailing you to provide a response to Mushkegowuk Council's comments on the MFFN CAR Stage 1 Archaeological Assessment Report, which we received on August 2, 2024. We wanted to thank you again for providing comments on the MFFN CAR Stage 1 Archaeological Assessment Report, and for your patience with our response. The comments provided will be integrated into the final draft of the Report where possible, and will help inform Stage 2 Archaeological Assessment efforts.

The information provided in your response has been reviewed by the MFFN CAR Project Team, and the attached letter has been written to respond to the comments provided.

If you have any other questions or comments to share, please let me know.

Sincerely,

Callais Harrison
On Behalf of the Marten Falls Community Access Road Project Team



Callais Harrison
 Dillon Consulting Limited
 [redacted]
 [redacted]
 [redacted]
www.dillon.ca

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April 14, 20265



Dear James,

Thank you for taking the time to review and provide comments on the MFFN CAR Stage 1 Archaeological Assessment Report. The input provided will be reflected in the final draft of the Stage 1 Archaeological Assessment Report, and influence our ongoing archaeology efforts, including Stage 2 of the Archaeological Assessment. See below for the MFFN CAR Project Team’s responses to the comments you provided.

Mushkegowuk Council Comment	MFFN CAR Project Team Response
Maps are difficult to read as reference area maps are and are not always oriented with main maps.	Acknowledged, maps will be updated.
Will there be any underwater reconnaissance of aquatic areas for evidence of former habitation or use (stone fish weirs?) or sites now submerged? The document acknowledges that water levels have fluctuated over time.	If impacts are proposed to the riverbeds then a marine archaeology checklist should be completed. This will be determined once all the aspects of the design have been confirmed.
Will there be any use of remote sensing (satellite images? Drones?) Remote imaging in the infrared spectrum can be used to suppress vegetation growth in images. It would also avoid ground disturbing activity.	This can be explored as an option during the subsequent Stage 2AA fieldwork. There are challenges given the remoteness of the study area, and the Ministry of Citizenship and Multiculturalism requires physical inspection as part of the assessment. If you are aware of sensitive areas the Archaeology team should avoid, please inform the Project Team.
In route choice is it considered that choosing a shorter road route means less disturbance on the ground?	From an archaeological perspective there were no discernable differences between the length of the alternatives. Indicators identified in the Cultural Heritage Study Plan were reviewed during the route selection process to identify a preferred route. Indicators such as “previously identified archaeological sites” and “areas of cultural significance raised by local Indigenous Nations” were reviewed.
There is no chosen route. Comments are less valid as areas may not be used.	Indicators identified in the Cultural Heritage Study Plan were reviewed for all route





	<p>alternatives to help identify the preferred / final route.</p> <p>Some of the areas shown in the Additional Aggregates Stage 1 Archaeological Assessment may not be disturbed once the preferred route is finalized and Detail Design is undertaken. Only the area of proposed impacts related to the final route will be subject to Stage 2 testing.</p>
Sovereignty? Treaty 9 is often questioned as to its validity especially in areas of being an informed consent.	Acknowledged, this will be reviewed and updated. If specific language is requested, please provide.
Where is Figure 4?	Acknowledged, this will be updated.
Test pits are often mentioned but never defined. What is a test pit?	Test pits are small holes excavated at least every 5 m where soil is present, are 30 cm in diameter, and are excavated into the first 5 cm of sterile subsoil. Subsoil is typically located approximately 30-40 cm below ground surface. Depths can vary depending on the soil. All material from each test pit is screened for artifacts and affected areas are restored to existing condition upon completion of the survey. Section of the report will be updated to include the definition of a test pit.
Colonization of North America was frequently catastrophic to the indigenous and it is widely documented by historians that engendered violence, addiction, disease, spawned conflicts and cultural collapse during colonisation resulted in death of 65-90% of all the 1 st Nation people then alive on Turtle Island. It's disturbing to know these sorts of historical facts and see this unmentioned in this document. I can see this being considered outside the purview of the study but that is unlikely the case seeing as the document includes many vignettes of trapper/trader/factor life and hence this must be an oversight	Acknowledged, will review and update – Section 1.2.2.

We hope this response adequately addresses the comments and concerns you raised in your response to the Stage 1 Archaeological Assessment Report. If you have any other questions or concerns about the MFFN CAR, please do not hesitate to reach out. If you would like to coordinate a meeting with the MFFN



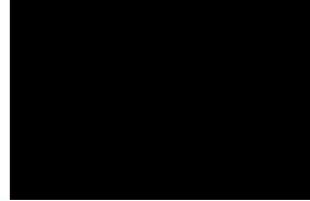


CAR Project Team to discuss the Stage 1 Archaeological Assessment Report, or any other aspects of the Project further, please reach out to Callais Harrison at charrison@dillon.ca or 416.229.4647 to coordinate.

Sincerely,



Qasim Saddique
Project Director



Lawrence Baxter
Senior Community Member Advisor

cc:

- Bob Baxter, Senior Community Member Advisor, MFFN Community Access Road Project Team
- Jennifer Bruin, Technical Advisor, MFFN Community Access Road Project Team
- Vern Cheechoo, Mushkegowuk Council
- Troy Woodhouse, Mushkegowuk Council
- Grand Chief Leo Friday, Mushkegowuk Council
- Deputy Grand Chief Amos Wesley, Mushkegowuk Council
- Deputy Grand Chief Natasha Martin, Mushkegowuk Council
- Lawrence Martin, Mushkegowuk Council
- Callais Harrison, MFFN CAR Project Consultant
- Jodi Miles, MFFN CAR Project Consultant





Harrison, Callais <[REDACTED]>

MFFN CAR: April, 2025 Project Updates

Harrison, Callais <[REDACTED]> Thu, Apr 24, 2025 at 4:02 PM
To: James Tegler <[REDACTED]>
Cc: Ryan Small <[REDACTED]>, Lawrence Martin <[REDACTED]>, Grand Chief Leo Friday <[REDACTED]>, DGC Amos Wesley <[REDACTED]>, DGC Natasha Martin <[REDACTED]>, Vern Cheechoo <[REDACTED]>, Troy Woodhouse <[REDACTED]>, Jodi Miles <[REDACTED]>, Kyla Zielbauer <[REDACTED]>

Hi James,

I hope all is well.

I wanted to provide you with a couple of April updates regarding the MFFN CAR Project.

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

The Public Review Period is 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 and council 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

Please let me know if you have any questions about the topics in this email, or the Project in general.

Have a great rest of your week!

Best Wishes,

Callais

On Behalf of the MFFN CAR Project Team



Callais Harrison
Dillon Consulting Limited
[Redacted]
[Redacted]
[Redacted]
www.dillon.ca



Harrison, Callais <[REDACTED]>

RE: MFFN CAR Webinars

Harrison, Callais <[REDACTED]>
To: James Tegler <[REDACTED]>
Cc: Jodi Miles <[REDACTED]>

Wed, May 14, 2025 at 5:30 PM

Hi James,

I saw your email pointing out the error in the registration link for the Ungulates webinar. My apologies for that.

Please find the correct registration link for the webinar, which will take place tomorrow at 4pm EST as requested: [REDACTED]

You can also find details and registration links for all upcoming and past webinars on this page: [Marten Falls First Nation - Get Involved](#). The registration links for the two remaining webinars are available there as well.

Please let me know if you encounter any issues with these links.

Have a great night,
Callais

--



Platinum member

Callais Harrison
Dillon Consulting Limited
[REDACTED]
[REDACTED]
[REDACTED]
www.dillon.ca

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Harrison, Callais <[REDACTED]>

MFFN CAR: May, 2025 Project Updates

Harrison, Callais <[REDACTED]> Thu, May 22, 2025 at 4:29 PM
To: James Tegler <[REDACTED]>
Cc: Ryan Small <[REDACTED]>, Lawrence Martin <[REDACTED]>, Grand Chief Leo Friday <[REDACTED]>, DGC Amos Wesley <[REDACTED]>, DGC Natasha Martin <[REDACTED]>, Vern Cheechoo <[REDACTED]>, Troy Woodhouse <[REDACTED]>, Jodi Miles <[REDACTED]>, Kyla Zielbauer <[REDACTED]>

Hi James,

I hope all is well.

I wanted to provide you with a couple of May updates regarding the MFFN CAR Project.

Draft Environmental Assessment / Impact Statement (EA / IS) - Reminder for Final Review

We are nearing the end of the review process of the Draft EA / IS. Please submit your comments and feedback via the Project website, [REDACTED] email or by letter mail **by June 23, 2025**.

Public Information Centre #6

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

Upcoming Webinars

Our next webinar in the Draft EA / IS webinar series is Water: Fish and Fish Habitat, to be held on Thursday May 22, 2025, at 4:00 p.m. EST. Register now by following this link: [REDACTED]

Keep an eye out for more information on the remaining webinars in the Draft Environmental Assessment / Impact Statement Series:

- **People: Land and Resource Use** - Thursday, June 5

Please let me know if you have any questions about the topics in this email, or the Project in general.

Have a great rest of your week!

Best Wishes,

Callais

On Behalf of the MFFN CAR Project Team



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



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



Harrison, Callais <[REDACTED]>

MFFN CAR: May, 2025 Project Updates

Harrison, Callais <[REDACTED]> Mon, May 26, 2025 at 3:28 PM
To: James Tegler <[REDACTED]>
Cc: Ryan Small <[REDACTED]>, Lawrence Martin <[REDACTED]>, Grand Chief Leo Friday <[REDACTED]>, DGC Amos Wesley <[REDACTED]>, DGC Natasha Martin <[REDACTED]>, Vern Cheechoo <[REDACTED]>, Troy Woodhouse <[REDACTED]>, Jodi Miles <[REDACTED]>, Kyla Zielbauer <[REDACTED]>, "Dey, Michelle (MINES)" <[REDACTED]>

Hi James,

Yes, you can absolutely come to the first hour, feel free to arrive as early as you would like.

Thanks,
Callais
[Quoted text hidden]



Harrison, Callais <[REDACTED]>

MFFN CAR: June, 2025 Project Updates

Harrison, Callais <[REDACTED]> Thu, Jun 26, 2025 at 11:37 AM
To: James Tegler <[REDACTED]>
Cc: Ryan Small <[REDACTED]>, Lawrence Martin <[REDACTED]>, Grand Chief Leo Friday <[REDACTED]>, DGC Amos Wesley <[REDACTED]>, DGC Natasha Martin <[REDACTED]>, Vern Cheechoo <[REDACTED]>, Troy Woodhouse <[REDACTED]>, Jodi Miles <[REDACTED]>

Good Morning James,

I hope all is well.

I wanted to provide you with a couple of June updates regarding the MFFN CAR Project.

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.

If you have questions or if you would like to schedule a meeting to discuss, please contact us.

Public Information Centre #6

Public Information Centre #6 was held on May 26 and 29, 2025, in Thunder Bay and Geraldton, respectively. Thank you to all those who were able to attend the meetings in person. You may review the materials on our website: <https://www.martenfallsaccessroad.ca/get-involved/#pic6>

Coming Up...

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

Please let me know if you have any questions about the topics in this email, or the Project in general.

Have a great rest of your week!

Best Wishes,

Callais Harrison

On Behalf of the MFFN CAR Project Team



Harrison, Callais <[redacted]>

MFFN CAR: June, 2025 Project Updates

Harrison, Callais <[redacted]> Fri, Jul 25, 2025 at 12:47 PM
 To: James Tegler <[redacted]>
 Cc: Ryan Small <[redacted]>, Lawrence Martin <[redacted]>, Grand Chief Leo Friday <[redacted]>, DGC Amos Wesley <[redacted]>, DGC Natasha Martin <[redacted]>, Vern Cheechoo <[redacted]>, Troy Woodhouse <[redacted]>, Jodi Miles <[redacted]>

Good Afternoon James,

Apologies for the delay in my response.

Regarding your first question, all comments you submitted for the Draft EA / IS were received and will be considered.

The Draft Record of Consultation and Engagement for Indigenous Communities will include the outreach and engagement conducted with the Indigenous Communities and Tribal Councils as outlined in the Terms of Reference. Additionally, Bill 5 does not revoke the commitments Martin Falls First Nation has made in the Draft EA / IS or to Indigenous Communities as part of its consultation and engagement efforts to date.

Lastly, once the Final EA / IS is submitted, there will be additional opportunities for Indigenous Communities, Councils, and the public to comment directly to government agencies. However, I cannot confirm the exact length of the consultation period at this time.

Have a great weekend!

Thank you,
Callais

[Quoted text hidden]



[Quoted text hidden]
www.dillon.ca

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Harrison, Callais <[redacted]>

MFFN CAR: July, 2025 Project Updates

Harrison, Callais <[redacted]> Tue, Jul 29, 2025 at 1:28 PM
 To: James Tegler <[redacted]>
 Cc: Ryan Small <[redacted]>, Lawrence Martin <[redacted]>, Grand Chief Leo Friday <[redacted]>, DGC Amos Wesley <[redacted]>, DGC Natasha Martin <[redacted]>, Vern Cheechoo <[redacted]>, Troy Woodhouse <[redacted]>, Jodi Miles <[redacted]>

Good Afternoon James,

I hope all is well.

I wanted to provide you with a couple of July updates regarding the MFFN CAR Project.

Draft Record of Consultation and Engagement for Indigenous Communities and Councils

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

Ongoing Field Studies

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

For more information, read the full field notice here:

<https://www.martenfallsaccessroad.ca/wp-content/uploads/2025/07/2025-07-09-MFFN-Summer-2025-Field-Notice.pdf>

Please let me know if you have any questions about the topics in this email, or the Project in general.

Have a great rest of your week!

Best Wishes,

Callais Harrison

On Behalf of the MFFN CAR Project Team



Callais Harrison
 Dillon Consulting Limited
 [redacted]
 [redacted]
 [redacted]
www.dillon.ca

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Harrison, Callais <[redacted]>

MFFN CAR: August, 2025 Project Updates

Harrison, Callais <[redacted]> Tue, Aug 26, 2025 at 11:47 AM
 To: James Tegler <[redacted]>
 Cc: Ryan Small <[redacted]>, Lawrence Martin <[redacted]>, Grand Chief Leo Friday <[redacted]>, DGC Amos Wesley <[redacted]>, DGC Natasha Martin <[redacted]>, Vern Cheechoo <[redacted]>, Troy Woodhouse <[redacted]>, Jodi Miles <[redacted]>

Good Morning James,

I hope all is well.

I only have one August update regarding the MFFN CAR Project. Please see below:

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>

Please let me know if you have any questions about the topics in this email, or the Project in general.

Have a great rest of your week!

Best Wishes,

Callais Harrison

On Behalf of the MFFN CAR Project Team



Platinum member

Callais Harrison
 Dillon Consulting Limited
 [redacted]
 [redacted]
 [redacted]
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Harrison, Callais <[REDACTED]>

MFFN CAR: August, 2025 Project Updates

Harrison, Callais <[REDACTED]> Fri, Aug 29, 2025 at 9:37 AM
To: James Tegler <[REDACTED]>
Cc: Ryan Small <[REDACTED]>, Lawrence Martin <[REDACTED]>, Grand Chief Leo Friday <[REDACTED]>, DGC Amos Wesley <[REDACTED]>, DGC Natasha Martin <[REDACTED]>, Vern Cheechoo <[REDACTED]>, Troy Woodhouse <[REDACTED]>, Jodi Miles <[REDACTED]>

Hi James,

Thanks for sharing your thoughts on the video.

This is a new video that complements the Assessment Process video shared back in April 2025.

It's intended as a high-level overview of cumulative effects concepts and is not designed to address project-specific cumulative effects directly.

For more detailed discussions, our Draft EA / IS webinars are available at <https://vimeo.com/showcase/mffn-webinars>. These sessions explore cumulative effects in relation to specific value components and may offer more relevant examples aligned with the current context.

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

Have a wonderful weekend!

Best,
Callais

[Quoted text hidden]

B29.2 Incoming Community Specific Correspondence



Miles, Jodi [REDACTED]

Comments on the Draft Report on Stage 1 Archaeological Assessment of the Community Access Road from Marten Falls to Painter Lake

James Tegler [REDACTED]

Fri, Aug 2, 2024 at 12:36 PM

To: [REDACTED]

Hi Jodi,

Thanks for forwarding Mushkegowuk Council's following comments on the Draft Report on Stage 1 AA for the MFFNCAR.

- Maps are difficult to read as reference area maps are and are not always oriented with main maps.
- Will there be any underwater reconnaissance of aquatic areas for evidence of former habitation or use (stone fish weirs?) or sites now submerged? The document acknowledges that water levels have fluctuated over time.
- Will there be any use of remote sensing (satellite images? Drones?) Remote imaging in the infrared spectrum can be used to suppress vegetation growth in images. It would also avoid ground disturbing activity.
- In route choice is it considered that choosing a shorter road route means less disturbance on the ground?
- There is no chosen route. Comments are less valid as areas may not be used.
- Sovereignty? Treaty 9 is often questioned as to its validity especially in areas of being an informed consent.
- Where is Figure 4?
- Test pits are often mentioned but never defined. What is a test pit?
- Colonization of North America was frequently catastrophic to the indigenous and it is widely documented by historians that engendered violence, addiction, disease, spawned conflicts and cultural collapse during colonisation resulted in death of 65-90% of all the 1st Nation people then alive on Turtle Island. It's disturbing to know these sorts of historical facts and see this unmentioned in this document. I can see this being considered outside the purview of the study but that is unlikely the case seeing as the document includes many vignettes of trapper/trader/factor life and hence this must be an oversight.

James Tegler BSc, RSE

Senior Environmental Coordinator

Lands and Resources Department

Mushkegowuk Council



Miles, Jodi <[redacted]>

MFFN CAR September Project Updates

James Tegler <[redacted]> Thu, Sep 26, 2024 at 4:52 PM
 To: "Miles, Jodi" <[redacted]>
 Cc: Grand Chief Leo Friday <[redacted]>, DGC Amos Wesley <[redacted]>, DGC
 Natasha Martin <[redacted]>, Vern Cheechoo <[redacted]>

Good Afternoon Jodi,

I think I am all up to date hereon the MFFNCAR. I did recently attend the engagement sessions here in Timmins on the Webequie Supply Road and the Northern Road Link portions of the road into that area. It surprised me that the WSR plans to go ahead with construction although the other 2 sections of the road are not built. I am doing some research internally before I get back to you on the draft Archaeological Assessment comments I provided. Did you have a timeline in mind that you needed this for?

Cheers,

James Tegler BSc, RSE
 Senior Environmental Coordinator
 Lands and Resources Department
 Mushkegowuk Council



[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.

Subject: RE: MFFN Community Access Road September 2024 E-Blast

Thu, Oct 3, 2:39 PM (5 days ago)

 **James Tegler** <[REDACTED]>
to MFFN Community Access Road Project Team ▾

Good Afternoon,

How many days will the field crews be the testing for minerals, dissolved metals—including mercury—and volatile organic compounds?

James Tegler BSc, RSE
Senior Environmental Coordinator
Lands and Resources Department
Mushkegowuk Council
[REDACTED]





Miles, Jodi [REDACTED]

Comments on the Draft Report on Stage 1 Archaeological Assessment of the Community Access Road from Marten Falls to Painter Lake

James Tegler [REDACTED]

Thu, Oct 3, 2024 at 5:06 PM

To: "Miles, Jodi" [REDACTED]

Hi Jodi,

Sorry for my delay in getting back to you in clarifying my comments on Treaty 9.

This agreement has been interpreted numerous ways and it is often said that it was understood differently by those who signed it versus those who composed it. There are numerous questions about whether the document signed was the document negotiated. In particular, whether the ratifications that arose from negotiations ever were written down for a final, agreed upon document. In the last decade, the notes of the men acting as government emissaries has led most to believe that what First Nations signatories were told was the agreement was not what they signed. 1st Nations peoples have often said that they would never have ceded the entirety of there lands save for tiny reservations.

The complete absence of any such doubt in the comments in your archaeological assessment is worthy of mention.

Thanks,

Jim

[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.



Miles, Jodi <[redacted]>

MFFN CAR October Project Updates

James Tegler <[redacted]> Wed, Oct 30, 2024 at 3:47 PM
 To: "Miles, Jodi" <[redacted]>
 Cc: Vern Cheechoo <[redacted]>, Grand Chief Leo Friday <[redacted]>, DGC
 Amos Wesley <[redacted]>, DGC Natasha Martin <[redacted]>, Troy
 Woodhouse <[redacted]>

Good Afternoon Jodi,

Is there a deadline or just a recommended time for filling out this form for you? Do you now have a firm date for release of the draft EA/IA. I believe I would be your key contact but, I would like time to confer with the more senior members of Mushkegowuk Council before I submit the form. Can I ask for additional "Plain Language guides"? Are the plain language guides basically the information that is online at martenfallsaccessroad.ca in the existing conditions fact sheets? Are the other documents (eg. the 17 technical reports, individual ATRI Reports (by community), Milestone 3 Progress Report or the Record of Consultation and Engagement not to be available in any traditional languages?

Hope the fall weather in Halifax is as beautiful as I remember!

James Tegler BSc, RSE
 Senior Environmental Coordinator
 Lands and Resources Department
 Mushkegowuk Council



[Quoted text hidden]

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Miles, Jodi <[REDACTED]>

MFFN CAR October Project Updates

James Tegler <[REDACTED]>
To: "j miles@dillon.ca" <[REDACTED]>

Tue, Nov 5, 2024 at 9:55 AM

Good Morning Jodi,

Did this email slip under your radar? I take off for holidays for the month of December and I want to remain as currently on-task as I can until then 😊

Cheers,

James

[Quoted text hidden]



Miles, Jodi <[REDACTED]>

MFFN CAR October Project Updates

James Tegler <[REDACTED]>
To: "Miles, Jodi" <[REDACTED]>

Tue, Nov 5, 2024 at 10:32 AM

Oh, you know me – I get so angry! 😡

Thanks for the research(talking to folks to find answers). I will give them a read and get back to you if I need to.

Cheers,

James

[Quoted text hidden]



Miles, Jodi <[redacted]>

MFFN CAR December Project Updates

James Tegler <[redacted]> Mon, Jan 6, 2025 at 5:02 PM
To: "Miles, Jodi" <[redacted]>, "[redacted]" <[redacted]>, "[redacted]" <[redacted]>

Happy New Year,

All looks good regarding the data in your email. I was away all of December and today is my 1st day back on the job. 2nd trip to New Zealand and it is still a beautiful environment. A lot of volcanic areas and not much mining. A fair bit of logging and many hectares of monocultures in nice tidy rows. Not much in the way of terrestrial predators to use those sightlines, though. The nastiest problems they deal with are wild pigs, goats, rats, deer, stoats and possums that have devastated the indigenous bird populations there(as in so many places that were islands in the biological sense). What new species do you think the MFFN-CAR could bring? Coyotes? Raccoons? Deer? Non-native fish species in the bait bucket? Aquatic invasives stuck to someone's boat motor? Plant seeds coming up in that bag of soil in someone's trunk? It's a lot to think about.

I hope to get to the #3 MFFN CAR report and send you my comments by the end of the month(maybe...)

Hope you are well,

James Tegler BSc, RSE
Senior Environmental Coordinator
Lands and Resources Department
Mushkegowuk Council
[redacted]



[Quoted text hidden]

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Harrison, Callais <[redacted]>

MFFN CAR: January Project Updates

James Tegler <[redacted]> Wed, Jan 22, 2025 at 2:14 PM
 To: "Harrison, Callais" <[redacted]>, Ryan Small <[redacted]>, Lawrence Martin <[redacted]>
 Cc: Grand Chief Leo Friday <[redacted]>, DGC Amos Wesley <[redacted]>, DGC Natasha Martin <[redacted]>, Vern Cheechoo <[redacted]>, Troy Woodhouse <[redacted]>, Jodi Miles <[redacted]>

Good Afternoon Callais,

The acting CEO for Mushkegowuk Council is Ryan Small and the head of my own Lands and Resources Department is Lawrence Martin. They should probably be cc'd on your emails and I am sending this to them.

As to the issue of the latest email regarding comments being solicited for the Milestone #3 Progress Report. You mention welcoming "any edits or comments to your community-specific section" and that causes me to think that Mushkegowuk Council isn't a community. That leads me to consider that some Mushkegowuk Council Communities that are in what you consider "the affected area" will be submitting comments while others will not - should I not be submitting comments on behalf of and with my own consultation with those communities? Does this mean some communities will be submitting no comments? Does the all-too-brief 30 day comment period start after I receive the documents or after you send them? The mail can be very slow to the communities especially 😊 .

Lastly, as to PDAC. It is of particular interest to me who the attendants will be from Marten Falls, road building engineers, indigenous liasons etc... Will Bob Baxter, Jennifer Ashawasegai-Pereira or Qasim Saddique be there?

Great talking with you today, too.

James Tegler BSc, RSE
 Senior Environmental Coordinator
 Lands and Resources Department
 Mushkegowuk Council





Harrison, Callais <[REDACTED]>

MFFN CAR: January Project Updates

James Tegler <[REDACTED]>

Thu, Jan 30, 2025 at 10:28 AM

To: "Harrison, Callais" <[REDACTED]>

Cc: Ryan Small <[REDACTED]>, Lawrence Martin <[REDACTED]>, Grand Chief Leo Friday <[REDACTED]>, DGC Amos Wesley <[REDACTED]>, DGC Natasha Martin <[REDACTED]>, Vern Cheechoo <[REDACTED]>, Troy Woodhouse <[REDACTED]>, Jodi Miles <[REDACTED]>

Good Morning Callais,

I am glad that you pointed out my misunderstanding of the 30 days. So, the submission of the EA/IS to the 22 communities is 120 days prior to the EA/IS submission deadline. Is there any benefit to commenting during the initial/extra 60 day period or do you think waiting until the 120 deadline is fine?

Secondly, I guess I am seeking to know communities that will not be submitting comments will be heard? Can you ensure that Mushkegowuk Council can represent these communities?

Much appreciated that you will let me know PDAC attendees from Marten Falls First Nation and the consultant reps from Dillon for the MFFN Community Access Road. I do get confused with the representatives from the sections as the projects sometimes present together and it seems some representatives work on more than one section.

Cheers,

[Quoted text hidden]



Harrison, Callais <[redacted]>

MFFN CAR: January Project Updates

James Tegler <[redacted]> Fri, Jan 31, 2025 at 12:59 PM
 To: "Harrison, Callais" <[redacted]>
 Cc: Ryan Small <[redacted]>, Lawrence Martin <[redacted]>, Grand Chief Leo Friday <[redacted]>, DGC Amos Wesley <[redacted]>, DGC Natasha Martin <[redacted]>, Vern Cheechoo <[redacted]>, Troy Woodhouse <[redacted]>, Jodi Miles <[redacted]>, Kyla Zielbauer <[redacted]>

Hi Callais,

I guess I would be curious about both. I just see a scenario developing where the First Nations Council is not given a chance to comment for the community and the community itself does not comment. This resulting in your receiving no comment because you have told me that I am allowed to comment only on the specific section of the "community" of Mushkegowuk Council. Is representation not seemingly hampered by the transparency lacking in this process? Does this only apply to the Milestone #3 Progress Report?

There are a couple of other questions in that email I assume will eventually be answered.

I don't mean to grill you Callais but I do find the process a bit divisive and unwieldy. A lot of process compliance to expect of small communities with limited resources. Last I checked there were 70,818 active mining claims staked in Mushkegowuk Territory alone and the commenting burden for many pressing and very relevant issues like this is a huge concern.

Be well,

[Quoted text hidden]



Harrison, Callais <[redacted]>

MFFN CAR: January Project Updates

James Tegler <[redacted]> Thu, Feb 13, 2025 at 10:26 AM
 To: "Harrison, Callais" <[redacted]>
 Cc: Ryan Small <[redacted]>, Lawrence Martin <[redacted]>, Grand Chief Leo Friday <[redacted]>, DGC Amos Wesley <[redacted]>, DGC Natasha Martin <[redacted]>, Vern Cheechoo <[redacted]>, Troy Woodhouse <[redacted]>, Jodi Miles <[redacted]>, Kyla Zielbauer <[redacted]>

Good Morning Callais,

Meegwetch for the information and I will await the other email.

James Tegler BSc, RSE
 Senior Environmental Coordinator
 Lands and Resources Department
 Mushkegowuk Council
 [redacted]





Harrison, Callais <[redacted]>

MFFN CAR: January Project Updates

James Tegler <[redacted]> Tue, Feb 18, 2025 at 11:08 AM
To: "Harrison, Callais" <[redacted]>
Cc: Ryan Small <[redacted]>, Lawrence Martin <[redacted]>, Grand Chief Leo Friday <[redacted]>, DGC Amos Wesley <[redacted]>, DGC Natasha Martin <[redacted]>, Vern Cheechoo <[redacted]>, Troy Woodhouse <[redacted]>, Jodi Miles <[redacted]>, Kyla Zielbauer <[redacted]>

Good Morning Callais,

Thanks for the information.

In hoping to assist your reaching the concerned(downriver) communities can you not give Mushkegowuk Council the community contacts you have been using in order that we may reach out to those contacts?

I continue to prefer emails to accurately keep track of our communications. I know I am bad for forgetting some of commitments I make if I do it verbally and don't have things written down.

Hope you are well,

[Quoted text hidden]



Harrison, Callais <[redacted]>

MFFN CAR: February, 2025 Project Updates

James Tegler <[redacted]> Thu, Feb 20, 2025 at 3:10 PM
 To: "Harrison, Callais" <[redacted]>
 Cc: Ryan Small <[redacted]>, Lawrence Martin <[redacted]>, Grand Chief Leo Friday <[redacted]>, DGC Amos Wesley <[redacted]>, DGC Natasha Martin <[redacted]>, Vern Cheechoo <[redacted]>, Troy Woodhouse <[redacted]>, Jodi Miles <[redacted]>, Kyla Zielbauer <[redacted]>

Good Afternoon Callais,

I am reviewing the Draft EA/IS for the MFFN-CAR with great interest.

Regarding the Milestone #3 Report the most significant comment that comes to my mind regards the incorporation of comments. In reviewing comments that I have made I find them paraphrased in such a way that the original comment itself is obscured. Can these comments be left as direct quotations? I realize that any alterations won't occur until the Draft RoCE but, better late than never 😊

Meegwetch,

James Tegler BSc, RSE
 Senior Environmental Coordinator
 Lands and Resources Department
 Mushkegowuk Council
 [redacted]



[Quoted text hidden]

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Harrison, Callais <[redacted]>

MFFN CAR: February, 2025 Project Updates

James Tegler <[redacted]> Thu, Feb 20, 2025 at 4:48 PM
 To: "Harrison, Callais" <[redacted]>
 Cc: Ryan Small <[redacted]>, Lawrence Martin <[redacted]>, Grand Chief Leo Friday <[redacted]>, DGC Amos Wesley <[redacted]>, DGC Natasha Martin <[redacted]>, Vern Cheechoo <[redacted]>, Troy Woodhouse <[redacted]>, Jodi Miles <[redacted]>, Kyla Zielbauer <[redacted]>

Hi Callais,

I think I meant that just as a general comment that I would rather not have my expressed opinion altered into the words of the report writer but, rather be quoted directly and even ascribed. You have my permission, so the confidentiality need not be a concern. I noticed many Marten Falls residents are quoted and ascribed in the reports.

Meegwetch,

James

[Quoted text hidden]



Harrison, Callais <[redacted]>

MFFN CAR: February, 2025 Project Updates

James Tegler <[redacted]> Fri, Feb 21, 2025 at 12:08 PM
 To: "Harrison, Callais" <[redacted]>
 Cc: Ryan Small <[redacted]>, Lawrence Martin <[redacted]>, Grand Chief Leo Friday <[redacted]>, DGC Amos Wesley <[redacted]>, DGC Natasha Martin <[redacted]>, Vern Cheechoo <[redacted]>, Troy Woodhouse <[redacted]>, Jodi Miles <[redacted]>, Kyla Zielbauer <[redacted]>

Good Morning Callais,

I wanted to clarify that I'm afraid I am going to concentrate on the newly released EA/IS and other documents now rather than reiterate my comments on the Milestone #3 Report. I do maintain that I would like to be quoted and ascribed as possible rather than my comments being reinterpreted as many comments in the report seem to be. There are some direct quotes too and I find these far more informative of issues and questions.

I was going over **Appendix X-3.B Appendix - Interested Persons RoCE** and wondering why emails but not names are redacted in the page 94 - *B6.2 Incoming Emails* and yet in the subsequent section

page 124 - *B7 Special Interest Groups* the email addresses and the names are redacted? Reading more, specifically the **Appendix-X-1 Record of Consultation and Engagement Interested Persons** I don't see a reasoning for your redactions. Can you clarify how these choices are made? Does it have to do with those signing or not signing disclosure agreements at the engagement?

Cheers,

James Tegler BSc, RSE
 Senior Environmental Coordinator
 Lands and Resources Department
 Mushkegowuk Council





Harrison, Callais <[redacted]>

MFFN CAR: February, 2025 Project Updates

James Tegler <[redacted]> Wed, Feb 26, 2025 at 2:04 PM
 To: "Harrison, Callais" <[redacted]>
 Cc: Ryan Small <[redacted]>, Lawrence Martin <[redacted]>, Grand Chief Leo Friday <[redacted]>, DGC Amos Wesley <[redacted]>, DGC Natasha Martin <[redacted]>, Vern Cheechoo <[redacted]>, Troy Woodhouse <[redacted]>, Jodi Miles <[redacted]>, Kyla Zielbauer <[redacted]>

Good Afternoon Callais,

Meegwetch for looking into this issue. You guy's certainly have a lot of confidentiality concerns of different kinds.

The [redacted] email comments on the draft of the EA/IS that is going to the government of Ontario and Canada? Those comments will be appended to the final document submitted by the proponent? I assume these emailed comments go to the proponent's team at Dillon Consulting as well as the proponents in Marten Falls. I ask because there is a project inbox at the Impact Assessment Agency of Canada that's [redacted].

I am fighting a cold and so working from home to avoid sharing my virus with co-workers at our office. Working past page 300 of that report 🙄.

[Quoted text hidden]



Harrison, Callais <[REDACTED]>

MFFN CAR: February, 2025 Project Updates

James Tegler <[REDACTED]>
To: "Harrison, Callais" <[REDACTED]>

Wed, Feb 26, 2025 at 2:43 PM

Thanks Callais! Enjoy your vacation 😊

[Quoted text hidden]

From: James Tegler <[REDACTED]>

Sent: Monday, March 10, 2025 5:02:06 PM

To: Wang, Joanne <[REDACTED]>

Subject: RE: Name Correction RE: Upcoming Release of the Draft Environmental Assessment / Impact Statement - February 18, 2025

Hi Joanne,

I know here at Mushkegowuk Council presently the Grand Chief is Leo Friday. I'm not sure who Leo Walter is? Maybe Walter is his middle name or?

Anyways, just wanted to let you know. I don't think Mushkegowuk Council is really well known and changes seem to come quickly.

Cheers,

Jim



Harrison, Callais <[redacted]>

Peatlands and Aboriginal/Treaty Rights and Interests

James Tegler <[redacted]>
To: Callais Harrison <[redacted]>

Tue, Mar 11, 2025 at 1:47 PM

Good Afternoon Callais,

We are getting ready for the big melt here in Timmins. We currently have tons of snow and warmer weather is coming.

Reading the Draft EA/IS for the MFFN-CAR. I am confused by the missing sections that will be in the Final EA/IS. When will this be available for comment? These are pretty important sections, too?!

Onward,

James Tegler BSc, RSE
Senior Environmental Coordinator
Lands and Resources Department



Subject: Question on the Draft MFFN-CAR EA/IS
Sent: 2025-03-13, 8:18:04 AM
From: James Tegler<[REDACTED]>
To: eaisinput@martenfallsaccessroad.ca

Flag Status: Flagged

Good Morning,

I found a section of the Draft EA/IS confusing. Page 657 of the document states,

- *Gaps in snowbanks will be ploughed at least every 1 metre apart and maintained by road maintenance crews throughout the winter season.*

This regards moose crossings of the road.

What does this exactly mean will be done?

Meegwetch,

James Tegler BSc, RSE
Senior Environmental Coordinator
Lands and Resources Department
Mushkegowuk Council
[REDACTED]



Subject: Question on the Draft MFFN-CAR EA/IS
Sent: 2025-03-13, 11:04:44 AM
From: James Tegler<[REDACTED]>
To: eaisinput@martenfallsaccessroad.ca

Flag Status: Flagged

Good Morning,
What size is Marten Falls First Nation Territory(not the reserve)?

Meegwetch,
James Tegler BSc, RSE
Senior Environmental Coordinator
Lands and Resources Department
Mushkegowuk Council
[REDACTED]



Subject: Commentary on the Final Submitted Version
Sent: 2025-03-14, 1:44:06 PM
From: James Tegler<j[REDACTED]>
To: Marten Falls First Nation Community Access Road - Draft Environmental Assessment / Impact Statement

Flag Status: Flagged

Will the public/indigenous affected have a chance to comment on the Final EA/IS for the MFFN-CAR before it is submitted for the 6 sections(Community Well-Being, Visual Environment, Aboriginal and Treaty Rights and Interests, Visual, Peatlands + Atmospheric Environment(Air Quality) not summarized at this time before submission?

James Tegler BSc, RSE
Senior Environmental Coordinator
Lands and Resources Department
Mushkegowuk Council
[REDACTED]





Harrison, Callais <[REDACTED]>

Peatlands and Aboriginal/Treaty Rights and Interests

James Tegler <[REDACTED]>
To: "Harrison, Callais" <[REDACTED]>
Cc: Jodi Miles <[REDACTED]>, Kyla Zielbauer <[REDACTED]>

Wed, Mar 19, 2025 at 4:42 PM

Good Afternoon Callais,

I have emailed eaisinput as well but, your response is the first that I have received 😊. I guess if a response takes 9 days I can only get a few queries happening with the eais email during the comment period 😬.

I was actually thinking you were on vacation as I recall you had said something about that. I was thinking too that the eais folks might be swamped with questions maybe?

I believe the Draft EA/IS for MFFN-CAR does not contain info on

1. Visual Environment

14.1.3.8 Visual Environment

At the time of writing the Draft Environmental Assessment / Impact Statement this information was not available to summarize. The full Visual Environment Technical Support Document can be found in **Appendix V**. A summary will be provided in the Final Environmental Assessment / Impact Statement.

2. Aboriginal and Treaty Rights and Interests

9.5.2 Aboriginal and Treaty Rights and Interests

As described in **Section 8.3.4**, each of the 23 Indigenous communities listed in **Section 11.2** will be issued a Preliminary Aboriginal and / or Treaty Rights and Interests Existing Conditions and Impact Assessment Report. Marten Falls First Nation's intention is for Indigenous communities to first review this Draft Environmental Assessment / Impact Statement. The feedback will be included as a summary in the Final Environmental Assessment / Impact Statement while keeping information confidential and will be developed based on dialogue

3. Visual

9.5.8 Visual Environment

At the time of writing the Draft Environmental Assessment / Impact Statement, information from visual was not available to summarize. The full Visual Environment Technical Support Document can be found in **Appendix V**. A summary will be provided in the Final Environmental Assessment / Impact Statement.

4. Peatlands

10.2.5 Peatlands

At the time of writing the Draft Environmental Assessment / Impact Statement, the Peatlands cumulative effects assessment information was not available to summarize. The full Peatlands Technical Support Document can be found in **Appendix I**. A summary will be provided in the Final Environmental Assessment / Impact Statement.

5. Atmospheric Environment

10.4.6.1 Air Quality

At the time of writing the Draft Environmental Assessment / Impact Statement, the Air Quality effects assessment information was not available to summarize. The full Atmospheric Environment Technical Support Document can be found in **Appendix S**. A summary will be provided in the Final Environmental Assessment / Impact Statement.

6. Cumulative Effects

A full cumulative effects consultation report will be developed for submission with the Final Environmental Assessment / Impact Statement, detailing activities conducted, and input received throughout all phases of the Assessment Process. **Section 11.8.1** summarizes feedback received on cumulative effects during Milestones 1, 2, and 3, as well as how this feedback has been or will be considered in the Cumulative Effects Assessment Report.

Maybe the general public document will contain more complete info? That is what is referred to as the “final” rather than “draft” document?

Hope you're well,

[Quoted text hidden]

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Subject: RE: Peatlands and Aboriginal/Treaty Rights and Interests

Sent: 2025-03-27, 1:09:15 PM

From: James Tegler [REDACTED]

To: MFFN CAR

Good Afternoon EAISINPUT,

I am just surprised that such a significant document as the draft EA/IS would be officially released in a form that is as you acknowledge, basically unfinished. What percentage of the documents have been translated? Is there a % of the Marten Falls population that is unilingual or are these untranslated documents unavailable to them? It reminds me of the original treaty process whereby the agreements were explained to the populace by proponents before they were signed by the indigenous.

James



Harrison, Callais <[REDACTED]>

Fwd: Join Us Today! Community Access Road Webinar on Community Well-Being

----- Forwarded Message -----

Subject:RE: Join Us Today! Community Access Road Webinar on Community Well-Being

Date:Tue, 13 May 2025 18:48:40 +0000

From:James Tegler <[REDACTED]>

To:MFFN Community Access Road Project Team <info@martenfallsaccessroad.ca>

Waciye Marten Falls,

I just got a chance to go through your email and the link took me to a page about stormwater management in Vaughn. Who knows how computers work sometimes.... I was interested in your session this Thursday May 15th on Ungulates.

Can you send me a link?

Meegwetch,

James Tegler BSc, RSE

[REDACTED]

[REDACTED]

[REDACTED]



Harrison, Callais <[REDACTED]>

RE: MFFN CAR Webinars

James Tegler <[REDACTED]>
To: "Harrison, Callais" <[REDACTED]>

Thu, May 15, 2025 at 7:59 AM

Meegwetch Callais!

[Quoted text hidden]

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Harrison, Callais <[redacted]>

MFFN CAR: May, 2025 Project Updates

James Tegler <[redacted]> Fri, May 23, 2025 at 11:45 AM
 To: "Harrison, Callais" <[redacted]>
 Cc: Ryan Small <[redacted]>, Lawrence Martin <[redacted]>, Grand Chief Leo Friday <[redacted]>, DGC Amos Wesley <[redacted]>, DGC Natasha Martin <[redacted]>, Vern Cheechoo <[redacted]>, Troy Woodhouse <[redacted]>, Jodi Miles <[redacted]>, Kyla Zielbauer <[redacted]>, "Dey, Michelle (MINES)" <[redacted]>

Good Morning Callais,

The gathering on May 29th is of interest to me. I note that “The first hour is dedicated to Indigenous Community members only” on the notice. Would I be eligible to attend that as I am representing the Mushkegowuk communities?

James Tegler BSc, RSE

[redacted]
 [redacted]
 [redacted]



[Quoted text hidden]

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Subject: MFFN-CAR Draft EA/IS

Sent: 2025-05-26, 4:34:14 PM

From: James Tegler [REDACTED]

To: MFFN CAR

Comment Legend

Page numbers Document/PDF

Text from the Draft EA/IS Marten Falls First Nation Community Access Road Document

Comments from Mushkegowuk Council Environmental Coordinator Review

Page ii

the main use of the Community Access Road will be for Marten Falls First Nation, the Province also wants it to be used for potential future mineral exploration

To assert that the main reason for this road of the Community Access Road will be for Marten Falls is concerning. The province/federal governments are paying for this road with the clear rationale that the taxes from future mines will lead to the cost being returned. The cost of this road to Marten Falls is well in excess of \$2,500,000 per resident.

Is hiring of a road construction crew to be prioritized for locals/indigenous? How?

Page viii

ES 7. Our Road

The Community Access Road will consist of a new all-season multi-purpose road from Painter Lake Road to Marten Falls. Options for road ownership, operation and maintenance activities, and liability are being considered in discussion with the Province.

It is unacceptable at this juncture to be unsure of this. All aspects of the environmental assessment are influenced by these potentialities.

Page 10

While the main use of the Community Access Road will be for our Community, the road will also be used for potential future mineral exploration

This road is part of a very large effort to establish mines in the Ring of Fire. The companies of Juno and Wyloo have spent millions of dollars and have frequently spoken of future plans. The government of Ontario has spoken at great length about plans for development in the area. Upgrades for handling mining truck use are to occur in a few months on roads from Aroland to the start of the MFFN_CAR. For the proponents to speak of this road as a "potential" mining road is very concerning.

Page 14/62

Mino-bimaadiziwin (living a good life) includes respecting and providing for all living beings

This report has often mentioned community concerns but not a concern for all living beings. Sufficient efforts have not been committed to in the construction of this road and in how it will eventually be used to Mino-bimaadiziwin

Page 39/87

Segment 1 - Ogoki Crossing Preferred Route

Statement 1

Alternative 1 was the chosen route. Document states that this route had

- Smaller footprint and shorter road length than the other options;
- Least disturbance to accessible habitats for Traditional Use Plants;
- Least loss of peatland area and least impacts to fewest peatland types;
- Least disturbance to significant landforms, soil, wildlife, wetlands, riparian ecosystems, upland ecosystems, birds, and caribou;
- Crosses over the least amount of area of coarse-grained and bedrock surficial materials;
- Least disturbed area of carbon sinks; and
- Least number of waterbody crossing locations.

Statement 2

This is contrary to engineering analysis that reported it was the least preferred alternative as it

- Fewer bedrock quarry opportunities – requires longer hauls, increases cost;
- Complex constructability – the majority of the route traverses poor substrates;
- High schedule implications:
- Road construction with poor substrates, terrain, and high cost to haul aggregates; and
- No means of access without significant upgrades to the Painter Lake Road section;
- High maintenance / operational costs due to poor ground terrain compared with other alternatives and gravel haul costs.

These two statements hard to make sense of... is it not simply that Alternative 1 is shorter but it traverses unsuitable terrain?

For the purposes of route selection, it was assumed that all upgrades to Anaconda Road and Painter Lake Road required to construct and operate Segment 1 will be completed in advance by others.

Who are these “others”?

Page 47/95

“ownership of the Community Access Road has yet to be made. It is currently unknown who will own, maintain and operate the Community Access Road”

The plan regarding ownership and road maintenance is an integral part of the approval process and needs to be determined before approval.

Page 67/115

Does the cumulative effect analysis consider the ~ 5kms of secondary roads that commonly result from building a primary access road into virgin territory?

Page 83/131

Were caribou crossings considered regarding road embankment slope? What long term mitigations will there be to safeguard caribou? Designated crossings? Road closures during times of caribou movement or extreme sensitivity(calving?) Truck convoys rather than 100s of individual vehicles? Reduced speed limits in certain areas? Minimizing of sightlines and travel corridors that favour predators?

Page 91/139

Consistency of units of water used would make this clearer rather than litres for per person/day and and cubic metres/day for a camp or construction. Many people do not understand how much a cubic meter of water is in reality.

Page 93/141

Waste/wastewater(black water) should be trucked to existing sewage/wastewater facilities with authorization/capacity rather than the construction and operation of onsite leaching beds

Once construction is complete, temporary infrastructure that is no longer needed will be removed and abandoned or decommissioned. Sand and gravel pits, including temporary access roads leading to the pits, will be decommissioned by backfilling, levelling, compacting, and redistributing soils to encourage natural revegetation.

Upon decommissioning pits and quarries will there be guaranteed rehabilitation by establishment and maintenance in support of recovery? Monitoring?

Page 94/142

Peak traffic on the road being estimated as in year 2046 is perplexing. Will this not be ≤ 12 years after the mines begin operating? Are not the mining activities expected to go on for 50-100 years? This “peak” traffic will then consist of a truck on the road every 2 minutes – correct?



Subject: Comments on Draft EA/IS for MFFN-CAR
Sent: 2025-05-27, 3:56:06 PM
From: James Tegler<[REDACTED]>
To: Marten Falls First Nation Community Access Road

Comment Legend
[Page numbers Document/PDF](#)
Text from the Draft EA/IS Marten Falls First Nation Community Access Road Document
[Comments from Mushkegowuk Council Environmental Coordinator Review](#)

Page 121/170

Only half of the road water crossings were assessed for fish habitat and half of fish communities were sampled (if fish are found likely to be due to the habitat assessment?) “The complete description of fish and fish habitat existing conditions is documented in the Fish and Fish Habitat Technical Support Document (**Appendix G**).”

The work on the ground for this 180km road section consisted of less than a total of 6 weeks for the entire period. This does not seem like sufficient work accounting for the fluctuations in the environment to calculate the effects of the road with any certainty.

Page 124/172

The waterbodies that are to be crossed by the road number around 50. The upgrades to the nearby Gull Bay Road (the other side of Lake Nipigon) plans for installation of 43 culverts. This road is only 10 kilometers long. Why are there so few culverts on the 180km approved route? Will this not be a concern for animals wanting to travel accessing mating sites, foraging, migrating or perhaps snakes seeking their hibernaculum? Can the road edge not be constructed to guide animals to culverts under the road at known paths to prevent them being crushed by vehicles on the road?

Page 126/174

Beaver dams at 10% of water crossings.

Are there plans for installation of plug resistant culverts to prevent beavers flooding/damaging the road at places that are problematic from an engineering standpoint?

Page 126/174

Will simple rest/camping areas be set up at crossing points with rivers considered regarding them likely becoming camping/fishing locations?

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Senior Environmental Coordinator
Lands and Resources Department
Mushkegowuk Council



Subject: Comments for Draft EA/IS for MFFN-CAR
Sent: 2025-06-02, 4:36:38 PM
From: James Tegler<[REDACTED]>
To: Marten Falls First Nation Community Access Road

Legend

Page numbers Document/PDF

Text from the Draft EA/IS Marten Falls First Nation Community Access Road Document

Comments from Mushkegowuk Council Environmental Coordinator Review

Page 153/201

Many comments that the road need have wildlife crossings

Will the proponents commit to creating crossings for fish + wildlife to continue to transit over or under where the road is to be created with fences to guide + protect them from traffic fatalities? These might be caribou/moose/wolverines/rabbits/marten/frogs/snakes/turtles or any number of other species. Bridges can be created over the road or underneath where the road crosses depressions in the land. Tunnels for amphibians, reptiles or smaller mammals could save species from extinction.

Page 202/250

8.2.4.9 Invasive Plant Species

No invasive plant species were identified during field investigations. It should be noted that absence of invasive plant species in ground inspection sites does not imply that invasive plant species are absent from the entire existing conditions Construction Disturbance Area, existing conditions Local Study Area, or existing conditions Regional Study Area; however, existing conditions indicate negligible to low invasive plant species presence.

8.2.5 Wildlife

From June to September 2019, 21 remote cameras were set up, and from June 2021 to June 2023, 30 more cameras were added. These cameras recorded for a total of **22,841** days.

How were these #s arrived at? Cameras failed some days to record?

(120 days x 21 cameras = 2,520) +(730 days x 51 cameras = 37,230) totalling **39,750** camera days

What is the size of the territory of Marten Falls First Nation and what % of a species habitat does the road area represent? If habitat is avoided by caribou 5kms from the road wouldn't that represent a area almost 20% of Marten Falls territory that will now be little used by caribou?

Page 212/260

Why does so much of the road's northern 2/3s seem to be in prime beaver habitat? Is this just some artefact that has resulted from the nature of the study?

Page 213/261

It is unclear whether sightings were from field observations or camera shots. Are they the same?

Page 216/264

We don't know much about where many pollinators live in the north because there hasn't been much research. However, there are plenty of plants for pollinators to feed on throughout the study area. Foraging habitat is not considered a limiting factor for pollinating insects in the existing conditions Local Study Area and Regional Study Area.

Pollinators a frequently quite specific as to their diet. It isn't sufficient to say that there are plenty of plants for pollinators to feed on. Invasive species are likely going to come into this area as they have in many other areas and the species that rely on a plant that is extirpated due to being outcompeted by the invasive will suffer. This has certainly happened where the invasive Phragmites or the ornamental lupine commonly sold at garden centers, that can breed with native lupine such that the resulting hybrid plants are not suitable for Karner Blue Butterflies now extirpated in Ontario.

233/281

The highest number of common yellowthroats was in the Local Study Area, with 0.33 individuals per plot during point count surveys.

What size were plots?

238/286

• **Evening grosbeak:** listed as a Special Concern species under both the *Species at Risk Act* and the *Endangered Species Act*. These birds usually live in mixed and young forests. They were not found during field studies for the Community Access Road, so they might not live in the Project study areas. Evening grosbeaks don't migrate. They mainly eat insects, so the global decline in insects could reduce their food supply.

Evening grosbeaks primarily eat seeds, berries and tree buds. Where was this information sourced from?

Page 242/290

We assume that eastern migratory caribou will face the same effects as boreal caribou when they are in the ungulates study areas.

These animals have very different life habits and the effects cannot be assumed to be the same.

Page 246/294

What compensatory new habitat, habitat improvements or increase in survival rate can be offered for habitat lost via road construction/use?

Page 247/295

"They spent less time in the southern parts, where there were more human activities like forestry. Caribou preferred areas far from communities and buildings, which matches other findings in Northern Ontario (Berglund et al. 2014, Poley et al. 2014)."

"The southern part of the caribou Regional Study Area is less suitable for caribou because there are more human activities"

This road must be of great concern as it will also increase human activities and result in this not being a preferred area for caribou.

Page 251/299

"Caribou react differently to disturbances like roads and trails, often showing little to no reaction, especially in areas with fewer disturbances. This behaviour is consistent with other studies in the region"

This statement does not equate with statements on Page 247/295

Page 251/299

Caribou appear to travel through the northern, northeastern, and central portions of the caribou existing conditions Regional Study Area to reaching their calving and winter ranges, indicating good connectivity in these regions. However, we don't have enough data on caribou in the southern part to understand connectivity there. Ministry of Natural Resources and Forestry has noted that many human-made disturbances and linear features in the Nipigon and Pagwachuan ranges may have reduced connectivity and movement in these areas (Ministry of Natural Resources and Forestry, 2014a, 2014b). Overall, there are few disruptions from human activities in the study area and in the Missisa and Ozhiski caribou ranges in the northern part of the caribou existing conditions Regional Study Area. Currently, caribou survival and reproduction don't seem to be limited by connectivity issues in the caribou existing conditions Local Study Area and northern portion of the caribou existing conditions Regional Study Area. **Table 8-41** outlines the start and end dates that collared caribou traveled within pre-calving and fall travel corridors

Would not the construction of a road reduced this habitat connectivity to like the more southerly regions where there are more human disturbances?

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Lands and Resources Department
Mushkegowuk Council



Subject: Comments for the MFFN-CAR
Sent: 2025-06-05, 4:44:13 PM
From: James Tegler [REDACTED]
To: Marten Falls First Nation Community Access Road

Page 253/301

Wolves are the main threat to caribou, but black bears and occasionally polar bears also hunt them.

Polar bears do not hunt caribou in Marten Falls area. Wolves and caribou have coexisted for untold millennia. Recent extinction threats are the result of human related environmental changes, like roads. I am not saying this as a statement against the building of the road but rather to clarify.

Moose occur across Canada in a wide variety of habitats and is an important harvest animal for Indigenous communities. Moose are not at risk and not federally or provincially listed (Government of Ontario 2023a, Government of Canada 2023). Moose are managed in Ontario within Cervid Ecological Zones and at the scale of wildlife management units.

<https://www.cbc.ca/news/canada/thunder-bay/moose-population-drops-thunder-bay-1.7542243#:~:text=The%20moose%20population%20has%20declined,with%20GPS%20on%20the%20animals>.

Both traditional ecological knowledge and Western scientific studies agree that climate change, diseases and parasites are the key drivers of the dwindling moose populations. Moose have been extirpated in many parts of Canada as have been many large mammals that are found in the Marten Falls area. Moose are so rare in some parts of Turtle Island that in order to hunt a moose the hunter must enter a special draw. This entry can win a hunting tag but can only be entered (win or lose) once in the hunter’s lifetime.

Page 257/305

Hunting is managed through a tag system

For MFFN members?

Page 302/350

Water erosion risk was not calculated for organic soils which make up the majority of the road bed. Why? What about erosion from melting permafrost?

Page 304/356

“Areas of organic soils have not been rated but would likely be at a high risk for compaction.” The majority (60%) of the roadbed is organic. Settling must be a huge consideration.

Page 325/373

8.3.6.4 Post-Contact Historical Context

No mention of colonisation’s well documented history of induced violence, introduced racism + religious prejudice, residential schools or the introduction of diseases that killed millions of the indigenous

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Subject: Comments for the MFFN-CAR
Sent: 2025-06-13, 4:36:17 PM
From: James Tegler <[REDACTED]>
To: Marten Falls First Nation Community Access Road

Page 332/380

Most analyses of colonial contact across Turtle Island refer to the introduction of devastating diseases introduced and the resulting deaths of many if not most of the population.

Page 360/408 + 362/410

In light of the latter statements in the document Winter road sees on “average daily traffic of 9.5 vehicles” and “existing traffic on the winter road is estimated to generate approximately 21.1 tonnes of carbon dioxide equivalent” annually

“the existing land uses in the area emit about 1,646 tonnes of carbon annually”

The proposed road traffic in 2036 would yield ~ 1,554.7 tonnes of carbon annually? Likely significantly more as it would consist of more heavy trucks and their exhaust contains ~ 4X the carbon than a light truck/SUV. Is there an overall calculation of the road’s change as far as carbon produced? I am thinking of a balance of carbon release now versus after a road is built? Some analysis of factors like there being less airplane travel but more vehicle use, no diesel generation of electricity versus the carbon used in road or transmission line construction and the switch from the carbon capturing in the existing muskeg (occurring through plant growth) versus the carbon release that will result from the dead sphagnum’s digestion/release into the environment or the environmental changes brought about?

Page 368/416

Are there plans to compensate the trapline holders where the road will depopulate or otherwise make areas unusable?

Page 377/425

“45 waterbody crossings along the Preferred Route will have permanent waterbody crossing structures installed, including 13 culverts, 22 clear-span bridges, and 10 multi-span bridges.” What about culverts for drainage/species transit/migration as these will be an average of 4kms apart? Nearby roads have culverts ~ 400 metres apart. Will there be fencing to guide wildlife to safe crossing points over/under the road?

Page 384/432

Diversions of waterways involving less than 20% of the drainage area have been documented to produce measurable changes in biota. Timing and the nature of such changes also has considerable effect. Consider the changes brought about by the change in timing of water outflow on eiders by the Great Whale Project due to the altered salinity patterns in Washaybayoh from the lack of a spring freshet after the dam construction. There will be unforeseeable effects.

Page 385/433

Negligible - “no changes to aquatic life or potable sources of water are anticipated”

Low - “anticipated to remain protective of aquatic life and potable sources of water”

Medium - “anticipated to remain protective of aquatic life and potable sources of water”

High - “could potentially impair aquatic life or potable sources of water”

Do the latter parameters not seem skewed towards the low end seeing as only one of 4 terms describes events being of concern?

Page 389/437

Oversized bridges/culverts and more numerous culverts than deemed by engineers are needed for wildlife. These would be installed to facilitate animal movement without necessitating road crossing

“Waterbody crossing design and construction will maintain the characteristic channel width, depths, slopes, and substrate in the event that a channel realignment is required, noting that: Channel realignments and / or infillings will be avoided through Project planning and design to the extent practicable.

Channel realignments and / or infilling will only be undertaken in locations where specific conditions are met and / or where required for safety and security purposes; and if required.

A realignment would avoid the use of a Fisheries and Oceans Canada code of practice (required approval by Fisheries and Oceans Canada), with the plan and mitigations requiring reviewed by Ministry of Natural Resources through permitting the water crossing.”

As this would affect fish habitat DFO should be involved in plan review as well as MNRF.

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Subject: Comments for the MFFN-CAR
Sent: 2025-06-18, 4:31:51 PM
From: James Tegler<[REDACTED]>
To: Marten Falls First Nation Community Access Road

Page 362/410

Wetlands in the area are mostly peatlands, which were analyzed for their carbon sink capacities. Peatlands are carbon sources, emitting carbon during non-growing seasons. The area includes bogs, fens, and swamps, emitting 14 tonnes, 551 tonnes, and 1,080 tonnes of carbon annually, respectively.

To assert that peatlands are a carbon source is very bizarre and contrary to extensively researched information. There are many mentions of the importance of peatlands as carbon sinks and their importance as such. It should be considered that building this road will result in the death of the peatlands that presently exist there and those areas ceasing to sequester carbon from the atmosphere. The existing peat will also breakdown and the stored carbon released to the atmosphere in the decomposition.

Page 391/439

“Crashes with wildlife are a serious economic burden. For example, the Ontario Ministry of Transportation 2005 statistics state that roughly 6% of all motor vehicle collisions involve wildlife (www.mto.gov.on.ca/english/safety/wildlife.shtml), which corresponds to about 14,000 crashes per year in Ontario alone. With an estimated average vehicle-damage cost of about \$2,800 per crash (L-P Tardif & Associates 2003)” taken from [Traffic Injury Research Foundation](#)

These are reported accidents and do not represent the majority of deaths that are vertebrates killed (frogs, snakes, salamanders, birds, bats) or the numerous insects. Will you commit to modern road building techniques to preserve the lives of species living in the areas the road will travel? What will you do?

Page 392/440

Road construction and maintenance would certainly have an impact on water quality. Siltation rates would increase due to environmental change in disturbed and cleared areas. Inevitable accidents resulting in spills, and the required winter sanding would also have a significant effect.

Page 394/442

“the use of herbicide will be restricted around sensitive area (for example, wetlands)”

Huge sections of this road are muskeg and therefore sensitive.

Page 394/442

Will environmentally friendly vehicles be used? Quieter, lower emissions etc....

Page 399/447

Why are white suckers excluded from consideration? They certainly are a significant species ecologically and in terms of indigenous usage.

“valued components fish species (Lake Sturgeon, Northern Pike, Brook Trout, Walleye, Lake Whitefish, and Burbot)”

Page 399/447

The temporary water crossings installed during construction will all be removed and therefore road access will not be to a larger area than the designed road allows?

Does this include all infrastructure (culverts/bridges etc)? Wouldn't access roads block the natural drainage patterns and leaving culverts in facilitate an environment that is more pre-road construction state?

Page 417/465

“Waterbody Crossing: Where a channel allows for fish passage, design and install culverts in fish-bearing waterbodies to allow for fish passage to meet Ministry of Natural Resources Environmental Guidelines for Access Roads and Water Crossings (Ministry of Natural Resources and Forestry, 1990) and Fisheries and Oceans Canada's Standards and Code of Practices (DFO, 2024) and fish passage guidelines”

There are only ~ 70 channels that allow fish passage in 180 kilometres?

Page 419/467

The effects of blasting and the induced pressures on fish are known to be varied. https://www.adfg.alaska.gov/static/home/library/pdfs/habitat/blasting_report.pdf describes a limit of only 10psi/69Kpa before injuries were noted for salmonids. Some of the valued component species in this study area have no known data on blast tolerance and are listed species at risk. Guidelines established that blast induced pressures should not exceed 2.7psi/19 Kpa in spawning gravels when fish are present. The 100Kpa limit in your document seems too high and perhaps based on a lack of knowledge.

Page 420/468

The fact that the enhanced access that roads will provide to fishers and hence the increased fishing pressure is characterized in this document as “Not significant” is concerning. The negative effect on the fish populations through this increased fishing pressure, introduction of invasive species, pollution associated with recreation and habitat degradation is certain.

Page 421/469

Will environmentally friendly construction vehicles be used?

Page 431/479

All camp waste including wastewater need be removed and trucked to established municipal disposal facilities in Aroland or south of that location. This would have the benefit of encouraging conservation of water use.

Page 435/483

“Residual effects on aquatic biodiversity were also considered not significant.”

The very likely introduction of invasive aquatic species has been demonstrated to create permanent changes to the biota in many cases all over Ontario. This is significant. Look at waterways in developed parts of Ontario and you will see significant effects that cannot be managed. Many times in this document you speak of the potential changes. If you aren't sure of the changes to come, how can you suggest that the residual effects will not be significant?

Page 447/495

The ecological + magnitude contexts need also be established on the basis of an understanding of the likely happenings gained by experiences of similar projects in similar areas.

Page 454/502

Filters eventually clog. The technology that is called a floating road will not allow the flow of groundwater after it settles and accumulates debris.

Will decommissioning of former access roads to camps/quarries etc. not be a reversible condition if it is decided such by Marten Falls or is this decommissioning certain?

Page 455/503

- Ministry of Transportation Ontario Provincial Standard Specification 803 to avoid spreading invasive plant species.

The document Ontario Provincial Standard Specification 803 refers to Northern Ontario as any part of Ontario north of a line linking Waubaushene with Ottawa. I fear that this indicates the lack of true northern consideration being applied to much of this construction project

Page 471/519

“Context: Mitigations to limit the introduction and spread of invasive plants are well understood and the methods have been demonstrated to be effective.”

This is very questionable statement. Invasive species have frequently proved unstoppable and this road will be a corridor for invasives. The changing climate and increased mobility of species(due to human's) has resulted in numerous examples of the ecosystem re-balancing as Japanese Kudzu, rats, earthworms, spruce budworm, sparrows, zebra mussels, Eurasian milfoil, Phragmites sp, dandelions, wild pigs and other many other species have moved into many now accessible environments.

Page 497/545

- Follow best management practices and environmental approval conditions, permits, or authorizations issued for the Project, including those issued from Environment and Climate Change Canada, Ontario Ministry of Environment, Conservation and Parks, and Ontario Ministry of Natural Resources.

I think it bears consideration that huge numbers of species on the earth are declining in numbers, becoming extirpated or extinct while “best practices” are followed and clearly, we need to do better as existing “best practices” are not working.

Page 500/548

“Although beavers are primarily aquatic, movements on land may mean occasional road crossings and the risk of road mortality.” Will construction of travelways for furbearers/ungulates and other animals to traverse the road without threatening these animals lives be committed to? These techniques have been displayed in numerous other places worldwide and they are so much less costly if they are built into the road design.

Page 516/564

Based on density estimates and the amount of high to moderate suitability habitat in the effects assessment Regional Study Area there are estimated to be between 541 and 2,467 Canada warbler nesting territories in the effects assessment Regional Study Area at existing conditions, if high to moderate-quality habitat is fully.

The above statement isn't complete.

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Subject: Comments for the MFFN-CAR
Sent: 2025-06-19, 5:32:23 PM
From: James Tegler<[REDACTED]>
To: Marten Falls First Nation Community Access Road

Legend

Page numbers Document/PDF

Text from the Draft EA/IS Marten Falls First Nation Community Access Road Document

Comments from Mushkegowuk Council Environmental Coordinator Review

Page 637/685

The latter is a quote from the EA/IS regarding woodland caribou.

- Context: Caribou are a threatened species both federally and provincially. Federal and provincial range assessments indicate the caribou populations in the ranges encompassed by the caribou effects assessment Regional Study Area are self-sustaining but may be at intermediate risk; the two ranges where direct habitat loss will occur (Missisa and Nipigon) both have declining population trends. There is limited risk of vehicle-caribou collisions in the existing conditions. The linear density in the caribou effects assessment Regional Study Area in existing conditions is estimated to be 0.26 kilometres per square kilometre. This includes 29,993 kilometres of permanent linear features and 19,910 kilometres of non permanent linear features (for example, trails, cutlines and legacy forest harvest roads).

- Direction: Negative

- Magnitude: A moderate magnitude of change to survival and reproduction during Operation and Maintenance is predicted in the caribou effects assessment Regional Study Area, relative to existing conditions, because mitigation measures are less enforceable.

- Geographic Extent: Local

Duration / Reversibility: Long term / Irreversible

- Frequency: Continuous

This argues for intensive mitigation measures and yet there is no intensive solution proposed in the document. I propose ongoing studies to determine those places where road crossings would occur and construction of fences guiding animals to bridges to guide the caribou safely over/across the road. This technique has numerous examples of success for preservation of species. The consideration of effects such as the increase in linear features due to road construction and the assessment of those effects as insignificant seems to ignore the cumulative effect that this development has been shown to have repeatedly in other parts of Canada.

Page 657/705

The introduction of deer into this area via the travel corridor of open habitat is likely to be detrimental to moose due to parasites that can be carried by the deer but, are more impactful to the moose populations.

Page 667/715

Environmental mercury levels should be monitored in soils/waters at construction sites. Disturbance of soils (blasting, soil disturbance due to vehicle use, ditch construction etc) has been linked to an increase in bioavailable mercury.

Page 670/718

There is the potential for management concerns through an increased public access leading to the spread of invasive species, increased risk of **human-ignited wildlife** and increased pressure on timber and Traditional Use Plant harvest, however these risks are minor and manageable.

If humans are setting moose on fire – this is a significant threat!! Seriously, though.... Invasive species have been cataclysmic in areas very near this proposed development and to refer to this likelihood with descriptors like negligible or low in magnitude or risks are minor and manageable or not significant seems delusional based on examples elsewhere (deer in New Zealand, avian malaria in Hawaii, Burmese Pythons in the Everglades, feral pigs in Southern Ontario etc).

This predicted negative effect on wolverines(a species already at risk of extinction) demands the intensive mitigation measures to ensure the population does not collapse as forecast if bimaadiziwin does indeed form the backbone of this indigenous led project. Safe crossing points for wolverines and other large animals via tunnels/bridges? Seasonal road closures? Trucks/car convoys? Night or dusk/ dawn driving bans to allow for the crepuscular creatures to roam safely?

The mention of tunnels for allowing frogs/snakes(and I bet turtles, too) is excellent. Are these considered as part of the 70 water crossings of the road or will specially d=esigned crossing be placed at high travel areas?

As stated in the EA/IS the road is expected to be serious in its effects on an already declining species population. "the magnitude of the residual effect from linear barriers was assessed as high and determined to be significant"

"residual effects from the Community Access Road on caribou and caribou habitat are determined to have a **significant** influence on self-sustaining and ecologically effective caribou populations"

It is therefore imperative that all possible mitigating methods be considered for caribou. Are there thoughts of enclosures during calving season that serve to protect calves from predators during the animal's most vulnerable early days of life? These have been used with great success in other parts of North America and the world. What if this road where only open from 6am to 6pm and barrier gates were open and closed daily? Would this not be a low-cost mitigation of effects?

Is use of electric vehicles not feasible for any uses? Pick-up trucks? Inspection vehicles?

James Tegler BSc, RSE
Senior Environmental Coordinator
Lands and Resources Department
Mushkegowuk Council



Subject: RE: Comments on Draft EA/IS for MFFN-CAR

Sent: 2025-06-24, 1:13:03 PM

From: James Tegler <[REDACTED]>

To: MFFN CAR

Good afternoon MFFN CAR PT,

I still have comments to be submitted. Should I submit them on an ongoing basis or would you rather I wait and submit them as comments on the Final MFFN-CAR EA/IS ?

Legend

Page numbers Document/PDF

Text from the Draft EA/IS Marten Falls First Nation Community Access Road Document

Comments from Mushkegowuk Council Environmental Coordinator Review

Page 734/782

Will the “floating road” technique not result in the road area (~1800 Hectare) becoming a carbon source rather than a carbon sink? The vegetation that is crushed and now forming part of the road base must degrade and result in carbon release – correct? Is it not possible to mitigate production of greenhouse gases by offsetting? There must be many available projects that would be carbon negatives. Re-establishing muskeg in damaged habitats for example.

Page 746/794

- Further, from increased access, there could be increased fishing pressure on the waterways in proximity to the road which could also adversely impact species abundance. However, fish populations are expected to be self-sustaining and ecologically effective.

Animal and fish populations have been reduced worldwide from increased harvesting pressure. I cannot imagine how this scenario with prove different. Are the predicted decreased populations considered to be self-sustaining and ecologically effective ?

Page 745/793

- Overall moose health and population abundance is not expected to decrease as a result of habitat loss.
- Northern pike, brook trout, walleye, and lake whitefish / burbot populations may all experience effects in the local area, particularly during the construction phase from loss of habitat (bridge construction) and sedimentation effects. Overall long-term population abundance effects are not expected.

How can removal of a large portion of the organisms’ habitat, the likely introduction of invasive/competing species and the increase in harvesting not result in lowered abundance?

Page 747/795

“should any merchantable timber be removed for the Project, applicable compensation will be provided for the loss of those trees.”

This brings to mind what compensation is being offered for the loss of wildlife habitat and chance for humans(or other animals) to traverse this area without threat of vehicles? Will there be compensation for current tourism operators whose businesses are negatively impacted by the project via the loss of untrammled wilderness, less wildlife/fish?

Page 757/805

A road to Gull Bay in similar habitat nearby has 4.3 culverts per kilometre. Why does the road to MFFN seem to have so few(less that 1/10th of this #)?

Page 771/819

As mining corporation Juno <http://junocorp.com/assets/ring-of-fire> is the largest Stakeholder in the Ring of Fire it seems an oversight that is not considered here. Here is a link to [the presentation](#) to shareholders

Page 781/829

Why is the NRL + Rapid Lynx BB Project depicted differently on maps in Figure 10-2 + 10-3?

Page 782/830

Overall, the Valued Component fish populations are expected to remain to be self-sustaining and ecologically effective; therefore, the predicted cumulative effects on fish and fish habitat are assessed as not significant.

This assessment on significant effects to fish populations seems to ignore the historical truth that the coming increases in fishing pressure combined with invasive species will be quite significant. Areas that were similarly pristine only a few decades ago are now seeing a great reduction in native fish numbers and new species appear.

Meegwetch,

James Tegler BSc, RSE
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Lands and Resources Department
Mushkegowuk Council



Subject: Final Comments on Draft EA/IS for MFFN-CAR
Sent: 2025-06-25, 10:16:52 AM
From: James Tegler<[REDACTED]>
To: MFFN CAR

Legend

Page numbers Document/PDF

Text from the Draft EA/IS Marten Falls First Nation Community Access Road Document

Comments from Mushkegowuk Council Environmental Coordinator Review

A few decades past the environment was gravely threatened by another mining related pollution. This acid rain caused the acidification of lakes 1,000+ kilometres away. The long range transport of pollutants in the analysis of potential cumulative effects needs to be considered. Similarly heavy metals in dust can be transported long distances. One example of this would be the global increase in mercury from distant sources due to aerial transport of mercury containing dust brought onto the land by precipitation.

Page 863/911

Why is the time of draft EA/IS consultation listed as Jan-April when it is Feb-June?

Page 900/948

A full cumulative effects consultation report will be developed for submission with the Final Environmental Assessment / Impact Statement detailing activities conducted, and input received, through all phases of the Assessment Process.

Does this mean that we will have no chance to comment on this report on what we said?

Page 905/953

• The surface water quality assessment identified that mercury levels at the Little Current River and Ogoki River stations were likely elevated due to natural background conditions (Surface Water Technical Support Document). It is generally acknowledged that the great proportion of mercury presently in the environment is anthropogenic. The last ~500 years having seen a 3-8x increase in mercury. Is this the condition that you consider the "natural background" state?

Page 935/983

Safety demands a wilderness road like the MFFN-CAR have SOS phones at frequent intervals for weather/wildlife/accidents or just mechanical breakdowns.

Traffic management plans need to be concerned with vehicle types. 300 2-ton cars is nothing compared to 300 50-ton trucks. Considering just vehicle numbers seems very approximate.

Will truck transport be convoyed and the 50 ton trucks be preceded by an escort vehicle with a driver and spotter? This would greatly reduce animal disturbances and deaths.

Page 942/990

[REDACTED]

The first time building a road was mentioned one elder said to build it on hard ground, "not in the muskeg as it will be difficult to maintain it." – Rosie Achneepineskum

Segment 3 saw the much shorter Alternative 4 chosen over alternative 1 even though it consisted of muskeg terrain versus the longer route on the hard ground of the esker.

Extensive mitigation measures need to be adopted if the at risk caribou are to be saved. Animal bridges? Road closures during calving months, fences at dangerous road sections, predator free enclosures for calving, a moratorium on other developments in habitat etc...

"The main purpose for the Community Access Road is to provide opportunities to future generations of Marten Falls First Nation and to make the Community sustainable."

This road will cost ~ \$2,500,000+ for each resident of Marten Falls. It is being constructed to gain access to potentially valuable and necessary minerals. To suggest another "main purpose" seems very untrue. I understand this is the resident's perspective, but it is not the funder's reality and they are paying for the road. Be very careful of the bargain being made.

Who will choose contaminants of concern for groundwater measurements?

- If clearing or grubbing are required during the wolverine denning period (February 1 to May 1) in habitat suitable for wolverine denning, surveys for the presence of wolverine dens will be conducted prior to clearing. Surveys will be conducted from helicopters or drones. The survey extent will include all potentially suitable denning habitat within 4 kilometres of the disturbance. The methods of the surveys will be determined in consultation with the Ministry of Environment, Conservation and Parks Species at Risk Branch

What chance is there of seeing a wolverine den with a helicopter/drone??

14.3.3.1 Aboriginal and / or Treaty Rights and Interests

At the time of writing the Draft Environmental Assessment / Impact Statement this information was not available to summarize. Please refer to **Section 8.3.4** for further information. A summary will be provided in the Final Environmental Assessment / Impact Statement.

The Draft of the EA/IS for this project is released 60 days early for Indigenous groups out of respect but this section was missing during the 60 days extra given for indigenous comment?

Offsetting plans have previously proven impossible when disturbances have occurred in areas that are pristine. Proponents must be planning on going far afield to improve and thereby create habitat like that destroyed during the construction. In particular in need be recognized that these habitats represent the only ones of their kind left and "offsetting" is not an option.

General Comments for All pages

Terms occurring frequently often do not specify a clear commitment

- to the extent feasible
- where possible
- where feasible
- will be avoided
- to the extent practical
- as quickly as possible
- minimize potential for changes
- do not represent a substantial management concern
- assessed negligible in magnitude
- a manageable level
- modified or enhanced as necessary through adaptive management
- will be considered when planning

All the mitigation techniques described in your plans are being carried out and yet, worldwide species are disappearing at a biologically alarming rate. Why are we allowing a project planning this approved approach to do the same?

Total road cost now conservatively ~ \$2B means \$1.5M/person to Webequie Popn 800 and \$2.5M/person to Marten Falls Popn 323

Commitment need be made to reduce vehicle conflict beyond signage, beveling road banks and clearing snowbanks to facilitate animal crossings. If the proponents are serious about continuing to have healthy populations of wildlife the road's negative effects need be mitigated as much as possible. That means dedicated animal crossings both as bridges for ungulates and other furbearers and tunnels for reptiles and amphibians. These need facilitate movement both normally and for times of migration. Similarly install oversize clear span bridges that allow passage of wildlife travelling along creeks to travel without crossing the road itself. In the U.S. there are 1,000,000+ wildlife vehicle collisions annually and many more animal deaths that are unnoted. A collision with a moose costs an estimated \$40,000. It is economically sensible for MFFN residents to reduce this likelihood by incorporating advanced design into road construction.

Roads are the biggest source of human-caused wildlife death in Canada's national parks. <https://parks.canada.ca/nature/science/especies-species/routes-roads>

What % of caribou habitat will be lost via road construction of the total land area in the MFFN territory? ~ 20% ?

Marten Falls residents speak of the importance of mino-bimaadiziwin – live a good life- Are they willing to devote a portion of the road's cost to contribute to it's not negatively effecting numerous species? What relative importance does the natural world have in our pursuit of improving the human world?

Seems comments are treated differently in documents depending on whether comments support or question the project. Comments supporting the project are sometimes directly quoted + ascribed. Questioning comments are addressed and only ascribed generally.

Aerial transport of pollutants near the road will certainly be a factor.

One fiction that needs to be addressed is the concept that the MFFN-CAR is a community project. This road would not be constructed if it did not lead to rich minerals and to maintain otherwise seems a willful blindness and it is a concern that I am being asked to comment on this being the truth.

Road Risks

- Invasive species will be introduced
- Animals will be struck in collisions
- Habitat loss for numerous species
- Increase in access for harvesters therefore increased harvest pressure
- Road pollution(garbage, exhaust, spills)
- Migration/movement disruption for caribou
- Will the road be closed for environmental benefit sometimes? Nights? Calving times? Migrations? How would this be done?

Any examples of communities that have gone through a similar winter road to awr changes??

Invasive(foreign) aquatic + terrestrial weed species, rats/mice, phragmites, zebra + quagga mussels will come into this area. Species will also extend their ranges such as deer, racoons, skunks, plants adapted to waste spaces and full sunshine along roadway.

Seeing as Bill 5 is now passed. What will you do if the MFFN-CAR is declared a Special Economic Zone? What would change for this road?

James Tegler BSc, RSE
Senior Environmental Coordinator
Lands and Resources Department
Mushkegowuk Council





Harrison, Callais <[redacted]>

MFFN CAR: June, 2025 Project Updates

James Tegler <[redacted]> Thu, Jun 26, 2025 at 1:17 PM
 To: "Harrison, Callais" <[redacted]>
 Cc: Ryan Small <[redacted]>, Lawrence Martin <[redacted]>, Grand Chief Leo Friday <[redacted]>, DGC Amos Wesley <[redacted]>, DGC Natasha Martin <[redacted]>, Vern Cheechoo <[redacted]>, Troy Woodhouse <[redacted]>, Jodi Miles <[redacted]>

Good Afternoon Callais,

I hope my comments that I slipped in the last couple of days for the EA/IS will be considered.

Be interesting to see your Fall release of the Draft Record of Consultation and Engagement for Indigenous communities and councils. Will it regard all the Indigenous consultation or is that just the 22 communities? Won't some of the more draconian mandates of Bill 5 have huge impacts here?

One last query – When the final is finally submitted late 2026 is there an additional 27days(or something) for comment on that document?

Hope you are well,

James Tegler BSc, RSE

[redacted]
 [redacted]
 [redacted]



[Quoted text hidden]

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Harrison, Callais <[redacted]>

MFFN CAR: August, 2025 Project Updates

James Tegler <[redacted]> Tue, Aug 26, 2025 at 2:27 PM
 To: "Harrison, Callais" <[redacted]>
 Cc: Ryan Small <[redacted]>, Lawrence Martin <[redacted]>, Grand Chief Leo Friday <[redacted]>, DGC Amos Wesley <[redacted]>, DGC Natasha Martin <[redacted]>, Vern Cheechoo <[redacted]>, Troy Woodhouse <[redacted]>, Jodi Miles <[redacted]>

Hi Callais,

I recall watching this video a couple of months ago. I remember at the time thinking that the examples seemed a tad disconnected from the current happenings. The video compares temporal/spatial overlap picnicking and camping occurring at the same time/place or as likely to occur. Seeing as we are discussing road construction, mining, increased hunting/fishing and likely future logging and similar resource extraction projects the examples seemed a tad strange.

Don't you find the examples odd?

The legislative tumult and the strong statements from major players for these projects make me interested to see what the future holds.

Hope you're well,

[Quoted text hidden]

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Harrison, Callais <[redacted]>

MFFN CAR: August, 2025 Project Updates

James Tegler <[redacted]> Fri, Aug 29, 2025 at 11:42 AM
 To: "Harrison, Callais" <[redacted]>
 Cc: Ryan Small <[redacted]>, Lawrence Martin <[redacted]>, Grand Chief Leo Friday <[redacted]>, DGC Amos Wesley <[redacted]>, DGC Natasha Martin <[redacted]>, Vern Cheechoo <[redacted]>, Troy Woodhouse <[redacted]>, Jodi Miles <[redacted]>

Good Afternoon Callais,

I understood submitting comments on the Draft EA/IS was only until the 22nd of June and would wait to see how those comments are reflected in the Final version of the document that is likely to come out next spring. The design of the road being in a draft state and no road like this ever having been built in this exact terrain and at this length combines with the uncertain legislative environment to make me concerned. I am concerned with the certainty with which many statements are made. I can't imagine the very smart engineers or other professionals can themselves have much faith that the actions they are describing with be perpetuated in that exact manner. Firstly, is the sudden appearance of Bill 5 and then Bill C-5. The promised Special Economic Zones and other parts of these "laws" are huge shifts in policy that have resulted in law suits being started by the very proponents of these very projects.

I would like to hear you address these issues in a more forthright manner.

James Tegler BSc, RSE

Senior Environmental Coordinator

[redacted]

[redacted]

[redacted]

[Quoted text hidden]

B29.3 Community Specific Meeting Materials



MARTEN FALLS FIRST NATION ALL SEASON COMMUNITY ACCESS ROAD

Project Name: Marten Falls First Nation (MFFN) All Season Community Access Road (CAR)

Date of Meeting: February 25, 2025
Time: 1:00-2:00 pm EST

Project #: [REDACTED]

Attendees: Ivan Iserhoff, Mushkegowuk Tribal Council MDA
Eddie Sutherland, Kashechewan First Nation Community Engagement Coordinator
Qasim Saddique, MFFN CAR Project Team
Jennifer Bruin, MFFN CAR Project Team
Rowena Baxter, MFFN CAR Community Coordinator Advisor
Ingrid Trimble, MFFN CAR Project Consultant
Erin Greenaway, MFFN CAR Project Consultant
Gabbie Ratajczak, MFFN CAR Project Consultant

Location: Timmins, Three Road Projects Gathering and Expo

Prepared By: Gabbie Ratajczak (MFFN CAR Project Consultant)

Absent: N/A

Regarding: MFFN CAR Breakout Session at Three Road Projects Gathering and Expo

Notes of Meeting

Meeting Summary

The MFFN CAR Project Team (the Project Team) and representatives of Kashechewan First Nation and Mushkegowuk Tribal Council privately met to discuss the CAR and the Draft Environmental Assessment / Impact Statement (EA / IS) during the Three Road Projects Gathering and Expo.

Summary of Meeting Action Items

- N/A





MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

Item #	Topic / Theme	Comments / Questions	Response / Action Items
1	Aboriginal and/or Treaty Rights and Interests	<ul style="list-style-type: none"> Mushkegowuk Council explained that whatever happens with the Ring of Fire, we must accommodate the mining companies that come after them. It's affecting Kashechewan First Nation and Fort Albany First Nations with the road. The provincial and federal governments are trying to work together, but the province doesn't consider the people on the land. Currently, this process is not Indigenous led. If we led the process we'd be further ahead than we are today. 	<ul style="list-style-type: none"> Thank you for your comment.
2	Human Health, Land and Resource Use	<ul style="list-style-type: none"> Mushkegowuk Council 's all about the land, and we still use the land today, such as cutting our own wood. When I moved to Timmins, the food I was eating changed and I was sick more often. I wasn't eating any more fish and geese, it all became processed food. We have riches on this land. Is it for the benefit of the people? 	<ul style="list-style-type: none"> Thank you for your comment.
3	Federal IA Process, Provincial EA Process	<ul style="list-style-type: none"> Are the federal and provincial processes different? 	<ul style="list-style-type: none"> The Project Team provided a brief explanation of the process differences and indicated that a single submission was prepared to comply with both regulatory requirements. The Project Team pointed to the hard copy of the Draft EA/IS and appendices which were available in the breakout room. The Project Team indicated that this met the requirements of both provincial and federal process.





MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

Item #	Topic / Theme	Comments / Questions	Response / Action Items
4	Indigenous Knowledge (IK)	<ul style="list-style-type: none"> Where and how does IK play a role? 	<ul style="list-style-type: none"> Both processes ask proponents to consider IK. Many major decisions were based on IK, such as the selection of the Preferred Route and river crossings.
5	Cumulative Effects	<ul style="list-style-type: none"> Did you study impacts to the Albany River and impacts of estuaries? Over time the gradual impacts will be different. 	<ul style="list-style-type: none"> Lakes and rivers, including the Albany were studied as part of the Draft EA / IS. Local and regional study areas were established to study the watersheds, both upstream and downstream of those areas. Each technical discipline studied cumulative effects, and it would be outlined in those reports.
6	Cumulative Effects	<ul style="list-style-type: none"> Along the Albany River, there are two migration routes for caribou. Kashechewan First Nation's concern is the estuary and the effects on spawning and breeding areas, migration routes and fish. Particularly coming from the impacts of mining in the area. 	<ul style="list-style-type: none"> Caribou, as well as fish spawning and breeding grounds were studied as part of the Draft EA / IS and individual reports were written for each, which also consider potential impacts from other activities like mining.
7	Groundwater, Surface water	<ul style="list-style-type: none"> How would you monitor the water quality if the mining wasn't 100% operational? Or during exploration? 	<ul style="list-style-type: none"> Wells were drilled and installed to monitor groundwater levels and collect existing conditions information. Some of these wells will not be reclaimed and will be used to continue monitoring groundwater quality. If changes in water quality are identified changes can be made to operations. This is also known as adaptive management. We will also be monitoring the water flow in peatlands during construction.





MARTEN FALLS FIRST NATION ALL SEASON COMMUNITY ACCESS ROAD

Item #	Topic / Theme	Comments / Questions	Response / Action Items
8	Land and Resource Use	<ul style="list-style-type: none">• Many Fort Albany First Nation and Kashechewan First Nation community members used to go down as far as MFFN. The rivers are our highways. What are they going to do when they are forced out?• They won't be able to use the land as they used to.	<ul style="list-style-type: none">• They will not be forced out, it is their traditional territory.• MFFN will not allow that. MFFN does not want that change and they have made that clear.

Any errors or omissions please contact Gabbie Ratajczak within 2 weeks of distribution. Finalized meeting minutes will be included in the public Record of Consultation.

