

Responses to Remote Outfitter Committee Comments on the Final EA/IS

Group Name	Comment ID from source	Comment Raised	Response	Internal ID
Remote Outfitter Committee	1	Within this region, there are approximately 152 outpost camps and lodges operated by 22 outfitters. We want to be clear: we are not opposed to road development. We recognize the importance of resource access in Canada, and we support the need for improved access for First Nations communities. However, we are concerned that without thoughtful planning, monitoring, and limitations on access, the remote tourism sector that was built on a unique Canadian fly-in wilderness experience, will be irreparably impacted. Our key concerns include: - Unrestricted road access will negatively impact fishing and hunting resources - The loss of fly-in-only access will erode the uniqueness and market appeal of our businesses - This could result in significant tourism revenue loss and potential business closures - A decline in outfitting will have downstream impacts on local economies, including accommodations, fuel services, grocery suppliers, maintenance providers, and air carriers - Increased access raises the risk of forest fires, with direct implications for safety and insurance costs - Limited emergency infrastructure in the region presents additional risk if public access increases significantly In addition to these concerns, we believe it is	As part of the Final EA/IS a Land and Resource Use Technical Support Document was prepared (Appendix U). It consists of an assessment of potential impacts of the Community Access Road on different valued components, including remote outfitters of which six were identified within 5 km of the Construction Disturbance Area. Appendix U also includes mitigation measures specific to remote outfitters, which are listed in Section 9. Notices have been sent to local outfitters who have camps in the vicinity of the Study Area on 3 separate occasions. Some informal meetings with outfitters who expressed interest have occurred. Comments and feedback received from these parties was incorporated into Appendix U to develop mitigation measures to reduce impact to these businesses. Ongoing engagement with local outfitters is expected to continue through the detail design and construction phases of the project. The Final EA/IS includes more information specific to remote outfitters: - Section 8.3.9.5 includes existing conditions information - Section 9.5.7.3.6 includes potential effects, mitigation/enhancement measures and predicted residual effects The comment referencing the Memorandum of	954

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		important to recognize the broader value of the tourism industry on the northern landscape. Remote tourism operators are long-term stewards of these areas, contributing to conservation, sustainable use, and economic stability in regions where few alternatives exist. We would also like to reference the existing Memorandum of Understanding between the tourism and resource sectors in Ontario. This agreement reflects a long-standing recognition that industries can coexist through careful planning, mutual respect, and coordinated land-use decisions. We believe it is important to reaffirm awareness of this framework and ensure its principles continue to guide decision-making.	Understanding between tourism and resource sectors in Ontario is directed at government agencies and outside the scope of the Community Access Road. We would therefore encourage you to direct these to the regulators, as they will be best positioned to address them.	
Remote Outfitter Committee	2	We respectfully request that ROC be formally engaged as a unified industry group in all ongoing and future discussions related to road access and development in the Ring of Fire region. Based on decades of experience, it is extremely challenging for individual operators to meaningfully participate in complex land-use and access planning processes. A coordinated, group-based approach ensures that input is informed, practical, and reflective of the broader industry, rather than fragmented or inconsistent. Given the long-term and irreversible nature of these decisions, it is critical that consultation be structured in a way that enables thoughtful,	We have added your contact information to our Project contact list to receive future updates on the Community Access Road. Please note that the Community Access Road is not related to development in the Ring of Fire Region. Consultation for the Community Access Road has been conducted in accordance with the Terms of Reference and the Tailored Impact Statement Guidelines and has been ongoing since 2019. Throughout the Assessment Process, several interested persons, including remote outfitters requested or participated in engagement activities related to the Community Access Road. These engagements	955

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		collective input. Once access is established, there is no opportunity to revisit or correct outcomes that may unintentionally undermine the viability of remote tourism. We believe that engaging ROC as a cohesive body will lead to more effective dialogue, better-balanced solutions, and outcomes that support both responsible development and the long-term sustainability of Northern Ontario's tourism sector.	were undertaken alongside broader public outreach activities described in Section 11.5 and provided opportunities to share Project information, respond to questions, and understand the interests of individuals and organizations with land and resource based connections. Details of consultation and engagement with interested persons are provided in Section 11.7.3 of the Final EA/IS. In addition to public engagement, individual outreach to remote outfitters was undertaken on October 1, 2024, January 15, 2025, and May 21, 2025, during which meetings were offered to discuss the Project and potential interests or concerns. Information related to remote outfitters is also documented in Appendix U: Land and Resource Use, in Section 5.1.5 (Existing Conditions) and Section 7.2.6 (Potential Effects), which describe the presence of remote outfitting activities and assess potential Project impacts. Marten Falls First Nation continues to have discussions with the Province regarding ownership and operations for the Community Access Road. These discussions are ongoing, and consultation and engagement related to these matters will be led by provincial and federal government agencies, with support	

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			from the owner/operator, where appropriate.	