



Marten Falls First Nation (MFFN) Community Access Road (CAR) Public Information Centre #4 (PIC #4) Summary Report December 7 and 8, 2022

This summary report has been prepared to provide a snapshot overview of the feedback captured at the PIC #4 in Thunder Bay and Geraldton on December 7 and 8, 2022.

Timing and Location

Best Western Plus Nor'Wester
Thunder Bay, Ontario
Hotel & Conference Centre
December 7, 2022
5:00 p.m. – 8:00 p.m.

Geraldton Community Centre
Geraldton, Ontario
December 8, 2022
4:00 p.m. – 7:00 p.m.

Introduction / Purpose

This was the second PIC held during the provincial Environmental Assessment (EA) / federal Impact Statement phase (PIC #4) of the Marten Falls First Nation (MFFN) All Season Community Access Road. PIC #4 was focused on the Effects Assessment Methods. The purpose of PIC #4 was to provide updates on:

- Background information and updates regarding the Community Access Road since the last PIC;
- Information related to the EA / Impact Assessment (IA) process;
- Information related to the Effects Assessment Methodology;
- How Route Alternatives will be assessed, recommended and a preferred route chosen;
- Indigenous Knowledge Program and Aboriginal and Treaty Rights and Interests;
- Consultation and engagement, including the Community Coordinator Program;
- Updates since Public Information Centre #3, including what we've heard and how feedback is being considered;
- Early Findings related to 2022 field studies and upcoming field studies;
- Ongoing and future consultation and engagement opportunities, including how materials (e.g., discussion guides) can be reviewed and how to share feedback; and

Next steps over the next six months, including the EA / IA schedule. Notices and Promotion

A formal notice and invitation to PIC #4 was published on the Project website (www.martenfallsaccessroad.ca/documents/#notices) on November 22, 2022 in English, Cree, French, Ojibway and Oji-Cree and distributed in print, online and on the radio via multiple outlets, as outlined below. Copies of the formal notice, in each language, are provided in **Appendix A**.





Print Advertisements (see Appendix B1)

- The Chronicle Journal: November 22, 2022
- Geraldton Times Star: November 23, 30 and December 7, 2022
- Thunder Bay Source: November 24 and December 1, 2022
- Hard copies posted at Spot On and Nicole's Variety in Geraldton: December, 2022

Online Advertisements (see Appendix B2)

- MFFN All Season Community Access Road Project Website (www.martenfallsaccessroad.ca/documents/#notices): November 22, 2022
- Greenstone Community Calendar: November 23, 2022
- Northern Ontario Business: November 21 - December 8, 2022
- Thunder Bay News Watch: November 23 - December 9, 2022
- Windspeaker: November 29 - December 9, 2022
- Wawatay News: November 25 - December 8, 2022

Radio Advertisements (see Appendix B3)

- Wawatay Radio: three times per day on November 29 and, December 1, 2, 5, 6, and 7, 2022
- CFNO Radio, 91-5 CKPR and Rock94 Radio: November 28 – December 9, 2022

Social Media Advertisements (see Appendix B4)

- Facebook (MFFN CAR Public Page): November 23, December 1, 5, 6, 7, 8, 2022
- Facebook (Greenstone Page): November 29, 2022
- Facebook (Page): December 1, 2022
- Facebook (Page): December 1, 2022
- Facebook (Page): December 1, 2022

The notice was also issued to the Project electronic mailing list on November 22, 2022. Reminders were also distributed to the electronic mailing list in the November 2022 E-Blast and a follow-up notice on December 7, 2022 (see **Appendix B5**).

Transportation

A complimentary shuttle service was offered to MFFN members for the December 7 PIC in Thunder Bay. Information on how to schedule the shuttle service was included in MFFN specific correspondence.

A shuttle service was also offered to Long Lake #58 First Nation and Ginoogaming First Nation for the December 8 PIC in Geraldton. Emails were sent to key contacts of each community to determine interest in the service.





Format and Attendance

PIC #4 was held in an open house format and featured a series of display boards and large printed maps illustrating the route alternatives and the local and regional study areas related to the field programs. MFFN Community Member Advisors, MFFN CAR Project Team members and MFFN CAR Project Consultants were available to guide attendees through the display boards and answer questions. Attendees were encouraged to review display boards and provide comments using the feedback forms, or by having one-on-one discussions with MFFN CAR Project Team members.

The following printed and online materials were made available to attendees:

- A hard copy of the presentation;
- Frequently Asked Questions;
- Feedback form;
- 2022 Field Study summaries;
- Winter Field Program Discussion Guide;
- Winter / Spring 2023 Field Notice; and
- Maps of: Route Alternatives, Aquatics Local and Regional Study Areas, Groundwater Drilling and Surface Water Sampling Sites, Terrestrial Local and Regional Study Areas, and Tourism Outfitters

All engagement materials shared at PIC #4 are included in **Appendix C**, maps are included in **Appendix D**.

Attendance

Approximately **30 individuals** attendees in Thunder Bay on December 7, 2022 and 16 attendees in Geraldton on December 8, 2022). attended PIC #4 (14 Attendees included Indigenous community members, provincial and federal agencies, members of the public / local residents, environmental groups and industry representatives. Groups included:

- Marten Falls First Nation;
- Ring of Fire Metals;
- Mining Claim Holders;
- Thunder Bay News Watch;
- Lakehead University students;
- LTL Environmental;
- Métis Nation of Ontario;
- Greenstone Council;
- Thunder Bay residents; and
- Geraldton residents.





Paul MacInnis and Lauri Cunningham from the Ministry of Energy, Northern Development and Mines were present at the events to provide a brief update and assist in answering questions from attendees.

Local Media

One journalist from Thunder Bay News Watch attended PIC #4 in Thunder Bay on December 7, 2022 and conducted an interview with Bob Baxter, MFFN Senior Community Member Advisor, and Qasim Saddique, MFFN Project Team member. The interview is available here:

<https://www.tbnewswatch.com/tbt-news-stories/video-planning-continues-for-marten-falls-road-access-6226946>

Highlights of Participant Feedback

Attendees were encouraged to share their feedback, concerns and pose questions throughout the meeting or provide them in writing using the available feedback form (see Appendix C). Key items of interest raised by the public are included below. Note that all questions are labeled with a 'Q', comments with a 'C' and answers with an 'A'. Questions were answered by MFFN Community Advisors and Project Team members. Four participants submitted a feedback form at the end of the meeting; other participants in attendance were directed to email future feedback to the Project email address.

Alternative Routes, Segments and Road Conditions

Q: How many water crossings will there be and by how much it would differ based on the route alternative selected?

A: One route has proposed approximately 60 water crossings, the other has 100.

Q: Has the route been selected yet and if not, when will it be selected?

A: The route has not yet been selected. The identification of the preferred route will be made in 2023.

Q: Will the road be constructed with gravel or pavement?

A: The road would be gravel, with dust mitigation measures in place.

Q: Why is the road not being built on the current winter road location?

A: Two routes that did utilize the current winter road location were considered, however, following community consultation, it was determined that a road going directly through the community was not preferred.

C: Preference for Alternative 4 (eastern option) was expressed at the section above Caviar Lake where Alternative 4 and 1 intersect, as it is the shortest route and runs by the river. It was also noted that the road would go over a sturgeon spawning site if the Alternative 4 (western option) was selected.

EA / IA Process

Q: When is the EA anticipated to be completed?





A: The final EA Report will be submitted in June 2025. It was noted that there is currently a request to extend the IA to February 2026.

C: The road is taking a long time; other roads have been built faster.

Field Studies

Q: Are there details about the wolverine field program and have wolverines been detected during the monitoring events?

A: Wolverines have been documented and there have been photographs taken of them. Fifty-four wolverine hair snag traps were deployed in February 2022. Bait was strung above the trap, and two remote cameras were set up at each station. The hair snags were revisited once a month in March, April and May 2022 to collect hair samples, replace bait and change the SD cards in the remote cameras. In June 2022, the stations were closed; bait was removed, and the trap arms (with clips) and cameras were retrieved. The main components of the traps were left on site for the second year of the program in winter 2023. Hair samples have been submitted to Trent University for DNA analysis and some of the samples that are found to be from wolverine will be submitted to Toronto Zoo for hormone analysis. The second year of this field program is scheduled from February to June 2023. Number of wolverines at hair snag stations: 12 in February / March; 14 in March / April; 17 in April / May; and 11 in May / June.

C: Wolverine tracks have been seen near groundwater site 16 on the KGS cutline and people in Round Lake catch wolverine with their traps frequently.

Q: Is there additional information about caribou, specifically caribou collaring, and whether the Project could provide data to inform their planning?

A: A fixed wing aircraft with crew flew transects (6,145 km) in the atik / caribou Local Study Area and identified locations where atik / caribou and mooz / moose signs were observed. An additional crew in a helicopter relocated previously collared atik / caribou and visited these sites to locate and count atik / caribou groups. In total, 476 high-certainty moose sites and 208 high-certainty caribou sites were identified on the transects. Nineteen collared cows that were in the study area were located using the VHF signal transmitted from their collars, as well as 18 other atik / caribou groups not associated with a collared animal.

C: Patience Lake has sturgeon and moose populations

Engagement

Q: Can feedback be submitted after the PIC?

A: Feedback is welcome anytime throughout the Project. Participants may direct comments to the Project email address at any time or fill out the feedback form available in-person and online.

C: A MFFN community member meeting in the spring that would be more like a festival than a meeting was suggested by team members.





Presentation, Meeting Materials and Logistics

C: A member of Marten Falls First Nation and Four Rivers Group noted that she joined PIC#4 because she was attending the Matawa / Four Rivers Environmental Gathering Meeting that took place at the same hotel.

C: The Project Team should provide a short presentation before the PIC event because it is difficult to understand the picture boards and everyone's role in the Project. It was suggested to offer an online presentation in advance of the in-person events.

A: The Project Team thanked the member for their feedback and will discuss ways to improve the presentation format for the next PIC.

Other

C: A community member noted they were happy that the Project was happening; but the Northern Road Link (NRL) was not a project she supported.

C: Studies have been completed and the data is owned by MFFN on both CAR and NRL; it is vital for the team to have early conversations with the NRL before NRL they start planning field studies.

Q: How is NRL and MFFN CAR linked? Will the MFFN CAR be affected by the NRL Terms of Reference decision coming up soon?

A: The MFFN CAR would not be affected by the NRL Terms of Reference decision as the MFFN CAR is a separate project from NRL and Webequie Supply Road. The MFFN CAR does not rely on the NRL Terms of Reference approval to be approved for construction.

Q: How will tourism operators be affected?

A: The Tourism Outfitter Map provides an overview of the tourism operators identified in the area.

Q: If this is a community-led Project, then where is the community?

A: There have been other meetings held directly with MFFN community members in advance of PIC #4, including one in-community in November 2022 and another in Thunder Bay on December 6, 2022. MFFN community members may have chosen to attend the community-specific meetings rather than the more general, public-focused PICs.

C: Community members are worried about the security of the road and noted that Terrier Lake has restricted access because it attaches to the winter road.

C: Participants expressed concern that the Ministry of Natural Resources will start harassing members hunting and fishing outside of the reserve causing them to lose their freedom.

C: A participant noted they are against the road and they believe that if the road goes through they should be compensated for the loss of freedom and land.





C: A participant wondered what would happen with the hydro corridor and if the road be a controlled access road.

C: Interest was expressed in receiving the Indigenous Knowledge collected at the end of the Project.

Q: Media asked about estimated costs of the road.

A: At the preliminary engineering stage, we don't have an estimated cost of the road at this point. The alternatives are very different and there is a lot of work to be done on the engineering side.

C: A lot of general and local contractors are expected to bid on the road and a lot of construction and general contractors have been watching the Project and determining if it will go ahead or not. There is interest expected from out of province contractors and their subcontractors as well (such as AECOM).

Maps

Participants were invited to view the MFFN Alternatives Routes and Segments map and share comments and feedback by providing information and updates directly on the maps provided.

Discussions centered around the following topics and have been included directly in the Project mapping due to sensitive information:

- Current projects occurring in the area such as the Rapid Lynx Broadband expansion project;
- Current developments or sensitive areas near the route alternatives that would require buffers;
- Provincial park areas and limits to aggregate zones;
- How the Community Based Land Use Plan can be impacted by mining claims and road direction restrictions;
- The paths of both routes in relation to each other and water systems;
- Sudden terrain changes along proposed routes;
- Aroland values involving Patience Lake;
- Actively used areas (e.g., for fishing, hunting, and community practices);
- Important wildlife areas (e.g. caribou calving area and sturgeon spawning area); and
- Tourism Outfitters in the area.

To view all maps see **Appendix D**.

Next Steps

The Project Team provided a six-month look-ahead to the attendees and advised that field studies, socio-economic studies, engagement with the MFFN members and other Indigenous communities, government agencies and interested persons would continue. The upcoming Aboriginal and Treaty Rights and Interests Workshop and webinar series for winter 2023 were highlighted. The team will issue a community-specific Progress Milestone Report to Indigenous communities and will be preparing for the next milestone: the Identification of Preferred Alternatives.

