

# Appendix **C**

## **Public and Other Interested Stakeholders - Supporting Documents**



## **C1 Meeting Summaries**



**C1.1 Public Information Centre #1: To  
Provide an Update on the Marten  
Falls Community Access Road  
Project – April 30 & May 1, 2019**





## Marten Falls Community Access Road Public Meetings – April 30 & May 1, 2019

### Overview of Consultation Activity: Summary Report

#### Timing & Location

**Open House Meeting # 1**  
**Thunder Bay**  
Victoria Inn  
Thunder Bay, Ontario  
April 30, 2019  
5pm – 8pm

**Open House Meeting #2**  
**Geraldton**  
Royal Canadian Legion  
Geraldton, Ontario  
May 1, 2019  
5pm – 8pm

*This Summary Report has been prepared to provide Marten Falls First Nation and other relevant parties with a snapshot overview of the feedback captured at the Open House meetings held on April 30 and May 1, 2019.*

#### **Introduction / Purpose**

The Open House public meetings provided an update on the Marten Falls Community Access Road (MFCAR) project, including a look at potential routes and outlining items to be presented in the Terms of Reference (ToR). The meetings were held as an open house format, and featured a series of 25 display boards. Participants were encouraged to review all of the display boards and provide comments using the materials and comment forms provided or by having one-on-one discussions with members of the Project Team. Subject Matter Experts from the Project Team were stationed alongside corresponding display board groups to help ensure all questions and comments were answered and captured accordingly.

Approximately **39 individuals** signed into the Public Meetings (**30 people** on April 30 and **9 people** on May 1, 2019). Attendees included Indigenous communities, provincial agencies, members of the public and industry representatives (including small business owners and union representatives).





## Highlights of Participant Feedback

### Thunder Bay Session

- Attendees asked about construction timelines and if the road project would extend to Ring of Fire?
  - Project Team discussed project timelines and indicated that this is an EA for the Community Access Road.
- Attendees provided general feedback with respect to road construction and potential routes. Noted how difficult it is to get materials in the winter months, heavy equipment not always available when you need it.
- Attendees talked about how the communities needs to benefit from any development that happens as a result of the road, forestry, tourism etc.
- Attendees expressed overall support for a community access road to Marten Falls but did note that environmental protection should also occur.
- MFFN Community Advisors spoke with the media (Wawatay News, Thunder Bay CTV) about the project discussing associated benefits and potential routes.

### Geraldton Session

- Councilor from Greenstone expressed support for the Project and hopes to see the corridor to be build wide enough to allow for other development.
  - Project team provided an update on the fiber optics program and other potential development in the region.
  - Greenstone requested a meeting with the Project team to learn more about the project
- One attendee expressed support for the Project and noted that they want to see Indigenous people being involved and benefiting because in the past they did not receive benefits from these types of projects.
- Attendees talked about how the communities needs to benefit from any development that happens as a result of the road, forestry, tourism etc.
- One attendee provided information on how best to advertise in Geraldton (tv station ticker, posted signs on legion door) and also noted concern regarding spraying of pesticides and herbicides along the corridor because of health and environment concerns.
- Attendees noted that holding the next session in Long Lac instead of Geraldton might be beneficial as likely to get a slightly different industry crowd there and Ginoogaming and Long Lac 58 are located nearby.

## Potential Action Items

- Meet with Municipality of Greenstone
  - Meeting took place on May 23, 2019. Project Team was invited to present at a future Council meeting.
- Consider holding next meeting in Long Lac
- Send follow up Project-related information to attendees who indicated interest in the sign-in sheet.





## Items for Additional Consideration (notes from Project Team)

- Some standard messaging related to what road standards the design will be based on and how long it will take to build the road. In the message to the question about how long it will take to construct the road, it should include consideration of how government funding can influence timelines (i.e. smaller annual funding blocks allowing only sections to be constructed versus having the full project construction fund which can influence timelines). Standard messaging around if the road will have controlled access or be open to the public?.





**C1.2 Geraldton Area Natural Resources  
Advisory Committee: Introductory  
Meeting to Discuss Project and EA  
Process – May 22, 2019**





## Marten Falls Community Access Road

Meeting with Geraldton Area Natural Resources Advisory Committee (GANRAC)

May 22, 2019

### Overview of Consultation Activity: Summary Report

#### Timing & Location

**Date:** May 22, 2019 (6:00 pm to 7:00 pm)

**Location:** Community Forest - Geraldton, Ontario

#### **Attendees:**

Geraldton Area Natural Resources Advisory  
Committee (GANRAC) Members  
Paul McInnis – ENDM, Indigenous Liaison

Bob Baxter - MFFN Community Member Advisor  
Don McKinnon – Consultation / EA Lead  
Adam Wright – Consultation / EA

*This Summary Report has been prepared to provide Marten Falls First Nation and other relevant parties with a snapshot overview of the feedback captured at the GANRAC meeting held on May 22, 2019.*

#### **Introduction / Purpose**

Bob Baxter introduced the presentation and indicated MFFN interest in the project. Presentation provided by the Project team followed by a Q&A session. After presentation, prior to Q&A, Bob provided more background, the requirements for the road, how communities and the general public could benefit from the new proposed road. Bob shared that the struggles faced by MFFN, a remote FN, is very similar to what Longlac, Geraldton and Nakina has faced through history with the ups and downs of the natural resource sector. He explained that by uniting together and helping one another it would make a stronger region, area and place where everyone youth will want to stay and grow their families.

Approximately **20 individuals** attended the meeting with the following representation: MNRF, General Public, Greenstone Metis, Bear Management & Baitfish, Trapping, Forest Industry, Management (Company reps, NEDAK reps, Pulp & Sawmill reps), Mining (Greenstone Gold), Fishing and Hunting Interest, Naturalist, Municipality of Greenstone, Crown Land Use Recreation, Remote Tourism, Chamber of Commerce, Road Access Tourism and Cottaging.





## Highlights of Participant Feedback

- GANRAC thanked MFFN for making the effort to come and talk directly to the group.
- GANRAC will be sharing its membership list with MFFN Project team (Adam, Dillon) so further discussions can occur one-on-one.
- GANRAC indicated they are supportive of the project, look forward to future updates and if they can assist moving forward the MFFN should reach out and they can assist as required.
- One-on-One feedback after, members mentioned how impressed they were with the presentations, impressed with all the work that has gone into the project already by Councillor Baxter and other MFFN members and that MFFN even considered reaching out to GANRAC since most projects rarely do.

## Questions Raised:

- Fishing/Hunting rep asked if the road would be open for the public within the context of being able to hunt and fish in the area or would the road be closed, similar to the Ogoki Forest Road that only allows use by First Nations (Hunting-Fishing) and industrial access
  - Dillon-MFFN asked that ENDM (Paul) assist with response. Paul indicated that currently there is an access control in place, under the Public Lands Act at Terrier Lake Road which limited access to the area beyond that point from early May to late October but the MNRF Forester present could provide more detail. Paul also noted that as part of the EA process and other discussion, items related to access control, ownership, road use were being discussed and considered and input from the public would be beneficial to the discussion.
- General Public Rep (retired MNRF Biologist) asked about the rail proposal, how that fits into the project and whether it is being considered.
  - Project Team indicated that as mentioned in the presentation, the EA is currently focused on the Community Access Road however MFFN is interested and doing studies on routing options that extend to the Ring of Fire.
  - ENDM (Paul) was then asked to provide a response. Paul indicated that to the best of his knowledge Ontario currently has not received any formal proposal for a proposed rail option. Indicated that different companies, organizations and groups can suggest different concepts/ideas but a proposal needs to be shared and/or provided.

## Potential Action Items

- Follow up with GANRAC to get membership contact list and
  - Add these contacts to the Project Contact list.
- Send follow up information as Project progresses. Determine potential for a future meeting as the EA progresses.



**C1.3 Public Information Centre #2: An  
Update on the Marten Falls  
Community Access Road Project –  
December 10 & 11, 2019**





**Marten Falls First Nation All Season Community Access Road  
Public Information Centre #2 Summary Report  
December 10 and 11, 2019**

**Timing and Location**

**Open House Meeting #2A**  
**Valhalla Inn Hotel**  
Thunder Bay, Ontario  
December 10, 2019  
5:00pm – 8:00pm

**Open House Meeting #2B**  
**Royal Canadian Legion**  
Longlac, Ontario  
December 11, 2019  
5:00pm – 8:00pm

*This summary report has been prepared to provide a snapshot overview the feedback captured at Public Information Centre #2 (PIC #2) held on December 10 and 11, 2019.*

**Introduction/ Purpose**

This was the second PIC in the Draft Terms of Reference (ToR) process for the MFFN All Season Community Access Road. The purpose of PIC #2 was to:

- Provide background information on the Community Access Road;
- Provide updates on the Community Access Road and activities that have taken place since PIC #1, and communicate feedback heard to-date and how they have been considered;
- Inform and update the public about the provincial environmental assessment (EA) process;
- Introduce the Draft ToR and inform the public about how they can review and provide feedback;
- Inform and update the public about the federal Impact Assessment (IA) process;
- Communicate the western corridor routes to be further evaluated in the EA, and explain why Alternative Route 1 and 4 are preferred over the eastern corridor routes;
- Provide updates on ongoing field studies and Indigenous Knowledge program;
- Discuss future consultation activities and opportunities;
- Gather comments, ideas and community values related to the Community Access Road; and
- Outline next steps, including the EA schedule.

**Notices and Promotion**

A formal notice and invitation to PIC #2 was published on November 26, 2019 and distributed in print, online and on the radio.





### Print advertisements

- The Chronicle Journal: November 25, 2019
- Thunder Bay Source: November 28, 2019

### Radio advertisements

- Wawatay Radio: three times per day from December 2, 2019 to December 6, 2019

### Online advertisements

- MFFN All Season Community Access Road Project Website (<http://www.martenfallsaccessroad.ca/documents/#notices>): November 26, 2019
- Thunder Bay News Watch: between November 27, 2019 to December 15, 2019 (the ad ran past the PIC #2 dates as it focused on both the Draft ToR comment period and PIC #2)

The electronic Project mailing list also received the notice, and printed copies were posted at various stores in Longlac, including Robin's Donuts, Longlac Pizzeria, and Freshmart.

See Appendix A for notice advertisements.

### Format and Attendance

The meetings were held in open house format and featured a series display boards and large printed maps illustrating the study area, route alternatives and locations of field studies completed to-date. A Project newsletter, two-page fact sheet and plain language guide to accompany the Draft Terms of Reference were available as handouts. The guide was available in both English and Oji-Cree. MFFN Community Member Advisors and Project Team members were available to guide attendees through the display boards and answer questions. Participants were encouraged to review display boards and provide comments using the comment forms, or by having one-on-one discussions with MFFN Project members.

### Matawa Environment Gathering Delegates

The Matawa Environment Gathering, hosted by Four Rivers, was also taking place at the Valhalla Inn on Tuesday, December 10. A Project fact sheet, plain language guide to the Draft ToR and PIC #2 notice was distributed to the Matawa Environment Gathering delegates, resulting in an increased participation at PIC #2.

Approximately **50 individuals** attended PIC #2 (47 people in Thunder Bay on December 10, 2019 and three people in Longlac on December 11, 2019). Attendees included Indigenous community members,





provincial and federal agencies, members of the public, environmental groups and industry representatives.

Paul McInnis from the Ministry of Energy, Northern Development and Mines went to Needak, a forestry company in Longlac, to provide a brief update and ask if employees wanted to join PIC #2.

### Local Media

Journalists from Wawatay News and Thunder Bay News Watch attended PIC #2 in Thunder Bay and conducted interviews with Lawrence Baxter, MFFN Senior Community Member Advisor and Qasim Saddique, MFFN Project Team member. The interviews were aired on local television and radio and focused on benefits to the community, costs, potential challenges and general public feedback.

- <https://www.wawataynews.ca/community/marten-falls-shares-plans-all-season-road>
- <https://www.tbnewswatch.com/video/tbt-newshour/video-dec-11-2019-information-session-1958224>

### Highlights of Participant Feedback

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.

### Community benefits and impacts

**C1:** Comment on the future need for childcare for new employees in the region.

**C2:** Opportunities for creating careers for Indigenous persons not Project-specific careers.

**C3:** A Lac Seul First Nation community member commented about how their community used to only be accessible by water and now that they built a road, people seem to be very happy to come and go whenever they please; MFFN community may also benefit in similar ways.

**Q1:** Who would be able to use the proposed road once it's built and would the MFFN community control access into the community?

**A1:** MFFN will consider the need and possibility of controlling public access on the road. This consideration will be part of the future planning and design activities.

**Q2:** What is the level of support that the MFFN community has for the proposed Community Access Road?

**A2:** Planning for the Community Access Road is community-led. This means that the MFFN community membership helps to develop solutions and advance decisions about the Community Access Road. MFFN – as Proponent or owner of the Project – has formed a Project Team that includes MFFN





community members and acts with guidance, direction and input from the MFFN Chief and Council, MFFN Community Member Advisors and MFFN membership.

**Q3:** Will there be employment and training opportunities for local community members?

**A3:** Hiring local community members will be a priority when employment and training opportunities arise.

### Process

**Q4:** What are the construction timelines, including when construction starts?

**A4:** After the EA and design, construction could take anywhere from three to 10 years and includes (but not limited to) clearing, preparing the site, setting up temporary areas, building construction camps, developing quarries and borrow area and constructing roads and water crossings.

**Q5:** Why can't you bring the construction timelines to a lower range of three to five years instead of three to 10 years?

**A5:** Construction timelines may vary. Based on the Project Team's experience, large construction tenders of up to 25 kilometres in length (including new bridges and culverts), had approximately 2.5 to 3 years for completion of construction. These types of projects with a 2.5 to 3-year construction completion date had the advantage of the use of solid rock excavation materials (blast rock) for embankment construction, allowing for winter construction. As the proposed Community Access Road may be up to 230 kilometres with 45 or more bridges, with potentially little access to rock, a construction timeline of 3 to 10 years is reasonable and potentially optimistic.

**Q6:** How are the provincial and federal processes going to be combined?

**A6:** The two regulatory processes are separate; however, there have been discussions of possibly developing a single document to address both the provincial and federal regulatory requirements. In discussions with the Impact Assessment Agency of Canada, there is a commitment to work collaboratively as with the respective government authorities. The MFFN Project Team will continue to update Indigenous communities, stakeholders and other interested persons as more information becomes available.

### Impacts to animals and the environment

**Q8:** How are cumulative effects being considered?

**A8:** Cumulative effects will be predicted in the EA. The EA will include an assessment and evaluation of potential cumulative effects that may result from a combination of the net effects of the preferred route with the effects of other past, present and reasonably foreseeable projects.

**Q9:** Will the EA look at potential rising river levels and impacts to fish and wildlife?





**A9:** The EA will consider potential effects of the Project on surface water quantity due to predicted changes in baseflows (Section 7.2.4 of the Draft Terms of Reference). Changes in baseflow may raise or lower water levels, which could have indirect effects to other environmental components such as fish and fish habitat, and wetlands. The EA will consider how changes in baseflow resulting from Project-related activities may result in indirect effects.

**C5:** Brook trout spawning area was indicated on one of the printed maps.

**Response:** Adjustments can be made to the route alignment and water crossings to allow for fish passage to and from the spawning area identified. The MFFN Project Team will follow up with the individual about identifying the brook trout spawning area.

**C6:** An abundance of wolverines is present in the southern portion of the study area and they are migrating northwards.

**Response:** Noted. This information has been passed on to the Natural Science team.

**C7:** Concerns about negative impacts on fish and other animals, both upstream and downstream. A suggestion to widen the study area (without indicating where exactly) to look at fish at each water crossing.

**Response:** The Project would be assessing water crossings and effects to streams, including fish habitat assessment and engineering controls. There will also be a cumulative effects assessment which requires all water crossings to be assessed and must comply with the Fisheries Act, ultimately not causing serious harm to fish and minimize any impacts to them.

### Field studies

**Q10:** How will water crossings be assessed?

**A10:** The assessment of water crossings is initially done through detailed aerial photo interpretation and through helicopter surveys. Once a determination of where the major water crossings are located in the field assessment is complete, the next step is looking upstream and downstream of each crossing to determine fish habitat suitability and to identify potential impacts. After the EA there would be a full permitting phase where the projects would need to get approval from Department of Fisheries and Oceans, the Ministry of Natural Resources and Forestry, and the Ministry of the Environment, Conservation and Parks for any water crossings deemed as fish habitat, or any water crossings on crown lands.

**Q11:** Will field studies fulfill both provincial EA and federal IA requirements, with consideration to the new changes to Impact Assessment Act (IAA)

**A11:** The IAA was not in effect at the time of the field studies this year (2019). The MFFN Community Access Road completed field studies that would be consistent with what would be done for a provincial





EA and for a federal EA (now an IA) that would have been done under the Canadian Environmental Assessment Act that has since been repealed.

**Q12:** Will the field studies and water monitoring activities be sampled and monitored for mercury and/ or other metals like chromium?

**A12:** There was no sampling and analysis of water chemistry parameters (such as metals) as part of the expanded water field programs in 2019 on the Community Access Road or WaWang'Wajing Road. Desktop information on surface water and groundwater chemistry, if available, will be included in the baseline reports. For road development projects, we don't typically include water chemistry sampling, including specifically for mercury and other metals. This would be more useful as baseline information for metal mining or water retention (dams) projects, as these kinds of projects have a potential to result in changes to metal baseline concentrations in surface water. The road will be designed to avoid overland flooding (which can result in higher mercury concentrations).

### Alternative routes

**Q13:** What type of road will it be and why does the road go far to the west and come back towards Marten Falls?

**Q13:** The proposed road will be between 190 km to 230 km of an all season, two-lane gravel road. The proposed route on the western side follows that route because of higher ground that is easier to build on.

**C8:** Alternative 4 is not preferred as it is close to a lot of camps and could impact the 'remote' nature of remote hunting camps.

**Response:** Noted.

### Other

**Q14:** How does WaWang'Wajing Road fit with this Project and where it is located.

**A14:** Although we are focused on the EA for the Community Access Road, the need for a road to mining claims in the region has been previously identified by industry and government. It is possible that the WaWang'Wajing Road would be built from a point along the Community Access Road, connecting mining claims north of MFFN, including the Ring of Fire. An EA for the WaWang'Wajing Road has not started although studies are being done to investigate possible alternative routes should it be pursued.

**C9:** Requests to make presentation materials and general information more accessible with audio and video support, including voice-over.

**Response:** Noted.

**C10:** It would be nice if the potential bridge is constructed to be beautiful.

**Response:** Noted.





**C11:** Make online videos of the presentation for community members to view at home with English subtitles and translations of the presentation. Also add an additional link directing viewers to a feedback form or page where responses can be submitted.

**Response:** We will aim to make the presentations and multimedia content accessible to a broader group and consider video captioning and audio voice-overs. The Project email address and phone number are available on every page of the Project website and materials ([www.martenfallsaccessroad.ca](http://www.martenfallsaccessroad.ca)) and feedback can be submitted through these channels at any time. We will aim to make this more clear with online content.

### Next Steps

It was noted that the Draft ToR was available for review until January 20, 2020. Once feedback has been received, the MFFN Project Team will incorporate comments, as needed, into the Proposed ToR and will be submitted for review by the Ontario Ministry of the Environment, Conservation and Parks for a decision on whether MFFN can proceed with the next phase of the provincial EA process.





## Appendix A – Notices and Other Information Releases

### Tear Sheets - Screen Shots - News and Ads

#### Wawatay News and Radio

Radio ads ran on Wawatay Radio from December 2, 2019 to December 6, 2019 (three times per day), and online ads ran between November 26, 2019 to December 10, 2019.

successful first year of operation...

Jordin Tootoo named a keynote presenter at Vision Quest 2019  
APR 19, 2019

A stronger voice and a new era for Anishnawbe-owned businesses begins with the launch of the ABPA  
MAR 25, 2019

wawataynews.ca/culture/indigenous-language-gathering-held-dorothy-lake

**INDIGENOUS LANGUAGE GATHERING HELD AT DOROTHY LAKE**

The Temiskaming Native Women's Support Group (TNWSG) hosted a weekend Language Gathering at Dorothy Lake near Kirkland Lake on July 6 and 7 to promote and...

2019 Miinookaamin language conference a success

Marten Falls  
*All Season  
Community Access  
Road*  
**ATTEND A PUBLIC  
INFORMATION CENTRE**





### Thunder Bay News Watch

Online ads ran between November 27, 2019 and December 15, 2019.

The screenshot shows the tbnewswatch.com website with a blue header. The navigation bar includes links for News, Features, Obits, Classifieds, Shop, Homes, Jobs, Food, and Auto. A search bar and weather indicator (-2.9 °C) are also present. The main content area is divided into several sections:

- LATEST STORY:** A featured article titled "Wanted Wednesday search continues" with a photo of a man and a "Community Submission" byline.
- LOCAL NEWS:** A list of news items including "OPP investigate multiple break and enters", "City aims for improvements in next recycling contract", and "Teachers, education workers to strike on Wednesday".
- SPOTLIGHT:** An article titled "Northern Credit Union seeks new board member".
- LOCAL SPORTS:** A section featuring a photo of hockey players and the headline "Thunderwolves name athletes of the month".
- TODAY'S POLL:** A poll by SuperThrift asking "City indoor rinks operated at a collective \$1-million deficit this year. Should the city considering closing one to save money?".
- RECENT OBITUARIES:** A list of obituaries for Kathleen Ada Ruth, Eileen Davis, and Thomas Paul.

Advertisements are visible on the right side, including a large blue ad for Cloudflare titled "Learn about the Primary Trends Affecting Your Application Performance" and a smaller ad for Vince Mirabelli Real Estate.





### Thunder Bay Source

Ran in print November 28, 2019.

For your daily news visit [www.tbnewswatch.com](http://www.tbnewswatch.com)

### sports NEWS



**TOUGH RUN:** Jordan Smith and the Thunder Bay North Stars have struggled to keep pucks out lately.

## North Stars find defensive trouble



**LEITH DUNICK**  
SPORTS SHOTS

Something's not right with the Thunder Bay North Stars.

After 16 games, they looked like they were ready to run the table again, maybe even stronger than they were a year ago in winning the Superior International Junior Hockey League championship.

The offence seems fine. The ability to finish off teams is something completely different.

On Nov. 13, the North Stars were up 6-2 on the Thief River Falls Norskies, on home ice nonetheless, and wound up losing 7-6 in overtime.

The next night, the Norskies scored the first five goals of the night, giving them 10 straight overall, and doubled up Thunder Bay 6-3.

Twice they led the Fort Frances Lakers by a goal last Friday night, only to have the Lakers score three straight to win.

The Red Lake Miners scored the final three goals of the game on Saturday night and handed Thunder Bay its fifth straight loss.

I'm not sure what to make of the recent run of bad luck.

Offensively, the North Stars look fine. Their roster includes Jacob Brown, Cody Bruckkowski and Jacob Anttonen, the top three goalenders in the league.

In net, Jordan Smith has looked like a solid No. 1 goaltender all season long.

Well, at least he did for the first five or six games he played. Since then, his play has dropped — in part because the defence in front of him isn't doing their job.

Smith has allowed four goals or more in five of his last eight starts, but more concerning his save percentage has been below .900 in six of his last eight.

He'll have to step up his game, with help from his blue-line corps, of course, to help the North Stars turn things around.

At this point, I'm not too worried, but you'd hate to see this become a trend.

If you weren't a believer in the Lakehead Thundersolves men's basketball team, you better jump on the bandwagon right now.

The Wolves gave the No. 1 Carleton Ravens their toughest test yet this season last Friday night, then followed up with an 80-73 win over No. 3 Ottawa the following night.

They host York for a pair this weekend. For some context, the Lions lost by 85 to Carleton on Saturday night.

Apparently Thunder Bay's Robert Bortuzzo has been being a naughty boy. And so close to Christmas too. Hopefully Santa doesn't pay too much attention to the hockey highlights this time of year.

Bortuzzo was suspended this week by the NHL for a vicious cross checking incident involving Nashville's Viktor Arvidsson, who is expected to miss four to six weeks as a result.

Bortuzzo, who off the ice is one of the nicest guys in the National Hockey League, slammed Arvidsson from behind into the St. Louis Blues crossbar, then used his stick to slam him back to the ice as he tried to get up.

There's no place in hockey for this type of behaviour, and Bortuzzo certainly knows better. The 30-year-old has one assist in 11 appearances this season.



### ATTEND A PUBLIC INFORMATION CENTRE TO LEARN ABOUT THE ALL SEASON COMMUNITY ACCESS ROAD BEING PLANNED BY MARTEN FALLS FIRST NATION

#### WHAT'S HAPPENING?

Marten Falls First Nation (MFFN) is a remote First Nation community in northern Ontario, located at the junction of the Albany and Ogoki rivers, approximately 170 km northeast of Nakina, Ontario and Aroland First Nation.

MFFN has a winter access road but it isn't reliable and makes transportation of goods and people difficult. All season road access connecting MFFN to the existing provincial highway network is needed to improve the well-being of the community. MFFN has started a Provincial Environmental Assessment (EA) and Preliminary Design Study to assess the potential impacts and benefits related to the proposed Community Access Road.

#### WHAT IS THE PROCESS?

MFFN, in agreement with the Ministry of the Environment, Conservation and Parks (MECP), is preparing an Individual EA for the proposed all season Community Access Road. The EA will follow a community-led approach, meaning that the MFFN community membership helps to develop solutions and advance decisions about the proposed road. MFFN—as the proponent or owner of the project—has formed a Project Team that includes MFFN members and acts with guidance, direction and input from the MFFN Chief and Council, MFFN Community Member Advisors and MFFN membership.



#### ABOUT THE PUBLIC INFORMATION CENTRE

- Learn about the Community Access Road's history and updates since Public Information Centre (PIC) #1;
- Learn about the provincial EA process, and why the Western routes for the road to follow are to be further evaluated during the EA;
- Learn about the draft Terms of Reference, including how to review the documents and provide feedback;
- Learn about the kind of field studies being conducted;
- Find out how Indigenous communities have been involved, and learn about the Indigenous Knowledge program;
- Find out the feedback we've heard to-date and how it is being considered;
- Discuss future consultation activities and opportunities; and
- Learn about next steps.

#### WHEN AND WHERE?

Join us to share your comments, ideas and community values related to the proposed all season road.

**Tuesday, December 10, 2019**  
Valhalla Inn Hotel, 1 Valhalla Road  
Thunder Bay, Ontario  
5:00 – 8:00 p.m.

**Wednesday, December 11, 2019**  
Royal Canadian Legion Branch 213  
117 Dieppe Road, Longlac, Ontario  
5:00 – 8:00 p.m.

Information panels about the project will be available for review, along with a printed copy of the draft Terms of Reference and a plain-language Guide to the Draft Terms of Reference. Project Team members will be present to answer questions and receive comments.

The same information will be provided in Thunder Bay and Longlac, so you have the option to choose which location works best for you. Also, if you can't make the in-person sessions, you can find the information posted on our website ([www.martenfallsaccessroad.ca](http://www.martenfallsaccessroad.ca)). Public Information Centres are wheelchair accessible; contact us if you require other accessibility accommodations.

You are welcome to contact the Project Team at any time during the process with questions or comments:

**Lawrence Baxter**, Senior Community Advisor, Marten Falls First Nation  
1-800-764-9114 | [info@martenfallsaccessroad.ca](mailto:info@martenfallsaccessroad.ca) | [www.martenfallsaccessroad.ca](http://www.martenfallsaccessroad.ca)

**James McCutcheon**, Project Manager, AECOM

#### Thank you for your participation.

Personal information submitted (e.g., name, address and phone number) is collected, maintained and disclosed under the authority of the Environmental Assessment Act and the Municipal Freedom of Information and Protection of Privacy Act for transparency and consultation purposes. Personal information you submit will become part of a public record that is available to the general public, unless you request your personal information remain confidential.





The Chronicle Journal

Rain in print November 25, 2019.

BUSINESS A9

Changes in marital status make difference in finances

BY AISHA BROWNE

IF YOU'VE been through a marriage, you know how difficult it can be to get your finances in order. The process can be daunting and time-consuming, but it's essential to ensure that you're in the best financial position possible.



AISHA BROWNE

It's important to take the time to review your financial situation and make necessary adjustments. This includes checking your will, updating beneficiaries, and reviewing your insurance policies.

Any one married in the area of the Canada Revenue Agency (CRA)?

When you get married, you may be eligible for certain tax benefits. For example, you can claim the spousal credit, which allows you to transfer some of your tax credits to your spouse. This can result in significant tax savings.

Let the CRA know it's over

It's important to let the CRA know when your marital status changes. This is done by filing a T1 return with the appropriate marital status. Failure to do so can result in penalties and interest.

Write off legal fees where you can

Legal fees related to a divorce or separation can often be deducted from your income tax. This can provide a significant tax relief.

Results, earnings coming this week

The Canadian Radio-television and Telecommunications Commission (CRTC) has announced the results of its recent decision regarding the proposed merger of Bell Canada and Cogeco.

DISBURSEMENT RESULTS

Canada's major occupational pension plans have announced their disbursement results for the year ending in 2019. The results show that the majority of participants received their benefits on time.

COUCH FARM RESULTS

The results of the 2019 Couch Farm auction are in. The total amount raised for the charity was over \$100,000. The auction was a great success and we thank all the donors for their generosity.

SAVING EARNING MONEY

There are several ways to save money on your taxes. For example, you can contribute to a Registered Retirement Savings Plan (RRSP) or a Tax-Free Savings Account (TFSA). These accounts offer tax advantages that can help you build wealth over time.

ALL ABOUT CASH

Managing your cash flow is essential for the success of your business. You should regularly review your accounts and ensure that you have enough cash on hand to cover your expenses.

QUALITY WATCH & JEWELLERY REPAIRS FOR 40 YEARS

FAST-TIME Watch & Jewellery Repairs has been serving the community for over 40 years. We offer a wide range of services, including watch repairs, jewellery cleaning, and custom jewelry design.

ATTEND A PUBLIC INFORMATION CENTRE TO LEARN ABOUT THE ALL SEASON COMMUNITY ACCESS ROAD BEING PLANNED BY MARTEN FALLS FIRST NATION

WHAT'S HAPPENING?

Marten Falls First Nation (MFFN) is a remote First Nation community in Northern Ontario, located at the junction of the Albany and Ogish Rivers, approximately 170 km east of Temiskaming, Ontario and Andromeda First Nation.

MFFN has a winter access road but it isn't reliable and makes transportation of goods and people difficult. All season road access connecting MFFN to the existing provincial highway network is needed to improve the well-being of the community. MFFN has started a Processed Environmental Assessment (PEA) and Preliminary Design Study to assess the potential impacts and benefits related to the proposed Community Access Road.

WHAT IS THE PROCESS?

MFFN, in agreement with the Ministry of the Environment, Conservation and Parks (MECP), is preparing an individual EA for the proposed season Community Access Road. The EA will follow a community-led approach meaning that the MFFN community membership helps to develop solutions and advance discussions about the proposed road. MFFN will be the proponent of the Project - that is, the "Project" team that includes MFFN members and will work with guidance, direction and input from the MFFN Chief and Council, MFFN Community Member Advisors and MFFN membership.

1. **Register interests and issues**  
If you have an interest in the project, you can register your interest with the project team. This will allow us to better understand your concerns and needs.

2. **What is involved in the EA process?**  
The EA process involves several steps, including scoping, assessment, and reporting. It is a collaborative process that involves the community and regulatory agencies.

3. **How do I get involved?**  
You can get involved by attending public information sessions, providing input to the project team, and participating in community consultations.

4. **What are the next steps?**  
The next steps in the process include finalizing the EA report and submitting it to the regulatory agencies for review and approval.

5. **How can I stay updated?**  
You can stay updated by following the project team on social media, attending public information sessions, and contacting the project team directly.

ABOUT THE PUBLIC INFORMATION CENTRE

- Learn about the Community Access Road's history and updates since Public Information Centre (PIC) #1.
Learn about the process (EA process) and what the MFFN is able to do to help with it in the future.
Learn about the Draft Terms of Reference, including how to review the documents and provide feedback.
Learn about the kind of best studies being conducted.
Find out how Indigenous communities have been involved and about the Indigenous Knowledge program.
Find out the feedback we've heard so far, and how it's being incorporated.
Discuss future consultation activities and opportunities, and.
Learn about next steps.

WHEN AND WHERE?

Public information sessions, ideas and community values related to the proposed all season road.

Tuesday, December 10, 2018 Wednesday, December 11, 2019

Waffle Inn Hotel Royal Canadian Legion Branch 212
1 Waffle Road 117 Depot Road
Thunder Bay, Ontario S4N 1G1
9:00 - 5:00 pm 5:00 - 8:00 pm

Information packets about the project will be available for review, along with a printed copy of the Draft Terms of Reference and a plain language Guide to the Draft Terms of Reference. Project Team members will be present to answer questions and receive comments.

The same information will be presented in Thunder Bay and Langlac, so you have the option to choose which location works best for you. Also, if you can't make the in-person sessions, you can find the information online on the website: www.martenfallsfirstnation.ca. Public Information Centres are wheelchair accessible, contact us if you require other accessibility accommodations.

You are welcome to contact the Project Team at any time during the process with questions or comments.

Lawrence Baxter
Senior Community Advisor
Marten Falls First Nation 1-800-754-9114
l.baxter@martenfallsfirstnation.ca

James McCutcheon
Project Manager
AECOM www.martenfallsfirstnation.ca

Thank you for your participation.

Thank you for your participation in the public information sessions. Your input is valuable and will help us to develop a road that meets the needs of the community.



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## Media Coverage

### Wawatay News

Coverage appeared on Wawatay News on May 18, 2019.

**WAWATAY NEWS**  
Ontario's First Nation Voice since 1974

**Marten Falls shares plans for all-season road**

05/18/2019 - 01:25 | Author: Rick Gerrick - Wawatay News

**Photo by Rick Gerrick**

Marten Falls shared its plans to build an all-season community access road to the provincial highway network during public information sessions on April 30 and May 1.

"Right now we have identified four options -- we haven't selected anything yet where the road is going to go," says Lawrence Baxter, senior community advisor with Marten Falls, during the April 30 session at the Victoria Inn in Thunder Bay. "We've had AGCM to take a look at some engineering design ideas and they will determine what is the best route. We'll be using a lot of their information to support the EA (Environmental Assessment) process."

Baxter says Marten Falls is currently working on developing a Terms of Reference, which provides a framework for planning and decision-making during the next phase of the EA.

"During that Terms of Reference, we are going to be doing a lot of community consultation," Baxter says, noting they have already talked with residents about the all-season road as it will go through their territory. "Once we get that Terms of Reference done, it will go to the Ministry of Environment for their approval and review. We also might have to do a federal EA process."

Baxter says the all-season road would bring down the cost of fuel and other supplies for the band and others.

"People will be free to come and go whenever they want," Baxter says. "So I think this is very positive for the community -- they'll have access to good healthcare."

Baxter says some concerns have been expressed about the all-season road, such as social issues.

"We are going to control access," Baxter says. "That is something the community members are worried about. Having an influx of people come in, so we will be dealing with how do we control that."

Marten Falls Councilor Bob Baxter says most of the people the band has talked with are interested in the road in order to cut down on the cost of living and to have access to the south.

"A lot of them really enjoy the winter road," Bob says. "The tree hane they been in so several, tops, and they really enjoy coming out and going their groceries and whatever it is that they have to get. The all-season road that we are planning will really be a great benefit for the community for sure."

Queen Sadique, project director with Marten Falls, says all four of the possible routes have advantages and disadvantages.

"The proposed route on the eastern side are somewhat following the winter road, not completely but they sort of try to use the winter road as a reference," Sadique says. "One benefit of that is a closer option of the winter road. The alternative of the road is it goes through a tree-hane area which will potentially be very difficult from a construction and engineering perspective. It is probably more prone to flooding and it is right next to a river, and as Canada is going through significant flooding right now you can imagine coming a road right next to a river presents challenges."

Sadique says the western corridor is a longer route to the community.

"So that is the downside of that corridor," Sadique says. "The strength of that corridor is it uses an existing right-of-way which takes away the construction challenges that the eastern route has. And it is also prone to issues like flooding in the future."

People who were unable to attend the public information sessions can contact the project team at 1-800-764-9114 or [inf@martenfalls.ca](mailto:inf@martenfalls.ca) for questions or comments. Information is available at [www.martenfalls.ca/allseasonroad](http://www.martenfalls.ca/allseasonroad).

**Featured in Slide:**  
yml  
Date Published:  
Saturday, May 18, 2019 - 01:24

**SEE ALSO**

- Junior Canadian Rangers cancel Camp Lake Nevers of COVID-19**  
05/03/2020 - 01:14
- Canadian Rangers go on active service in remote First Nations**  
04/29/2020 - 08:46





### Thunder Bay News Watch

Coverage appeared on Thunder Bay News Watch on December 11, 2019.

The screenshot shows the website interface for tbnewswatch.com. At the top, there is a yellow banner with the text "COVID-19 UPDATE - Daily Situation Report With Dr. Kennedy". Below this is the website's navigation bar, which includes the logo "tbnewswatch.com" and a sign-in/register button. The main content area features a video player titled "Video: Dec. 11, 2019: Information session". The video player includes a play button, a "Watch later" button, and a "Share" button. To the right of the video player is a large advertisement for Northern Credit Union with the text "BUY LOCAL BANK LOCAL" and "Find out how we can help your business." Below the video player, there is a list of Wednesday's lineup: Marten Falls (0:07), Released on bail (2:20), Queen's Park (3:03), EMS flu (5:15), Housing starts (6:17), Youth suicide (7:12), Fort Frances mill (8:30) Poverty (10:02), Grace Place Christmas (10:32). The website also features a "HOME GROWN BUSINESS BANKING" logo and a "TRUE NORTH STRONG" logo.





## **C2 Presentations and Handouts**





MARTEN FALLS FIRST NATION

ALL SEASON COMMUNITY ACCESS ROAD

# MARTEN FALLS FIRST NATION

ALL SEASON COMMUNITY ACCESS ROAD



Presentation to Geraldton Area Natural Resources Advisory Committee (GANRAC)

*MAY 23, 2019*



## What's Happening?

- **Marten Falls First Nation (MFFN)**—the Proponent—is initiating a community-led Environmental Assessment process for an all season access road to the community.
- MFFN has a winter access road, but its condition is unreliable; ultimately impacting the community's well-being.
- The community access road may also support future industry in the region (e.g. mining).





## About Marten Falls First Nation

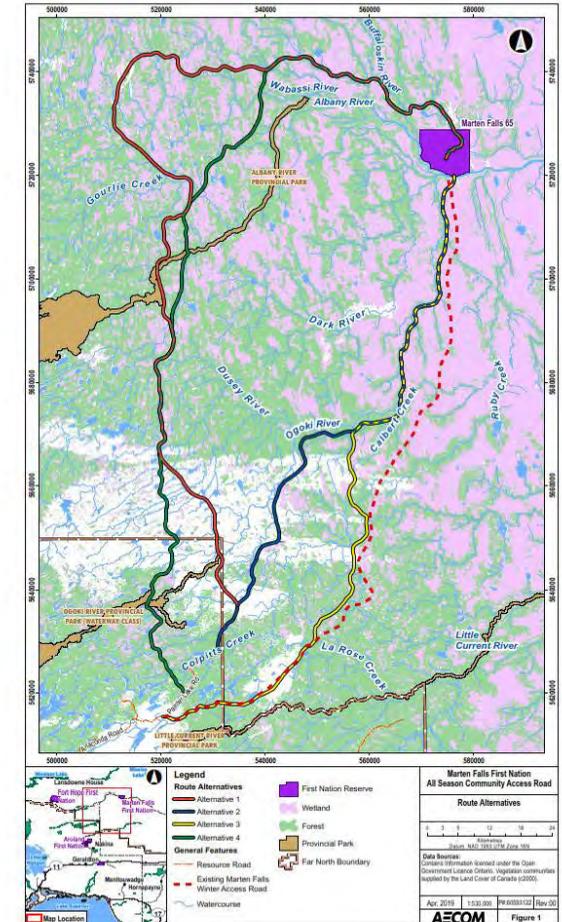
- Marten Falls First Nation (MFFN) is a remote First Nation community led by an elected Chief and Council.
- MFFN is located in the Far North of Ontario, at the junction of the Albany and Ogoki Rivers, approximately 170 km northeast of Nakina, Ontario and Aroland First Nation.
- MFFN has a registered population of 780, with approximately 325 members living on reserve.





## Why is a Community Access Road Needed?

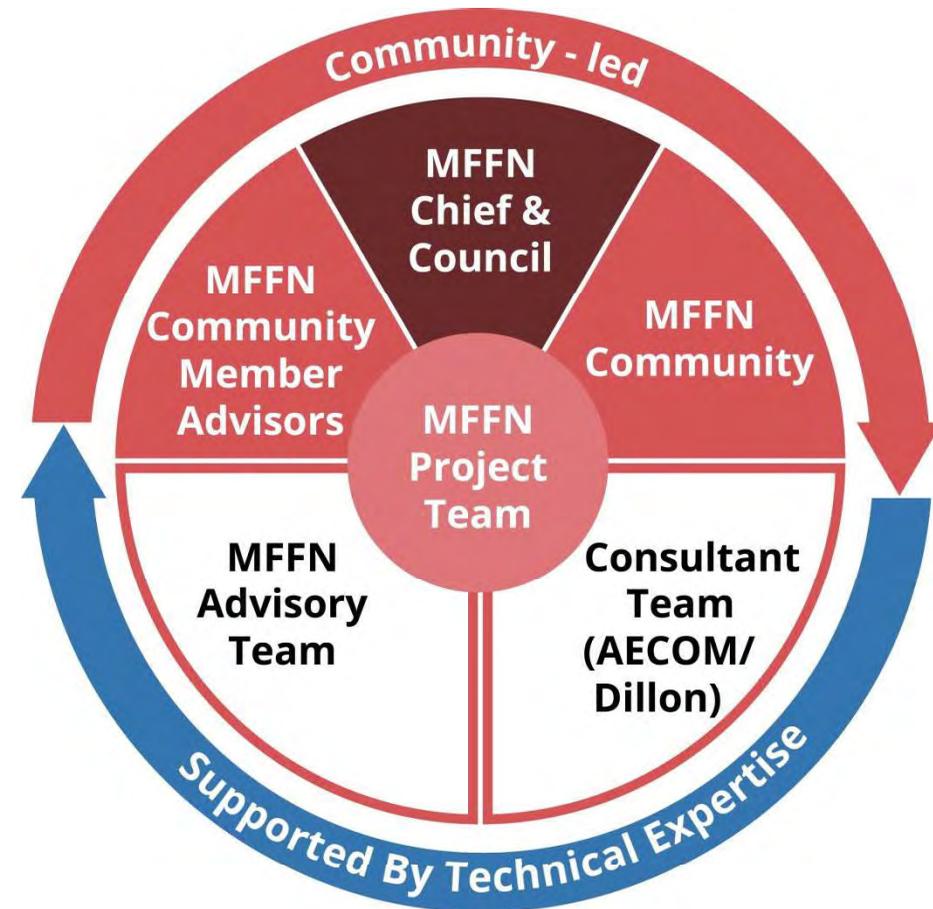
- Marten Falls First Nation needs a connection to Ontario's provincial highway network in the south to provide year round access; only air transport is reliable in the winter.
- Better access would allow:
  - Reduced transportation costs for goods and services; meaning more affordable food, fuel and other vital supplies and services;
  - Enhanced opportunity for social interaction with other communities;
  - Enhanced access to emergency, health and social services;
  - Increased opportunity for training and jobs for First Nation people and businesses during planning and construction; and
  - Increased opportunity for local sustainable economic development.





## What is Community-led?

- MFFN community members—led by their elected Chief and Council and supported by a team of technical experts—will develop solutions and advance decisions for the proposed all season access road.
- To gather input and receive direction, MFFN community meetings are held at key Project milestones. Separate discussions are also planned with Elders and Youth to gather their insights.
- Community input—from MFFN and neighbouring Indigenous communities—will ensure that the Environmental Assessment (EA) carefully addresses traditions, Indigenous Knowledge (IK) and land use.

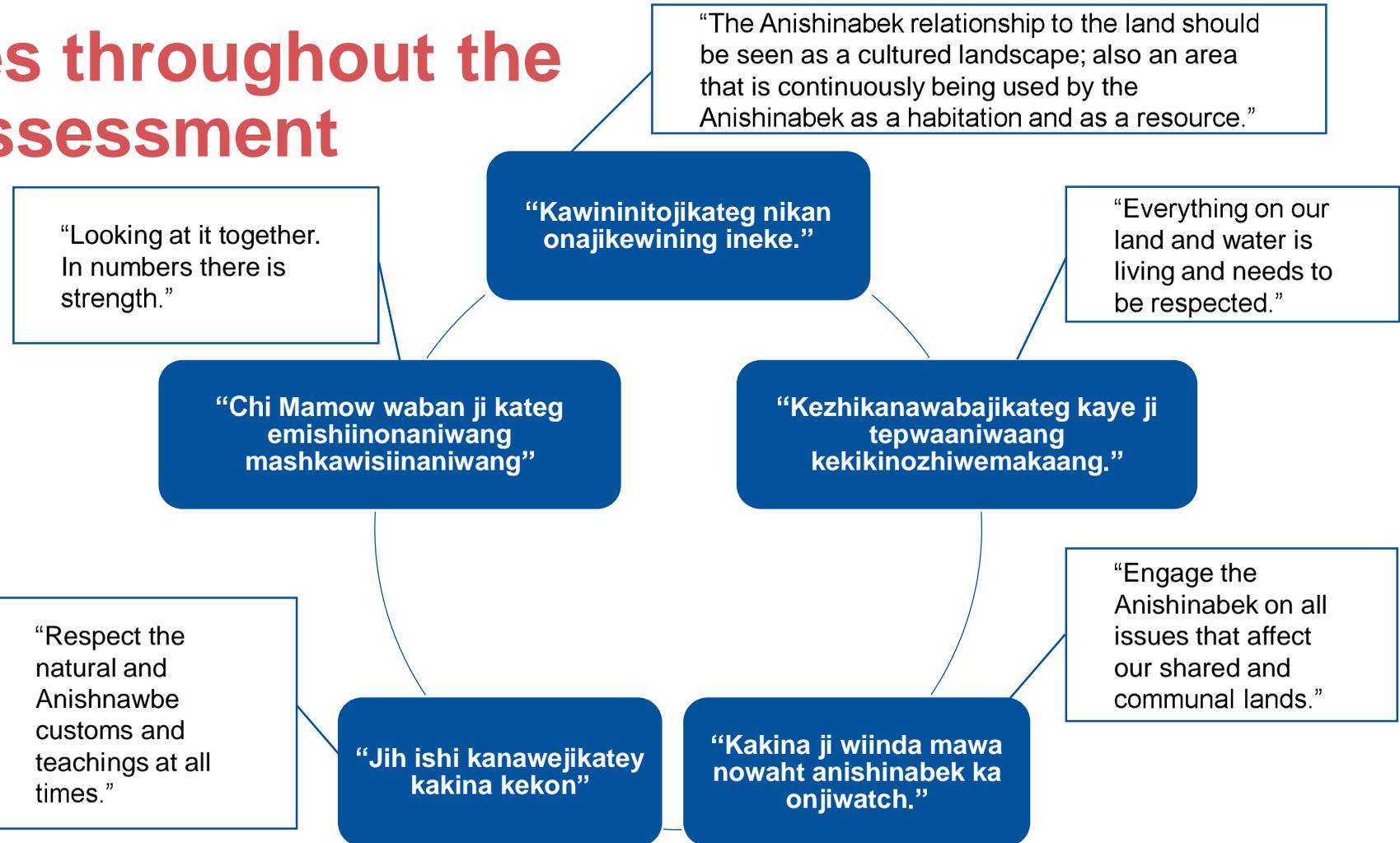




# Guiding Principles throughout the Environmental Assessment

- To honour the traditional lands in which this all season community access road will be developed and to respect the traditional teachings, the following Guiding Principles (developed for the MFFN CBLUP\* for Project Planning and Engagement) will be adopted throughout the Project.

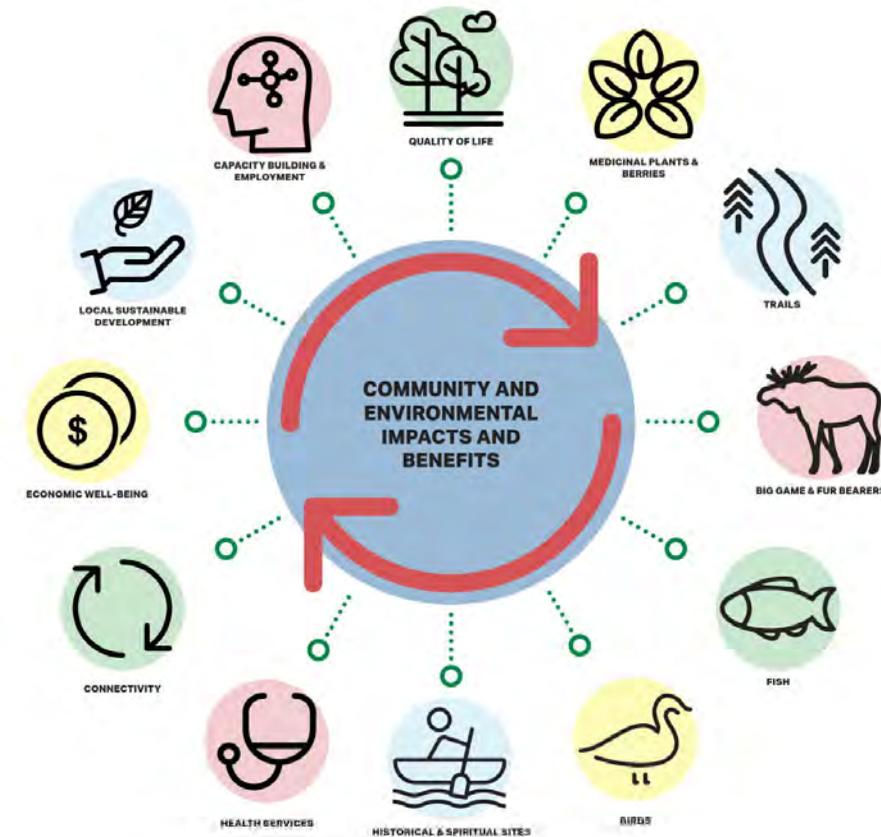
\*Community Based Land Use Plan





## Environmental Assessment Process

- Marten Falls First Nation has signed a voluntary agreement with the Province of Ontario to complete an Individual Environmental Assessment (EA) for this project.
- This road may also be subject to the Federal Environmental Assessment process.
- Through the EA, we will pick the preferred route for the access road, and define the potential impacts and possible impact management strategies.
- Our first step is to prepare a **Terms of Reference** and a **Project Description**





## The Importance of Indigenous Knowledge

- Indigenous Knowledge (IK) and Traditional Ecological Knowledge (TEK) will be considered in the EA.
- Indigenous Knowledge for each community is understood to be highly valuable and as such is treated confidentially.
- Guiding principles for Indigenous Knowledge collection, protection and use in the EA will be established with the Communities.







## Choosing the Routes for Study During the EA

- To advance the EA, we intend as part of the ToR to screen the number of routes to be considered in the EA.
- Propose **Screening Criteria** to select the most viable routes to move forward with include:
  - **In line with MFFN Community Interests?** – Does the route serve the needs of the community? Are there specific concerns for any of the route alternatives?
  - **Effects Avoidance** – Would significant impacts result to the environment or to traditional land use? Can these be avoided or reduced through mitigation measures?
  - Enables **Mining Development?** – How well does the route accommodate mining development in the region?
  - Construction **Feasibility** – How challenging will the route be to construct?

Do you have any comments on these criteria?





## Key Considerations for Planning and Design of Community Access Road

- Water quality and flows;
- Waterway navigability;
- Wildlife habitat and Species at Risk;
- Indigenous community values;
- Culturally significant sites;
- Land use;
- New public access (e.g., increased hunting pressure);
- Visual and/ or landscape changes;
- New opportunities for natural resource related industry; and
- Ability to support potential Ring of Fire industrial traffic.

Are there other considerations we should be aware of for reflection during the Environmental Assessment?





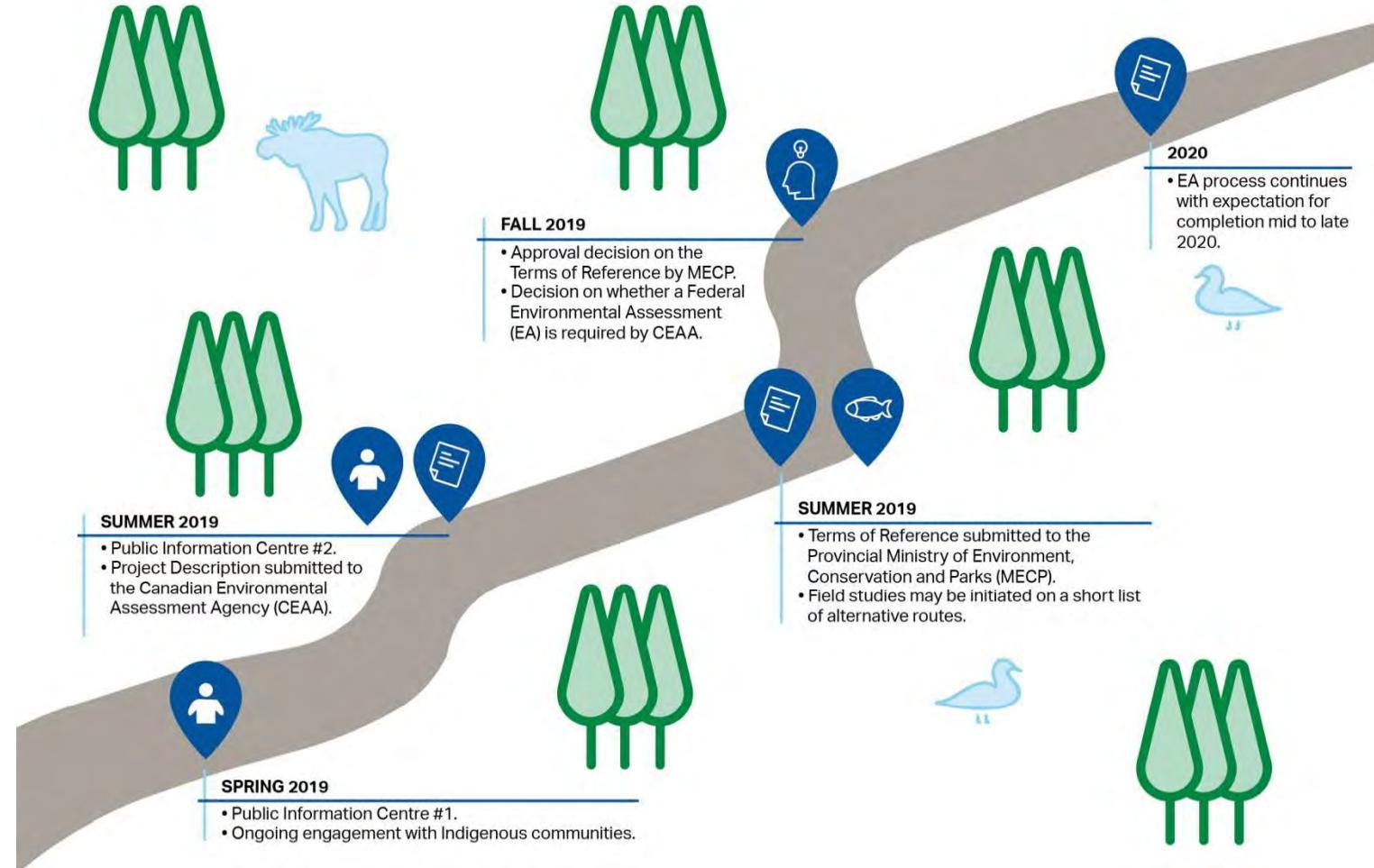
## Engaging GANRAC

- Determining an Engagement Plan for your community group:
  - How you want to be involved in the MFFN EA?
  - What are the best ways to engage you and your community?
  - What is important to you and your community?
  - Does the community have any concerns with the alternative routes?
  - Are there any dates we should avoid?





# Proposed Timeline for the Terms of Reference and Environmental Assessment





# Thank You for Joining Us! Meegwetch!

## Stay Involved

- Join our mailing list. Leave your email or mailing address at the welcome table.
- Email us at [info@martenfallsaccessroad.ca](mailto:info@martenfallsaccessroad.ca)
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- Visit our website:  
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MARTEN FALLS FIRST NATION

ALL SEASON COMMUNITY ACCESS ROAD

# MARTEN FALLS FIRST NATION

ALL SEASON COMMUNITY ACCESS ROAD



Presentation to Municipality of Greenstone

MAY 23, 2019



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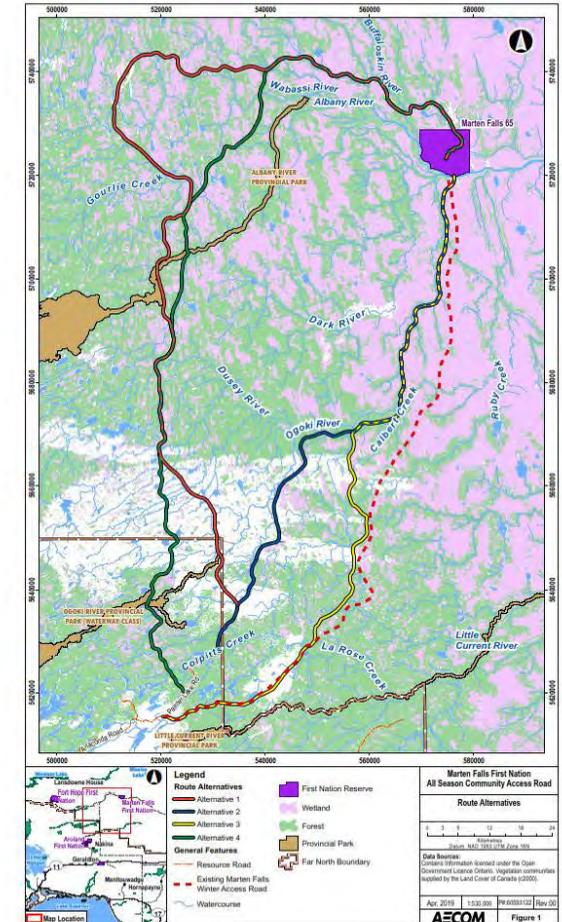
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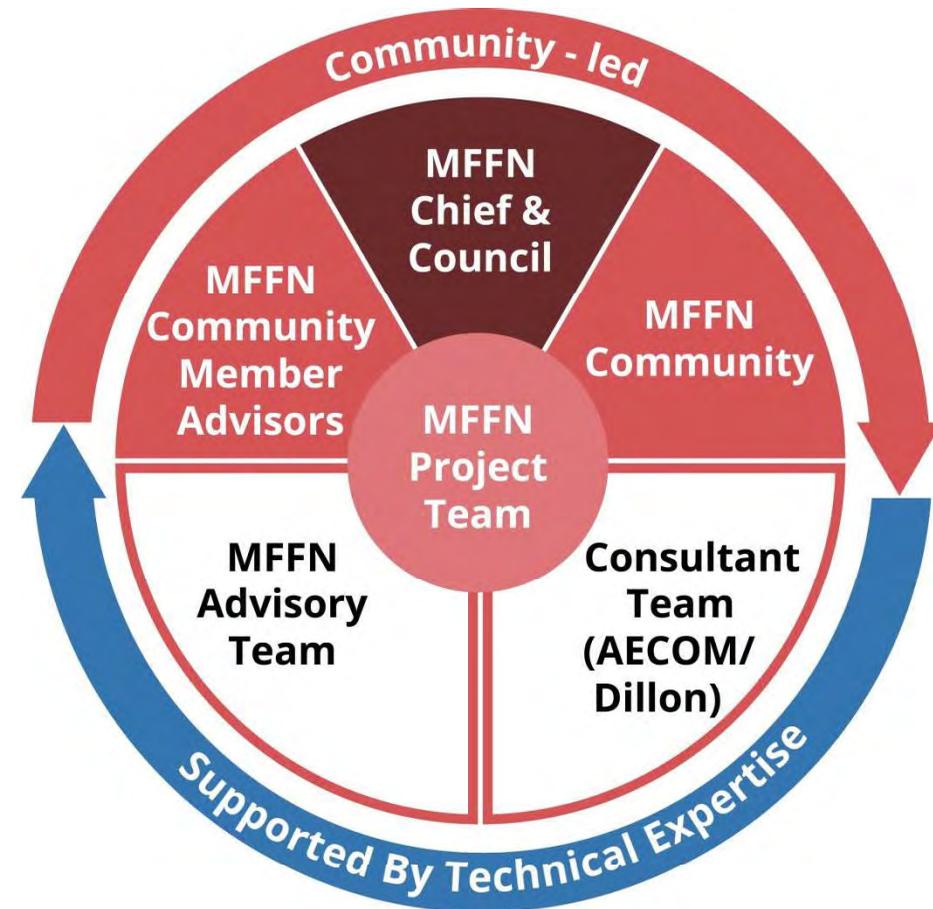
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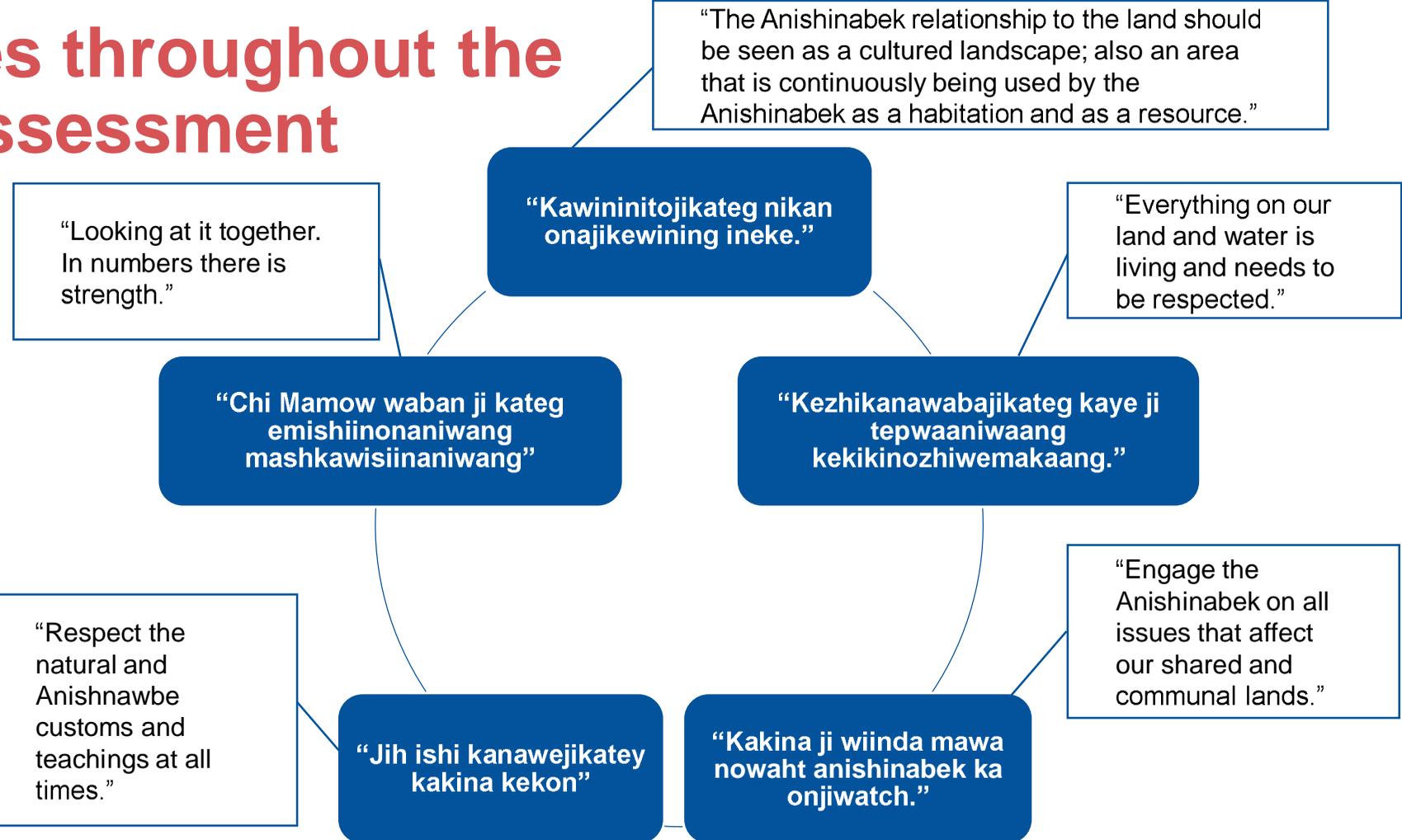




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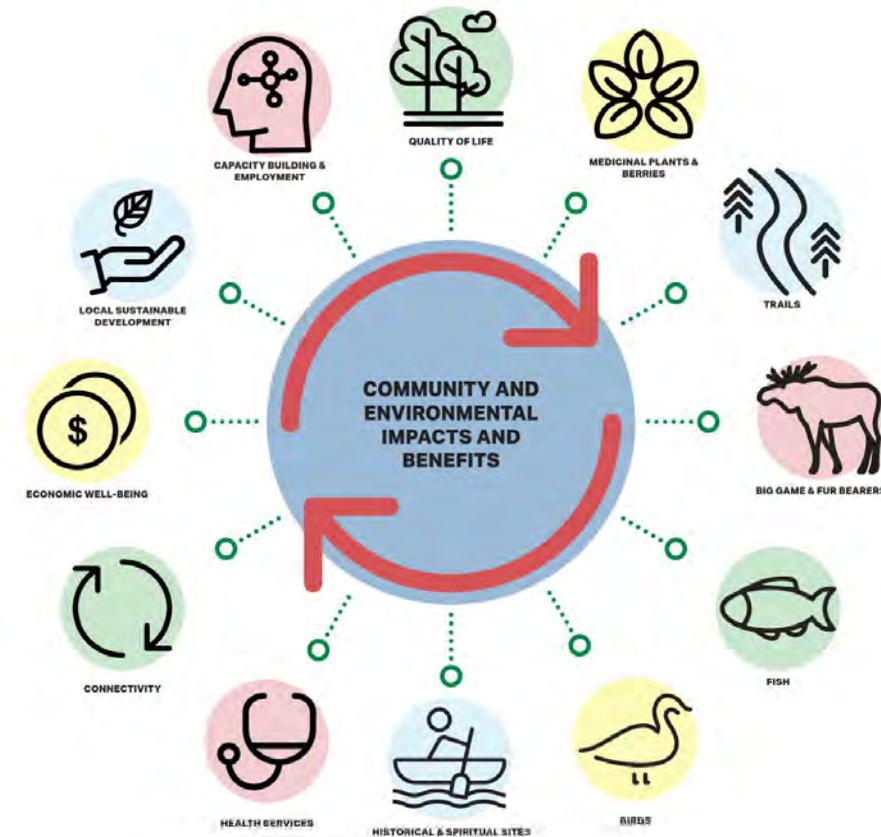
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# Potential Routes for the Community Access Road

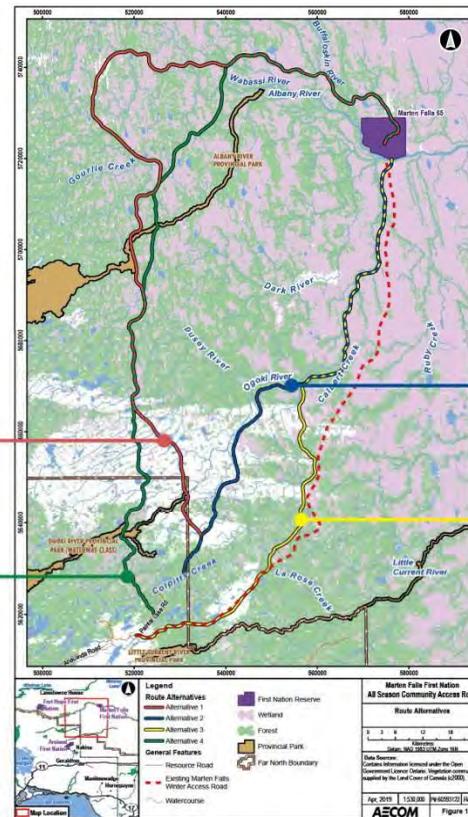
As a result of previous studies, four potential routes for the community access road have been identified. The four routes range in distance from 140 km to 250 km.

### ALTERNATIVE 1

- Uses greater length of existing Painter Lake access road;
- Provides an alternative Ogoki River crossing location;
- Extends further away from the Albany River;
- Generally follows higher ground;
- Better access to rock borrow sources; and
- Longer distance to Marten Falls First Nation.

### ALTERNATIVE 4

- Generally follows high ground;
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- Runs closer to the Albany River; and
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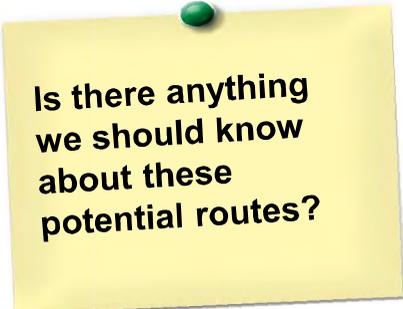


### ALTERNATIVE 2

- Follows the Ogoki River;
- Shorter Distance to Marten Falls First Nation; and
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- Follows the winter access road route;
- Generally within low/ wet ground; and
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## Choosing the Routes for Study During the EA

- To advance the EA, we intend as part of the ToR to screen the number of routes to be considered in the EA.
- Propose **Screening Criteria** to select the most viable routes to move forward with include:
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Do you have any comments on these criteria?

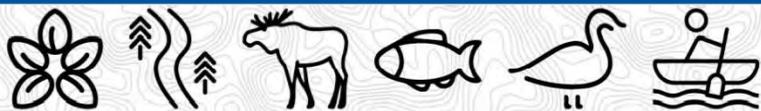




## Key Considerations for Planning and Design of Community Access Road

- Water quality and flows;
- Waterway navigability;
- Wildlife habitat and Species at Risk;
- Indigenous community values;
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- Land use;
- New public access (e.g., increased hunting pressure);
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Are there other considerations we should be aware of for reflection during the Environmental Assessment?





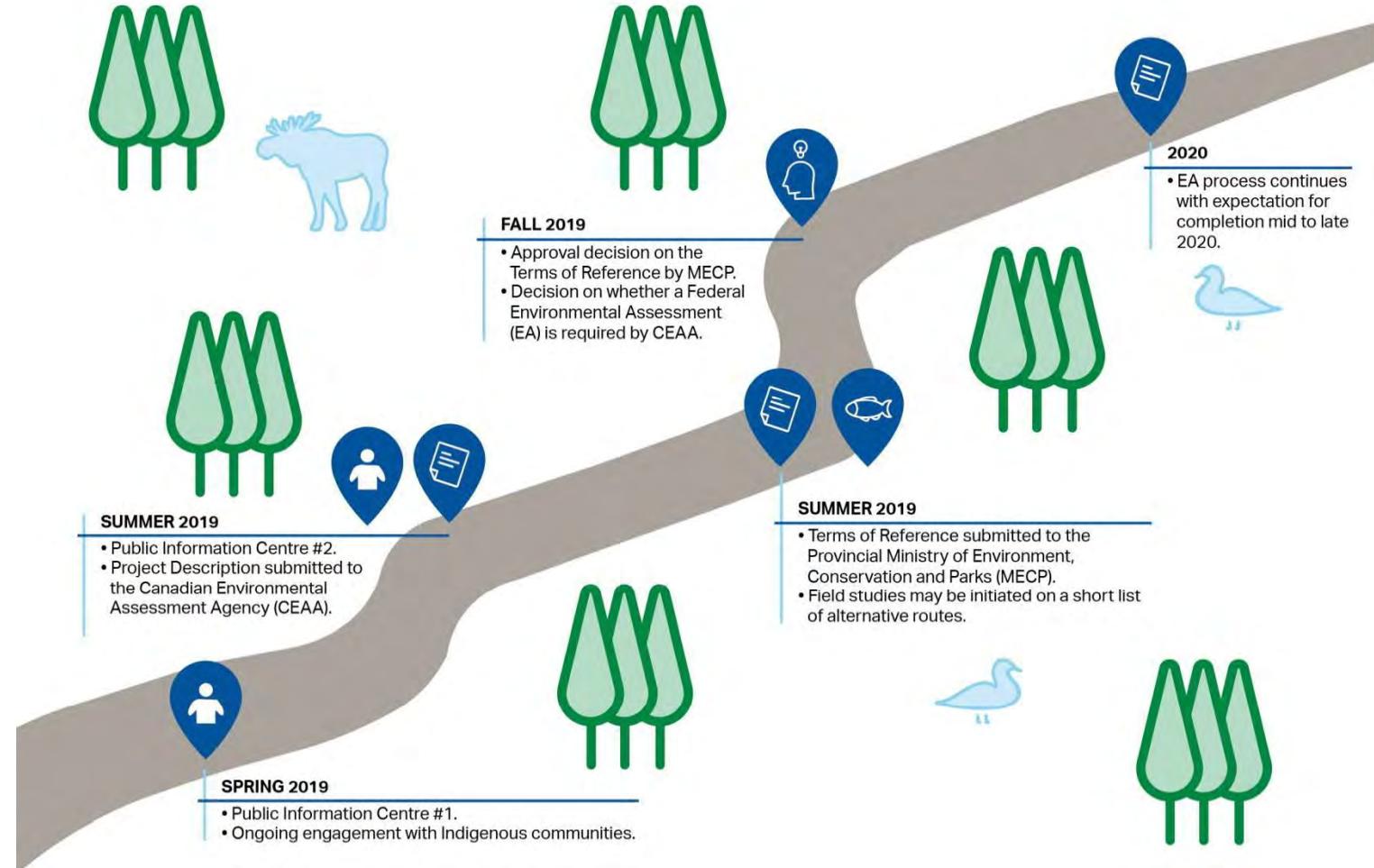
## Engaging Municipality of Greenstone

- Determining an Engagement Plan for your Community
  - How you want to be involved in the MFFN EA?
  - What are the best ways to engage your community?
  - What is important to your community?
  - Does the community have any concerns with the alternative routes?
  - Are there any dates we should avoid?





# Proposed Timeline for the Terms of Reference and Environmental Assessment





# Thank You for Joining Us! Meegwetch!

## Stay Involved

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- Email us at [info@martenfallsaccessroad.ca](mailto:info@martenfallsaccessroad.ca)
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MARTEN FALLS FIRST NATION

ALL SEASON COMMUNITY ACCESS ROAD

# MARTEN FALLS FIRST NATION

ALL SEASON COMMUNITY ACCESS ROAD



Presentation to Matawa Community Communications Liaisons

*JUNE 5, 2019*



## What's Happening?

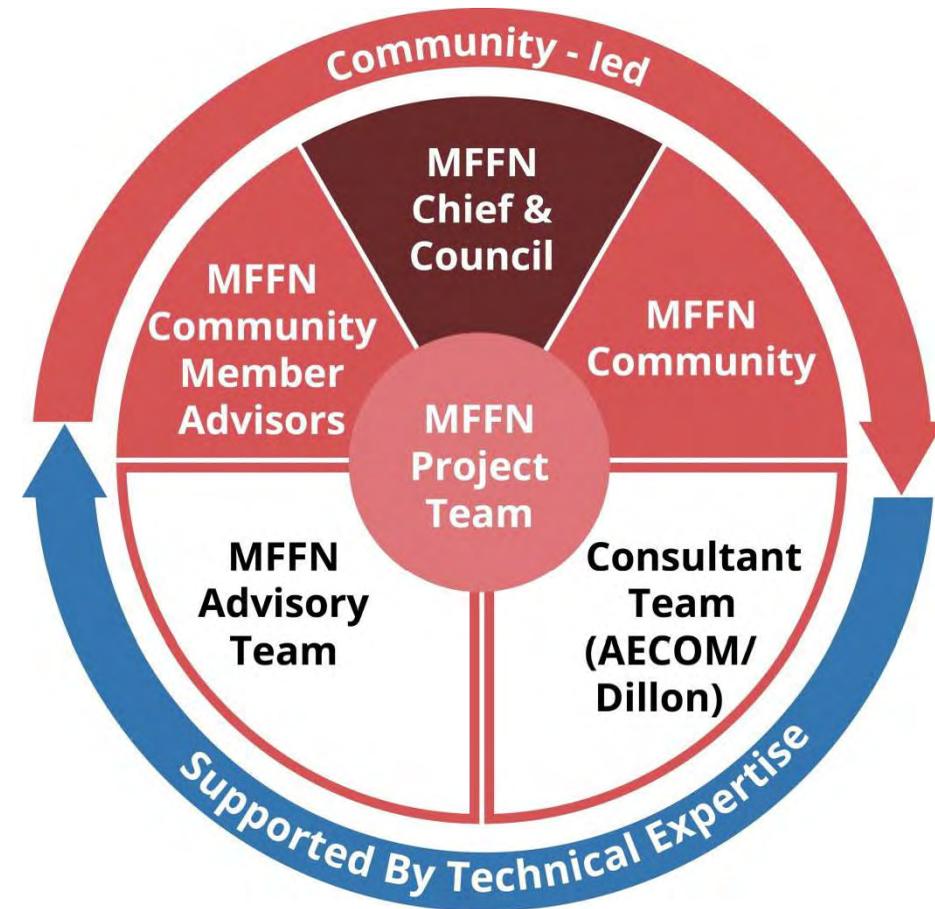
- **Marten Falls First Nation (MFFN)**—the Proponent—is initiating a community-led Environmental Assessment process for an all season access road to the community.
- MFFN has a winter access road, but its condition is unreliable; ultimately impacting the community's well-being.
- The community access road may also support future industry in the region (e.g. mining).





## What is Community-led?

- MFFN community members—led by their elected Chief and Council and supported by a team of technical experts—will develop solutions and advance decisions for the proposed all season access road.
- To gather input and receive direction, MFFN community meetings are held at key Project milestones. Separate discussions are also planned with Elders and Youth to gather their insights.
- Community input—from MFFN and neighbouring Indigenous communities—will ensure that the Environmental Assessment (EA) carefully addresses traditions, Indigenous Knowledge (IK) and land use.

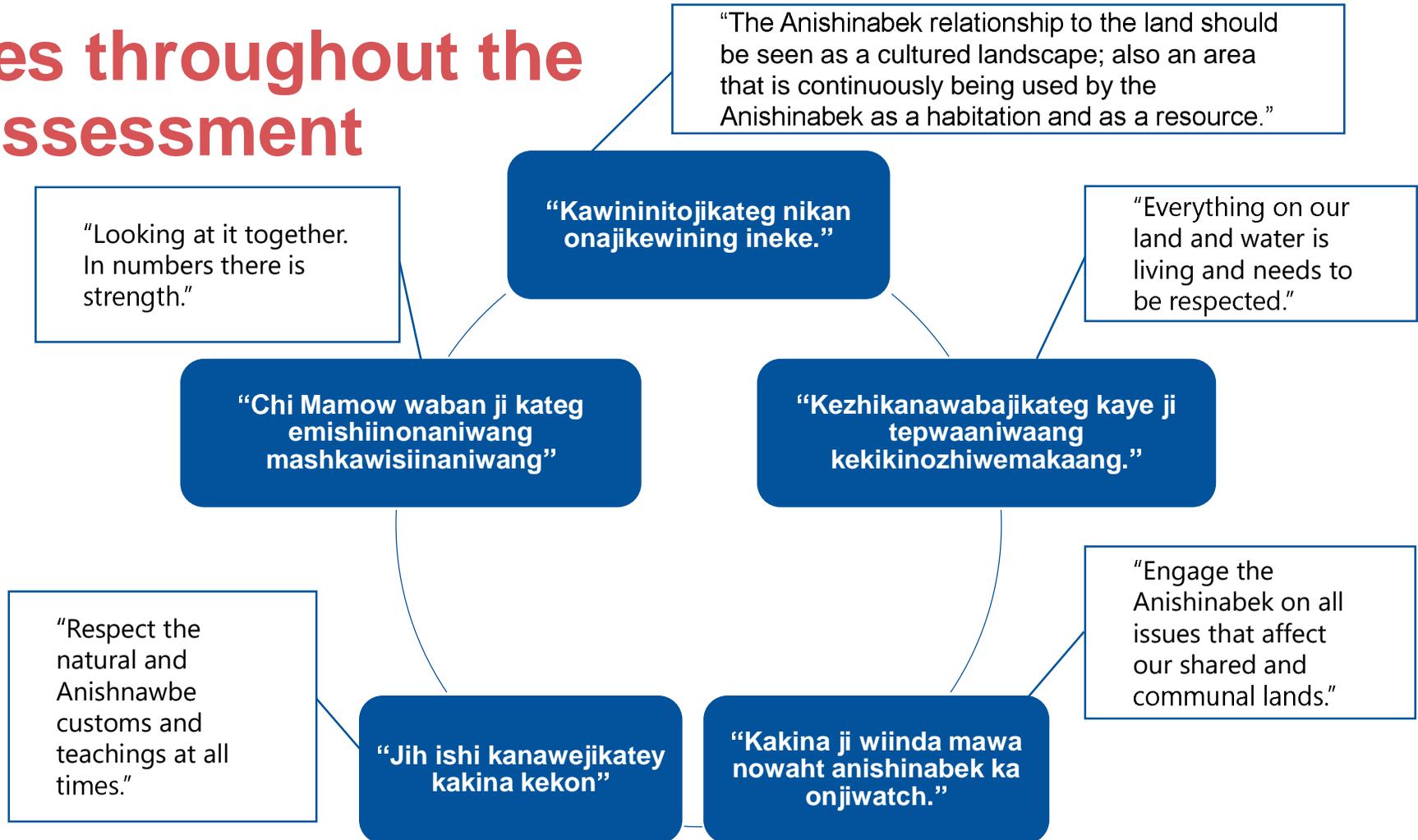




# Guiding Principles throughout the Environmental Assessment

- To honour the traditional lands in which this all season community access road will be developed and to respect the traditional teachings, the following Guiding Principles (developed for the MFFN CBLUP\* for Project Planning and Engagement) will be adopted throughout the Project.

\*Community Based Land Use Plan





## Engaging Neighbouring First Nations

We have been reaching out to neighbouring First Nations since December 2018 to introduced our project and start to work with First Nations to develop community specific Engagement Plans that respect Consultation & Accommodation Protocols and meet individual community needs. We want you to let us know:

- How you want to be involved in the MFFN EA?
- What are the best ways to engage your community?
- What is important to your community?
- Does the community have any concerns with the alternative routes?
- How can your Indigenous Knowledge be considered in the EA?
- Are there any dates we should avoid?





## About Marten Falls First Nation

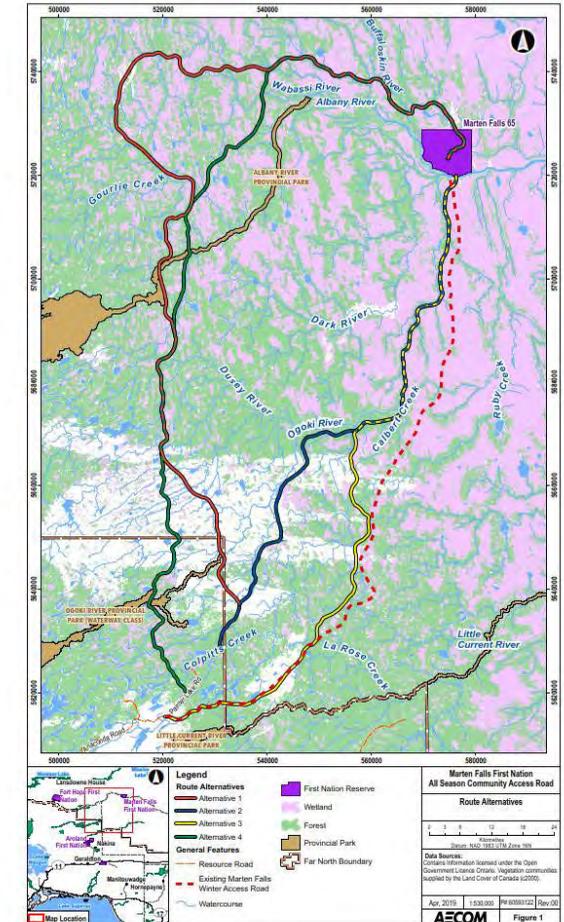
- Marten Falls First Nation (MFFN) is a remote First Nation community led by an elected Chief and Council.
- MFFN is located in the Far North of Ontario, at the junction of the Albany and Ogoki Rivers, approximately 170 km northeast of Nakina, Ontario and Aroland First Nation.
- MFFN has a registered population of 780, with approximately 325 members living on reserve.





## Why is a Community Access Road Needed?

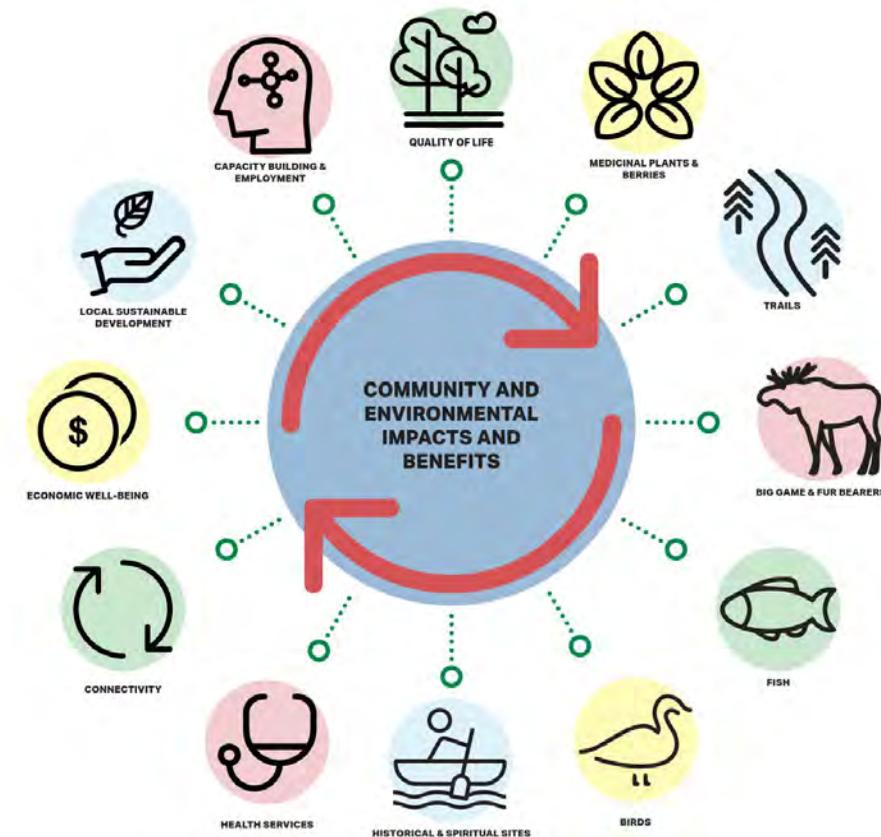
- Marten Falls First Nation needs a connection to Ontario's provincial highway network in the south to provide year round access; only air transport is reliable in the winter.
- Better access would allow:
  - Reduced transportation costs for goods and services; meaning more affordable food, fuel and other vital supplies and services;
  - Enhanced opportunity for social interaction with other communities;
  - Enhanced access to emergency, health and social services;
  - Increased opportunity for training and jobs for First Nation people and businesses during planning and construction; and
  - Increased opportunity for local sustainable economic development.





## Environmental Assessment Process

- Marten Falls First Nation has signed a voluntary agreement with the Province of Ontario to complete an Individual Environmental Assessment (EA) for this project.
- This road may also be subject to the Federal Environmental Assessment process.
- Through the EA, we will pick the preferred route for the access road, and define the potential impacts and possible impact management strategies.
- Our first step is to prepare a **Terms of Reference** and a **Project Description**





## The Importance of Indigenous Knowledge

- Indigenous Knowledge (IK) and Traditional Ecological Knowledge (TEK) will be considered in the EA.
- Indigenous Knowledge for each community is understood to be highly valuable and as such is treated confidentially.
- Guiding principles for Indigenous Knowledge collection, protection and use in the EA will be established.

How should your  
Indigenous  
Knowledge be  
included in the EA?





# Potential Routes for the Community Access Road

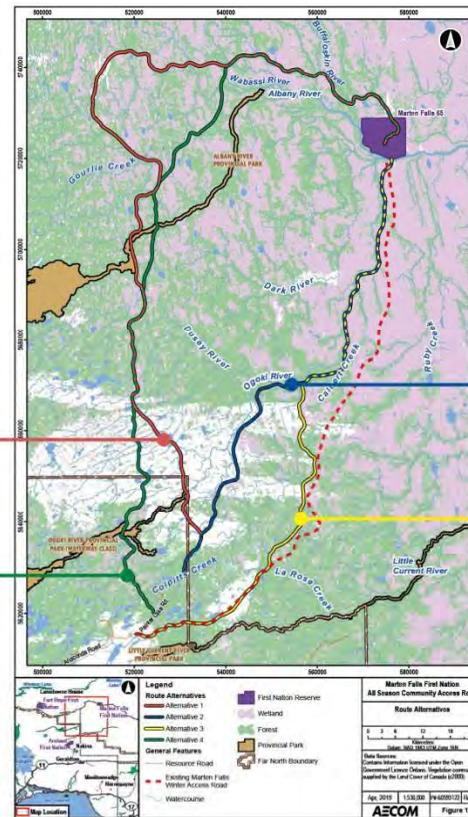
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Do you have any comments on these criteria?





## Key Considerations for Planning and Design of Community Access Road

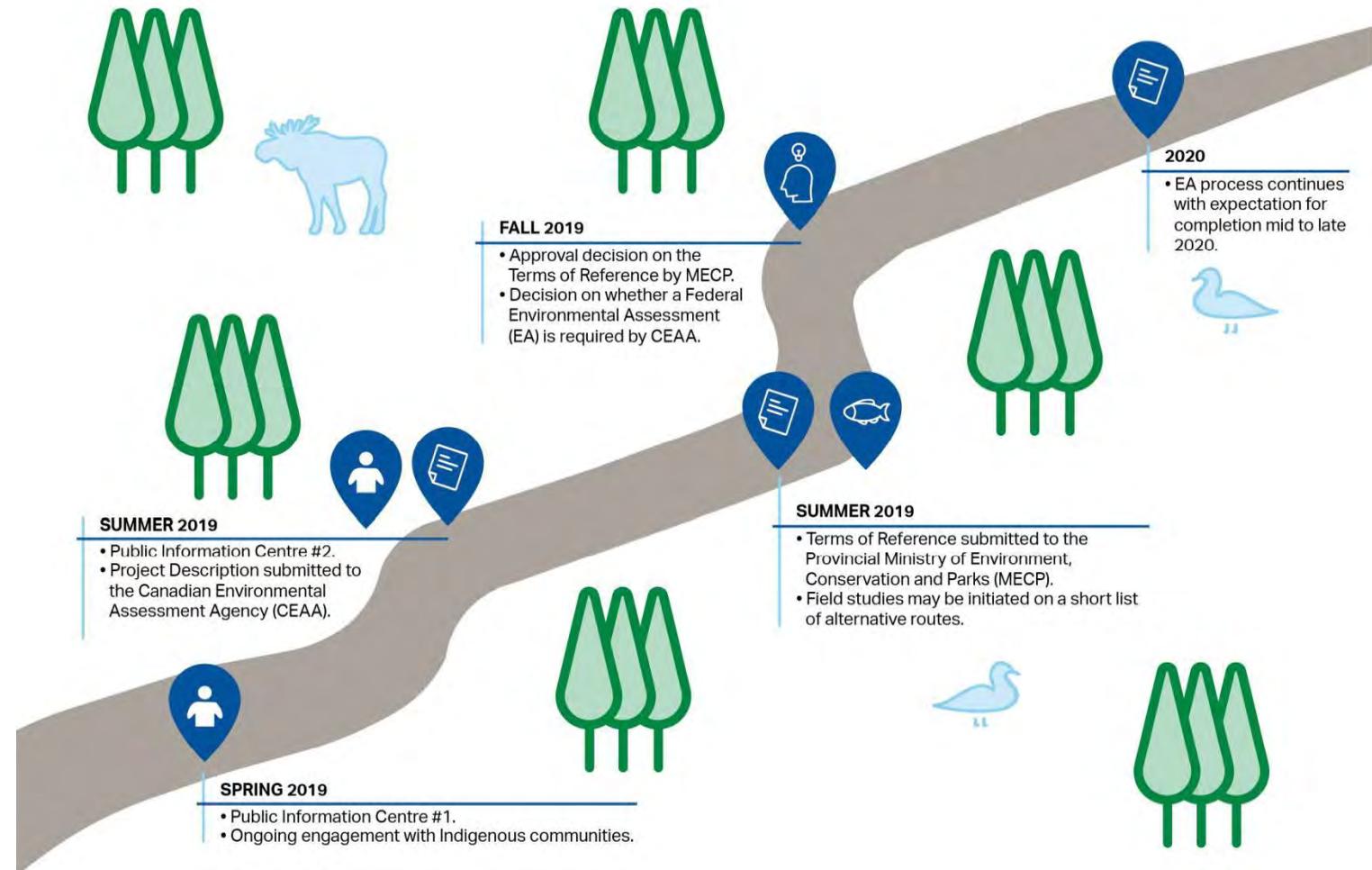
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# Proposed Timeline for the Terms of Reference and Environmental Assessment





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MARTEN FALLS FIRST NATION

ALL SEASON COMMUNITY ACCESS ROAD

# MARTEN FALLS FIRST NATION

ALL SEASON COMMUNITY ACCESS ROAD



Presentation to Women in Mining, Thunder Bay

*December 3, 2019*



## Welcome! Boozhoo!

During today's discussion we will talk about:

- **Topic 1 – Provincial Environmental Assessment Update**
- **Topic 2 – Federal Environmental Assessment Update**
- **Topic 3 – Engagement & Consultation**
- **Topic 4 – Next Steps & Timing**

**Thank you for inviting us. Your input is important.**





# Topic 1 – Provincial Environmental Assessment Update





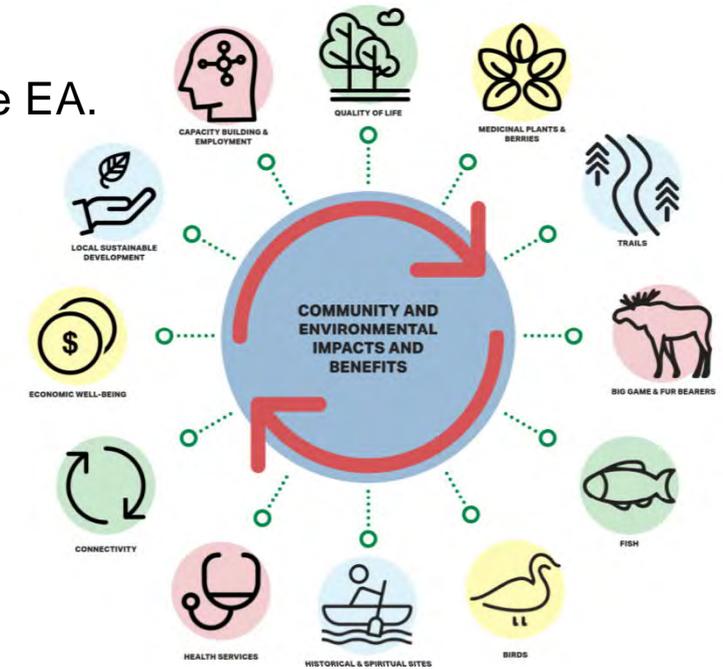
# Guiding Principles throughout the Environmental Assessment





## First Step of a Provincial Environmental Assessment

- A Provincial Individual Environmental Assessment (EA) has been initiated for the Project. The first step is to prepare a **Terms of Reference**, which requires consultation with neighbouring Indigenous communities.
- A Terms of Reference is a “roadmap” for planning and decision-making during the EA.
- It provides an overview of the:
  - Purpose and description of the Project (e.g., the development of an all season access road to MFFN);
  - Routing alternatives for the road to be considered in the EA, and the criteria and methods for doing so;
  - Existing environmental conditions and potential effects/ impacts of the new community road;
  - Studies to be conducted during the EA; and
  - Plans for future consultation during the EA.





# Preliminary Access Road Routes

A key step in the Terms of Reference process is identifying the alternative routes for the proposed road.

Alternative routes were identified by Marten Falls First Nation using information gathered during previous studies and consultation, and updated this year to include the latest available information.

Four alternative routes were originally identified.

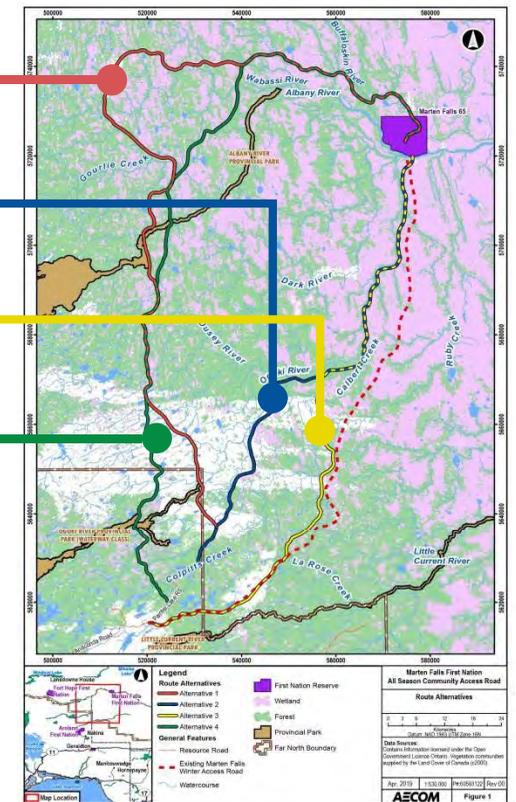
Feedback received from Marten Falls First Nation community members, Community Member Advisors and Chief and Council led to a decision to only consider the western routes—Alternative Route 1 and 4—in the EA.

Alternative 1

Alternative 2

Alternative 3

Alternative 4

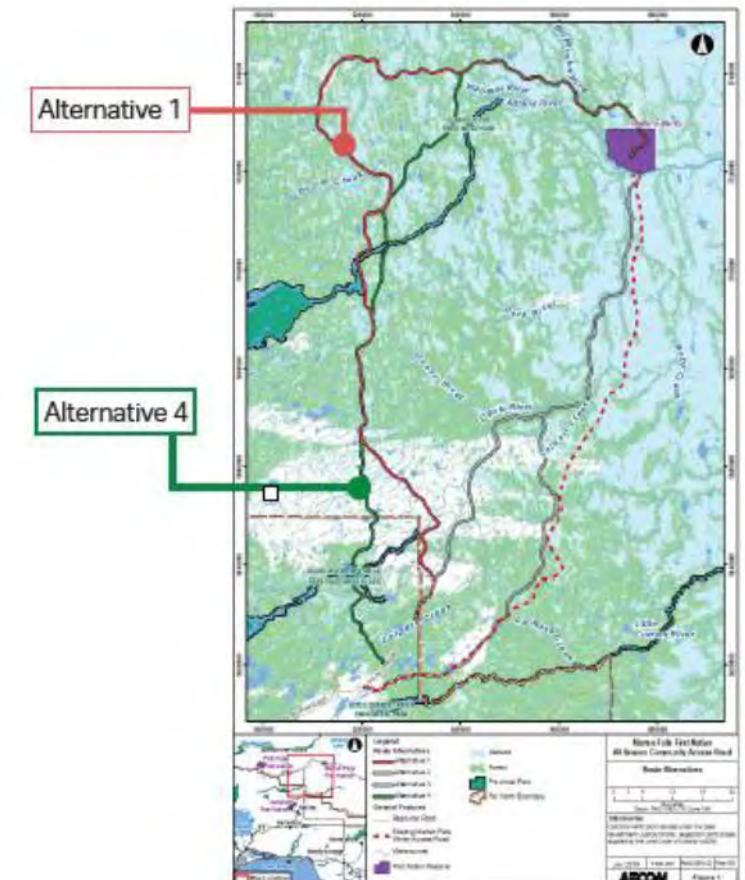




## Recommended Alternative Routes

**Alternative 1 and Alternative 4 (western routes)** will be studied in the Environmental Assessment. These alternative routes:

- Address MFFN concerns by avoiding a large river span crossing located close to the community, and health and safety concerns related to the potential for the WaWang'Wajing Road (Supply Road) going through the community;
- Are not significantly different than Alternative 2 and Alternative 3 for potential to impact the environment and the ability to avoid, eliminate and lessen the impact(s);
- Are easier to build because they are located on higher ground and closer to aggregate sources needed for construction; and
- Best enable mining development in the region because they are more direct to the mining claims north of MFFN and pass through other areas of interest for future mineral and exploration development.







## Respecting the Environment:

An evaluation will be completed in the EA to compare Alternative 1 and Alternative 4 against a set of criteria specific to the Community Access Road. These include:

- Natural Environment
- Indigenous Knowledge and Land Use
- Socio-economic and Cultural Heritage
- Technical

The outcome of the evaluation of alternative routes in the EA will identify the preferred route for the Community Access Road with the:

- Least potential for negative effects
- Greatest opportunity for mitigation of negative effects
- Greatest community benefit





## Field Studies Update

- Field studies for the Community Access Road and WaWang'Wajing Road are ongoing
  - **July to October 2019:** Terrestrial (Vegetation and Wildlife)
  - **August to October 2019:**
    - Aquatics (Fisheries and Surface Water)
    - Cultural Heritage
    - Noise and Air
  - **August to December 2019:** Geotechnical and Engineering
  - **Winter/Spring/Summer 2020:** Wildlife (second season)
- Socio-economic and Indigenous Knowledge data collection activities are expected to start during summer/fall months.





## Draft Terms of Reference and Plain Language Guide

### Completed

- The Draft Terms of Reference (ToR) has been prepared, based on community feedback and Project Team direction.
- The Ministry of the Environment, Conservation and Parks has undertaken a completeness review of the Draft ToR, and we are currently finalizing the document.

### To Be Completed

- The Draft ToR will be released to Indigenous communities, government agencies, public and other stakeholders to obtain early input on the Project and proposed plans for the Environmental Assessment.
- A Plain Language Guide of the Draft ToR will also be released.





## Topic 2 – Federal Environmental Assessment Update





## Overview of the New Impact Assessment Act

- New federal agency: The Impact Assessment Agency of Canada
- Key changes outlined in the Impact Assessment Act:
  - Scope broadened to include positive and negative effects
  - Equal consideration of biophysical and socio-economic effects
  - Additional factors to be considered include:
    - Contribution to sustainability, Indigenous rights, intersection of sex, gender and identity factors, and how a project hinders or contributes to the Government of Canada's ability to meet its climate change commitments
  - Enhanced consideration of effects on Indigenous peoples of Canada
  - Science, evidence and knowledge focus, including traditional and community knowledge





## Impact Assessment Act – Implications for Indigenous Peoples

- Integration of Indigenous Knowledge (IK) is required
- Early and consistent engagement and consultation with Indigenous peoples and groups
  - Emphasis on early project input and building relationships and partnerships
- Provides the framework for an Indigenous-led Impact Assessment or a substituted Impact Assessment under the jurisdiction of an Indigenous governing body
- Indigenous Advisory Committee





## Impact Assessment Act – Implications for Proponents

- Uncertainty regarding information requirements, timelines, and application of process – it may take longer to complete the impact assessment because of this
- Better avenue for demonstrating how Projects are beneficial to local communities, and to Canada overall (i.e., opportunity to highlight Project benefits/positive effects)
- Expanded factors to be considered will likely lead to expanded scope of assessment and increased costs and timelines





## Impact Assessment Act – Project Issues List

Impact Assessment Agency of Canada has released the initial Project Description Issues list based on comments received by other communities and interested persons. Some of the issues include effects on:

- Important areas identified in CBLUP
- Wildlife areas
- Fish passage
- Quality and quantity of country foods
- Groundwater/drinking water supplies
- Regional development
- Indigenous peoples' ability to continue traditional practices
- Social conditions due to changes in quality of life, urbanization, increased connectivity, rapid social changes, access to technology, increased mobility





## Impact Assessment Act – Project Issues List Cont'd

- Consider cumulative effects (future industrial uses, Ogoki River diversion)
- Changes to economy and way of life
- Long term feasibility of proponent to manage the road
- Clarity on location of all project components
- Impacts of easier access by non-Indigenous peoples to Indigenous traditional territories
- Incorporation of Indigenous Knowledge into planning, management, and operational decisions
- Collaboration with Indigenous groups for provincial planning, due to the effects of the investment in the North-South Infrastructure corridor





## Federal Project Description Update

- A Project Description is a requirement of the Federal government to determine if a Federal Environmental Assessment is required.
- MFFN submitted a Project Description before the new Act came into force.
- The previously released Project Description will be used to prepare a **Detailed Project Description**.
- The Detailed Project Description will need to respond to how the identified issues will be addressed in the planning of the project.
- The Impact Assessment Agency of Canada will decide if a Federal Environmental Assessment is required. We expect this decision to happen by early 2020.





## Topic 3 – Engagement and Consultation Update





## Consultation Overview for the EA

- Consultation is required to support the preparation of the Terms of Reference.
- MFFN is entering into a Memorandum of Understanding regarding the responsibilities of MFFN and the Province in the consultation and engagement of neighbouring indigenous communities.
- A variety of consultation activities are proposed for the rest of the Terms of Reference period and for the future Environmental Assessment.
- The Terms of Reference will include an Environmental Assessment Consultation Plan.
- The Province has notified communities that participant funding is available for this project.





## Engagement Activities To Date

Efforts have been ongoing to engage neighbouring Indigenous communities and other interested persons since the ToR Notice of Commencement was released in March. Summary of activities:

- Four rounds of meetings with MFFN (in Thunder Bay and in-community).
- **Notice of Commencement** to 22 neighbouring Indigenous communities identified by MECP, including:
  - Eighteen (18) who have/ may have constitutionally protected Aboriginal or Treaty Rights that may be impacted by the Project and Four (4) potentially interested.
- **Letter** from Chief Achneepineskum to neighbouring Indigenous communities, in follow up to the Notice of Commencement.
- Two **public meetings** — one in Thunder Bay and one in Geraldton that Indigenous communities received invitations to.
- Distribution of Field Study Notices to neighbouring communities.
- Meeting with some Communities.
- Booth at the Northern Ontario First Nations Environment Conference.





## Proposed Consultation for the Environmental Assessment

The Terms of Reference identifies the plans for consultation during the Environmental Assessment. The following EA milestones will help guide the timing, approach and content of our consultation and engagement efforts:

- Notice of Commencement;
- Development of impact assessment/ routing evaluation criteria;
- Evaluation of routing alternatives;
- Identification of preferred alternative;
- Submission of Draft Environmental Assessment Report/ Impact Statement; and
- Submission of Final Environmental Assessment Report/ Impact Statement.

Note: The Impact Statement is pending federal EA requirement decision.





## EA Outreach Activities

- Chief and Council and/ or community meetings
- Community Member Discussions (e.g., Elder, Youth, Hunters/ Trappers)
- Topic-specific community member discussions (e.g., caribou)
- Translated notifications, project updates and plain-language EA docs
- Online Webinar and/ or Radio Information Sessions
- Social media updates
- Key Informant Interviews
- Industry outreach
- Project website, hotline, email address
- Newsletters and email updates
- EA documentation release



**What advise do you have on  
how best to reach out to the  
Communities?**





## Topic 4 – Next Steps & Timing





## Upcoming Activities

- Completing the Draft Terms of Reference (ToR)
- Complete and submit the Detailed Project Description to Impact Assessment Agency
- Collecting Indigenous Knowledge with Marten Falls and other interested neighbouring Communities
- Meetings with interested neighbouring Indigenous communities
- Ongoing discussions with the Province
- Release of the Draft ToR and Plain Language Guide
- Second round of Public Information Centres (focused on draft ToR release)
- Finalize the ToR for submission to the Province





## EA Preparation Timing

- Detailed Project Description submission – November 2019
- Draft Terms of Reference public release and 30 day review – December 2019
- Federal Impact Assessment decision – January 2020
- Final Terms of Reference submitted to Province - May 2020
- Provincial Decision on Terms of Reference - August 2020
- Complete Environmental Assessment and release draft EA/EIS Report - May 2021
- Final EA/EIA submitted to Province and possibly Federal Government - December 2021





## Next PICs

**Tuesday, December 10**

**5pm – 8pm**

**Valhalla Inn Hotel, Boardroom #3  
1 Valhalla Inn Road, Thunder Bay**

**Wednesday, December 11**

**5pm – 8pm**

**Royal Canadian Legion Branch 213 Community Hall  
117 Dieppe Road  
Longlac, Ontario**





# Meegwetch!

# Questions?

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## **C3 Public Information Centre Panels**



## **C3.1 Public Information Centre #1 Panels**





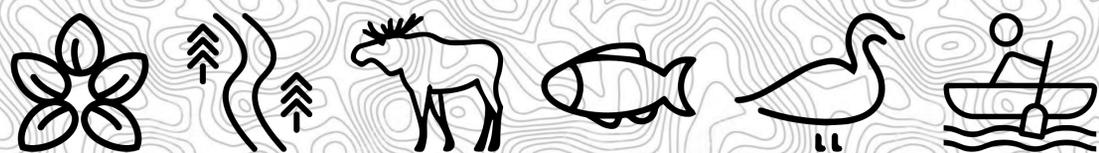
# Welcome! Boozhoo!

**Marten Falls First Nation has started planning for an all season access road to connect the community to Ontario's provincial highway network in the south.**

Thanks for joining us today to learn about the:

- Community-led planning process;
- Environmental Assessment (EA) processes;
- Proposed study area, the potential routes for the community access road and the proposed way a preferred route will be selected;
- Future consultation and engagement opportunities; and
- Next Steps.

We're interested in what you have to say. Share your comments, ideas and values with the Project Team.



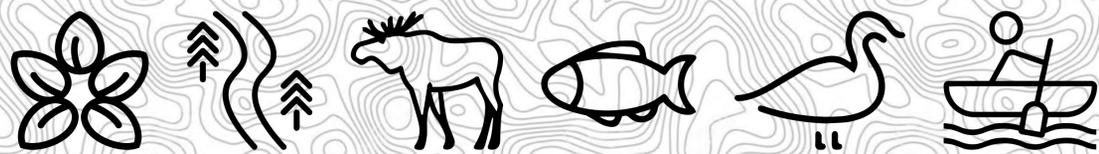


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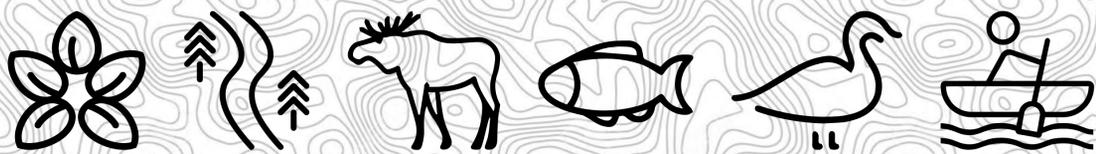
Planning for the all season access road is *community-led*, meaning the MFFN community—under leadership of MFFN Community Advisors and MFFN Chief and Council—will shape plans for this important development.





## About Marten Falls First Nation

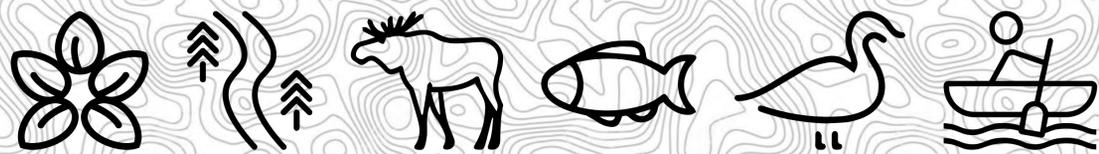
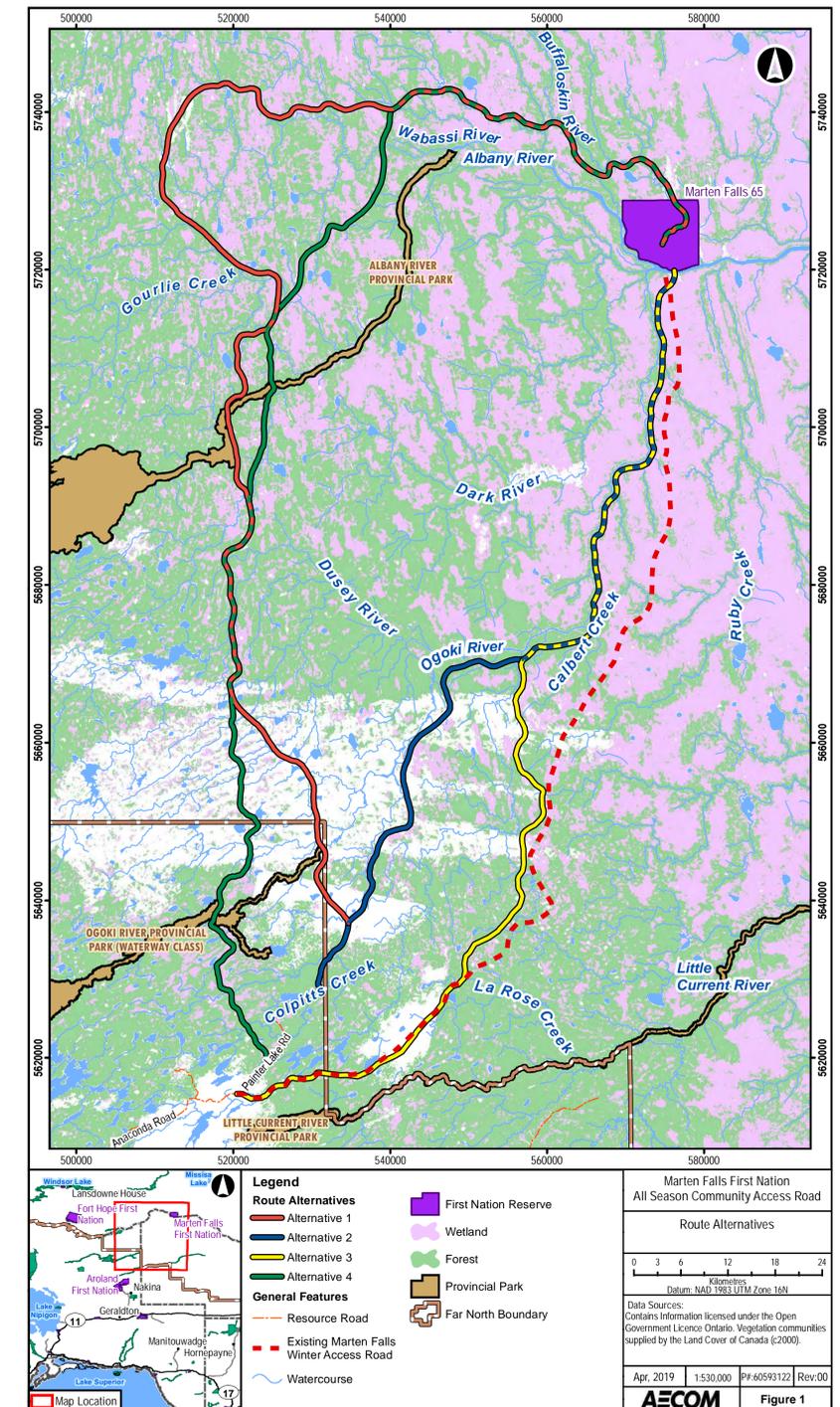
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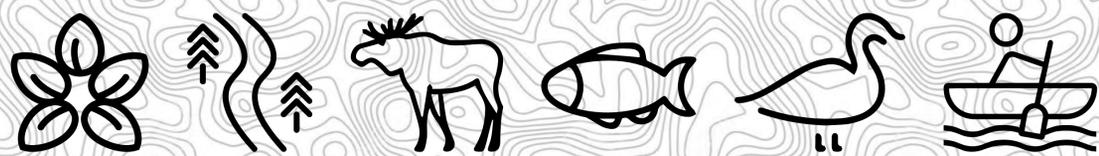




# Components of the Community Access Road

Major components of the new community access road will include:

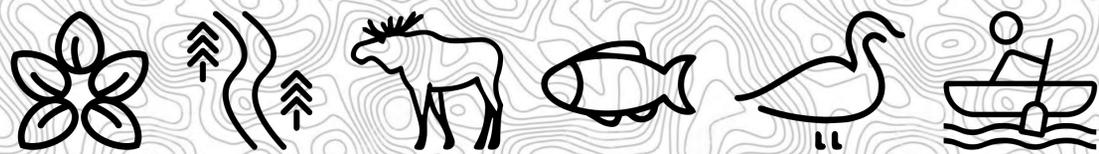
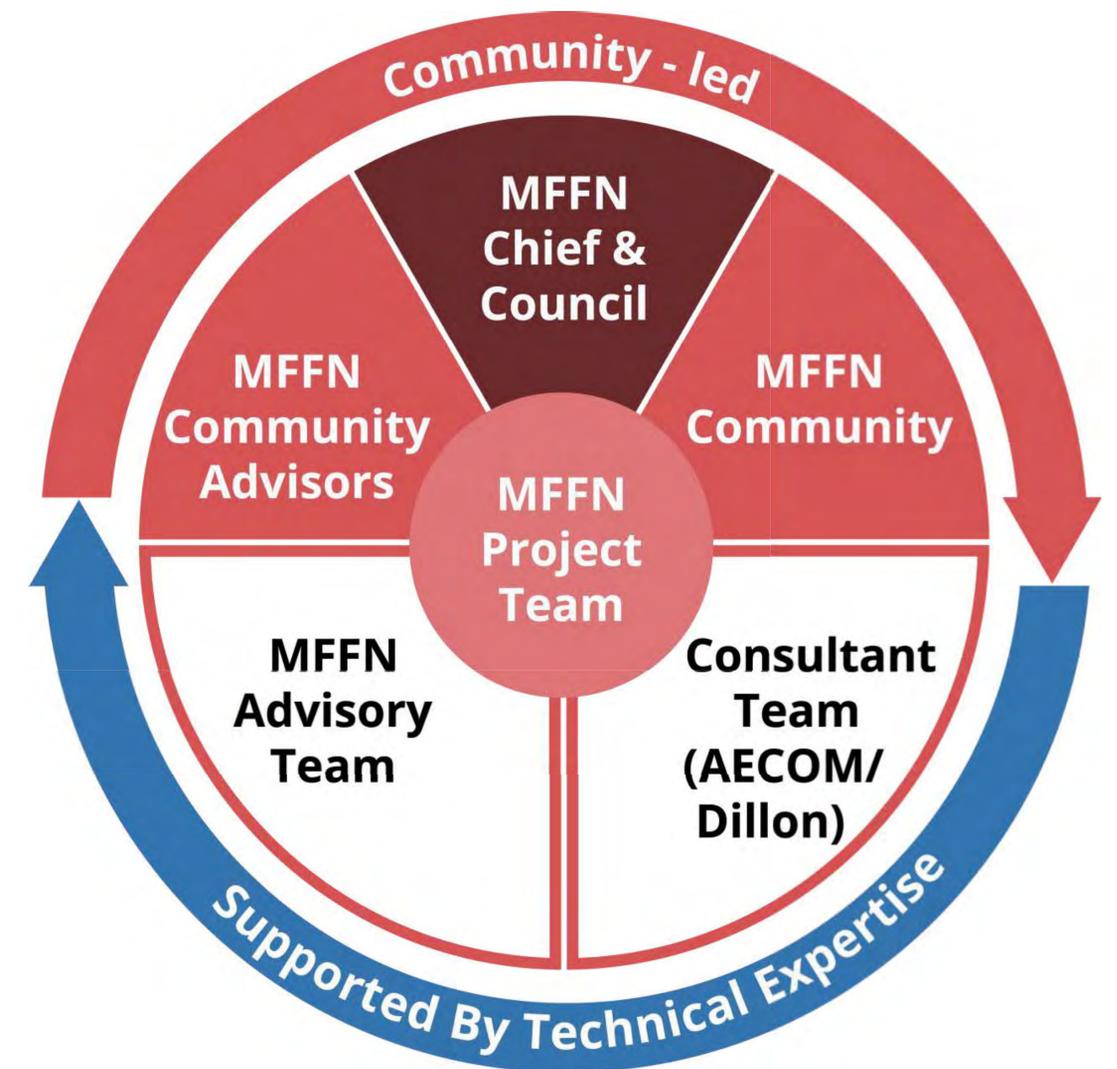
- **All Season Road:** New all season two-lane road cleared to a width of 60 metres. Principle building material will be blasted rock-fill.
- **Borrow Pits:** Rock quarries and borrow areas will be developed beside the proposed community access road to provide crushed rock and granular materials for construction.
- **Bridges:** Required over waterways; bridge sizes will range from single- to multi-span bridges.
- **Temporary Access Roads and Work Camps:** May be required during construction.





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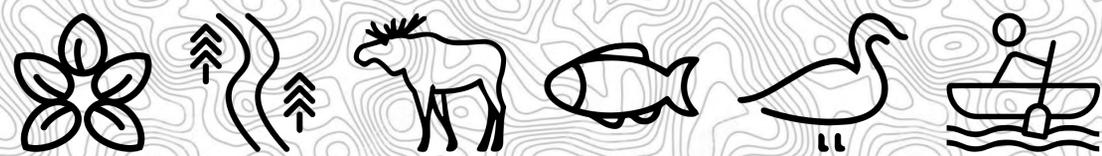
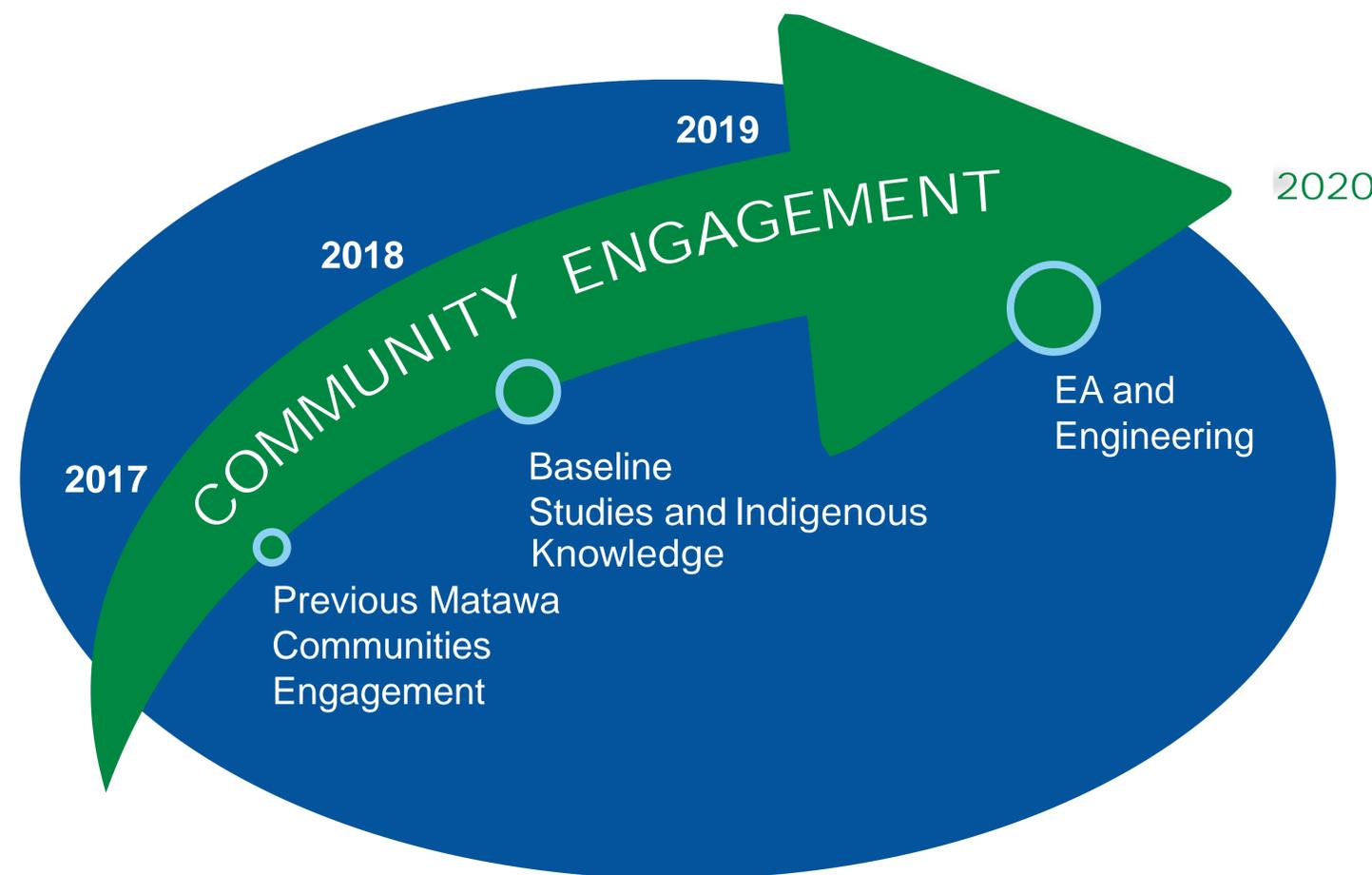




# History of the Marten Falls All Season Access Road

To progress planning for the community's all season access road, Marten Falls First Nation (MFFN) has participated in the following historical studies:

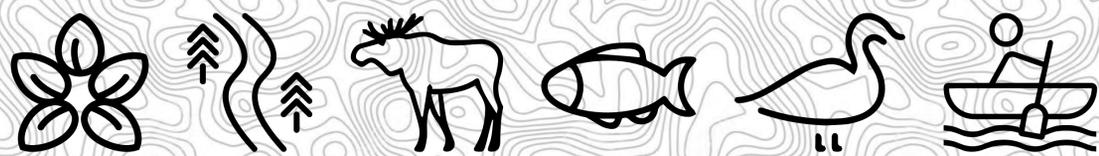
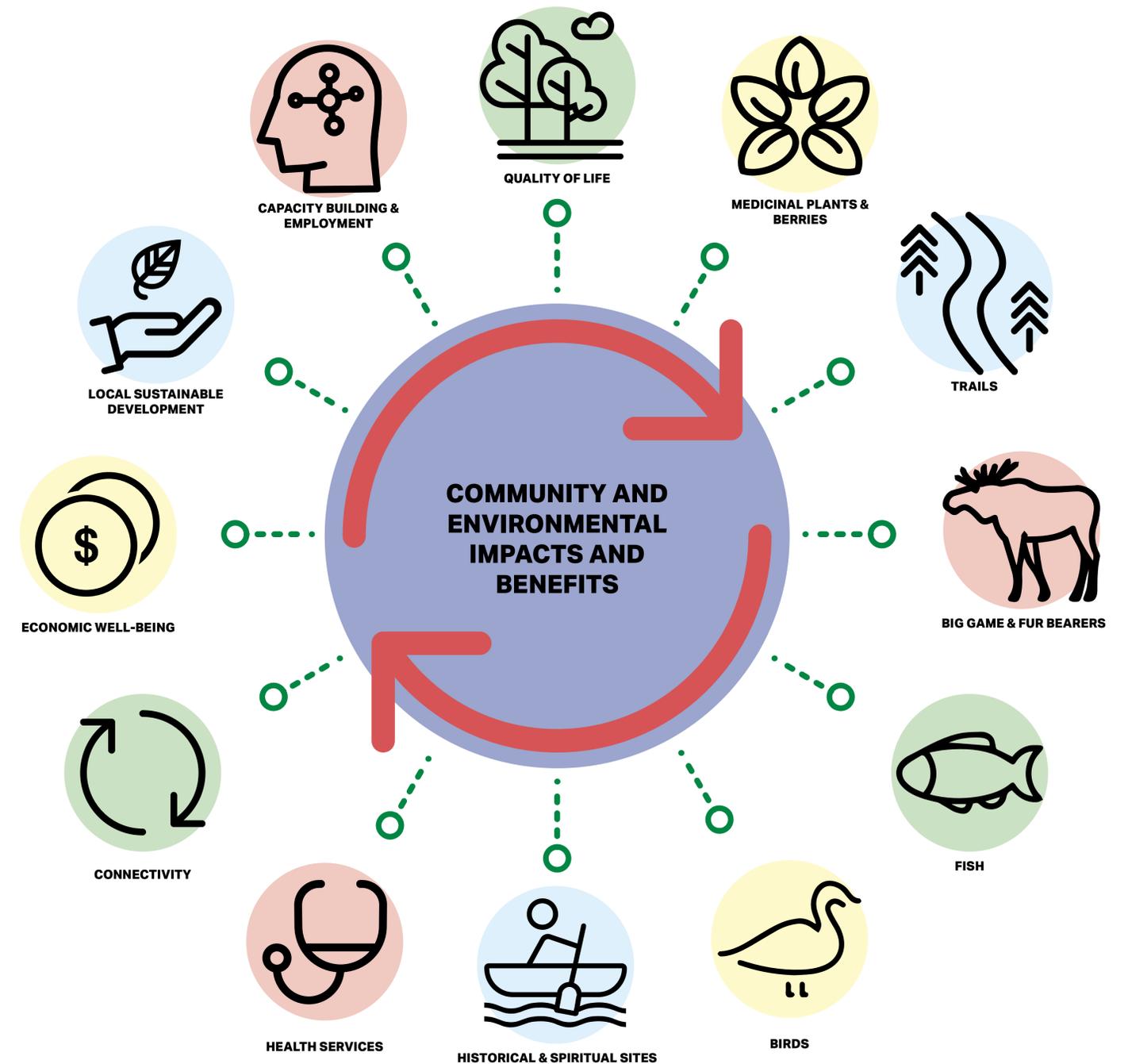
- 2002 MFFN Access Road Proposal, Michieli Equipment Rental Ltd.;
- 2009 Neegun Burnside Report;
- 2011 MFFN Winter Road Realignment/ All Weather Road Project, Feasibility Analysis and Business Plan Report;
- 2011 Industrial North-South Proposed Road Corridor (originally industry-led, now led by MFFN since 2013);
- 2011-2012 MFFN Winter Road Realignment;
- 2014 MFFN to Muketei Airstrip Winter Road; and
- 2017 MFFN Community Access Road Project Proposal.





## Environmental Assessment Process

- Marten Falls First Nation has signed a voluntary agreement with the Province of Ontario to complete an Individual Environmental Assessment (EA) for the establishment of their all season access road. This road may also be subject to the Federal Environmental Assessment process.
- The EA process will determine the preferred route for the access road and identify benefits, potential impacts and impact management strategies to be considered throughout the Project.





# Overview - Federal and Provincial EA Processes

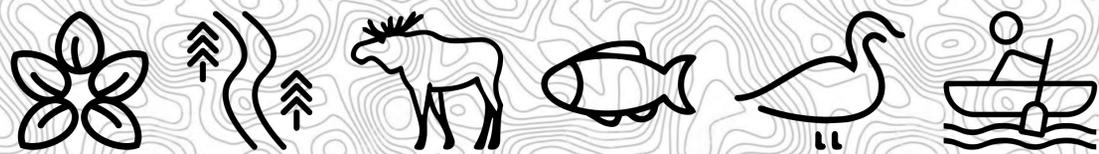
## Provincial Requirements

- The proposed community access road is subject to the *Ontario Environmental Assessment Act (1990)*, and will follow two key steps: 1) development and submission of a **Terms of Reference**; and 2) completion of an Environmental Assessment (EA).
- The **Terms of Reference** provides a 'roadmap' for planning and decision-making during the EA; it outlines what studies will be conducted and how people will be consulted. The **Terms of Reference** will be submitted to the Minister of Environment, Conservation and Parks (MECP) for review and approval.
- On approval, Marten Falls First Nation (MFFN) will proceed with preparation of the **Environmental Assessment Report** in accordance with the Minister-approved Terms of Reference and the *Environmental Assessment Act*.

## Federal Requirements

- To meet the requirements of the *Canadian Environmental Assessment Act, 2012*, a Federal EA may be necessary.
- A **Project Description** will be submitted by MFFN to the Canadian Environmental Assessment Agency (CEAA), who will consult with First Nations and the public to determine whether a Federal EA is required.
- Should a Federal EA be required, the CEAA will publish **Environmental Impact Statement (EIS) Guidelines** to guide MFFN in preparing an Environmental Impact Statement.
- The **Environmental Impact Statement** will only be completed if the Agency determines, after their review of the **Project Description**, that a Federal EA is required.

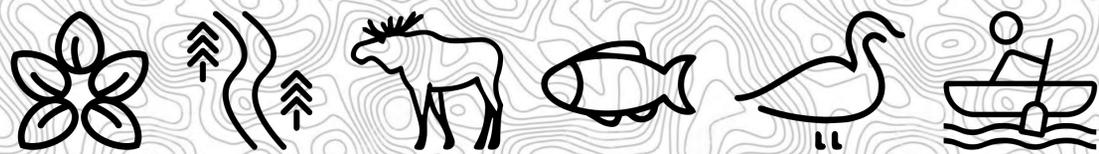
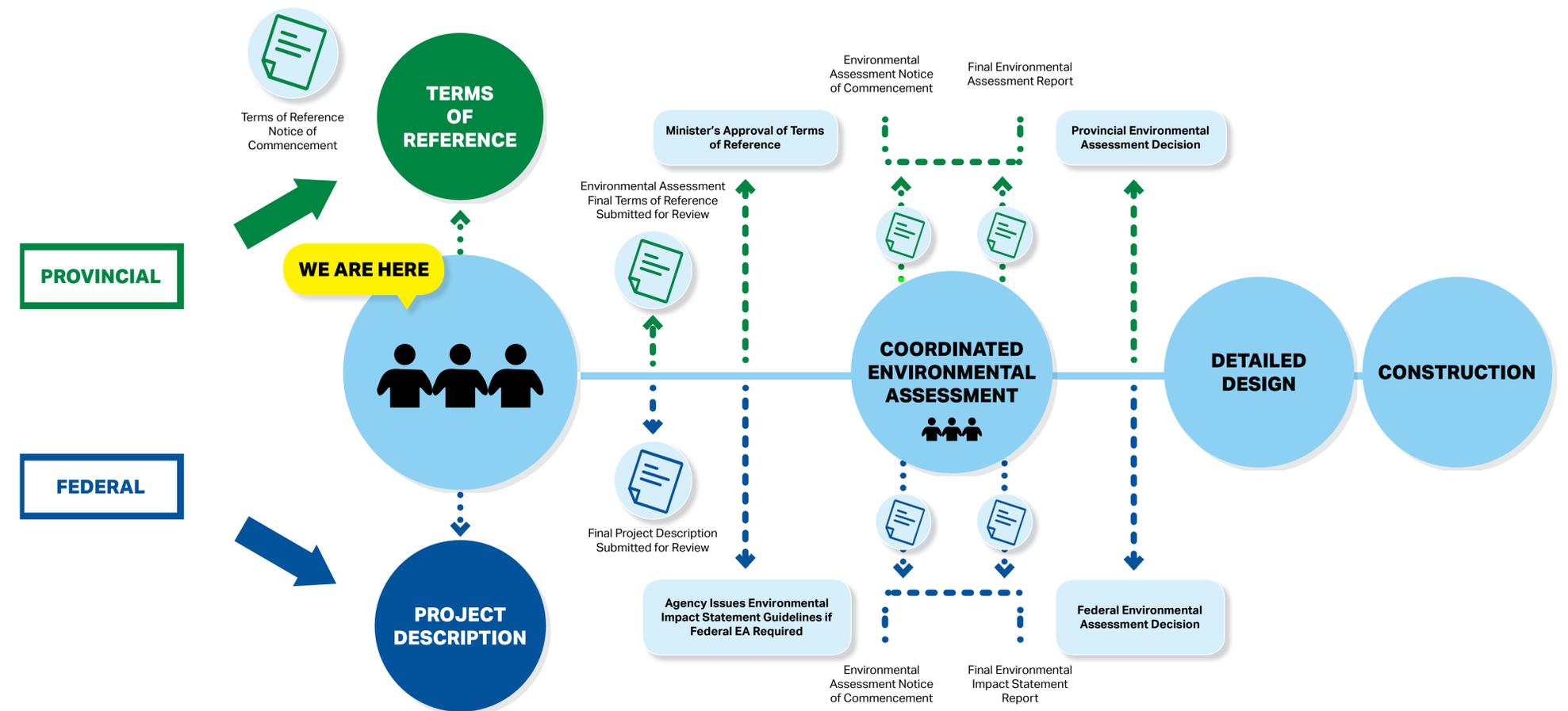
**How would you like to be kept informed during the Terms of Reference? During the Environmental Assessment?**





## Coordinated Federal and Provincial Processes

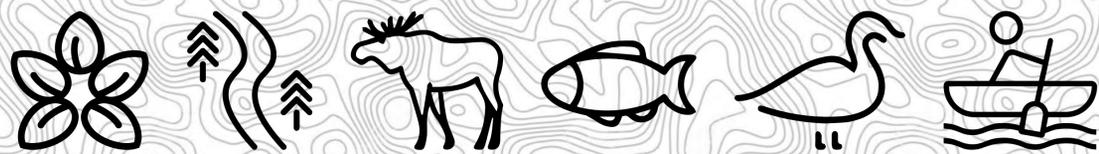
If the access road is subject to both the Federal and Provincial Environmental Assessment (EA) processes, a coordinated approach would be taken. A Coordinated EA enables the Proponent (Marten Falls First Nation) and the government agencies to work together to efficiently coordinate the review periods in the Provincial and Federal processes. The idea is to generate one report for the Project that satisfies both processes. Separate approvals are often still required by both governments.





## What is a Terms of Reference?

- A Terms of Reference is a requirement of the Provincial Environmental Assessment (EA) process, and is a “road map” for planning and decision-making during the next phase of the Environmental Assessment process.
- It provides an overview of the:
  - Purpose and description of the Project (e.g., the development of an all season access road to Marten Falls First Nation);
  - Routing alternatives for the road to be considered in the EA, and the criteria and methods for doing so;
  - Existing environmental conditions and potential effects/ impacts of the new community road;
  - Studies to be conducted during the EA; and
  - Plans for future consultation during the EA.

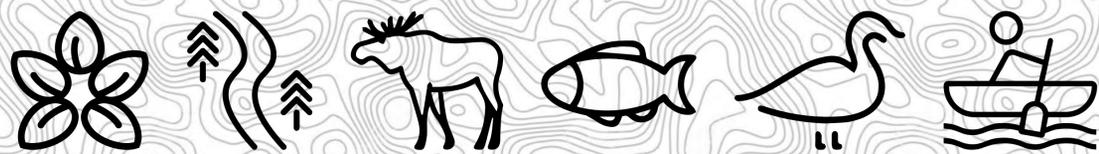




# What is a Project Description

A Project Description is a requirement of the Federal Environmental Assessment process, and includes the following information:

- Proposed Project Description (e.g., location, Project activities including construction);
- Description of baseline conditions and sensitivities;
- Outline of potential environmental effects;
- Approach for engagement with Indigenous communities; and
- Approach for engagement with other interested persons (e.g., the public, industry, non-government organizations and government agencies).

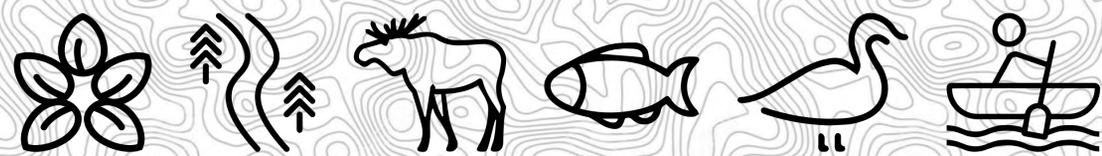
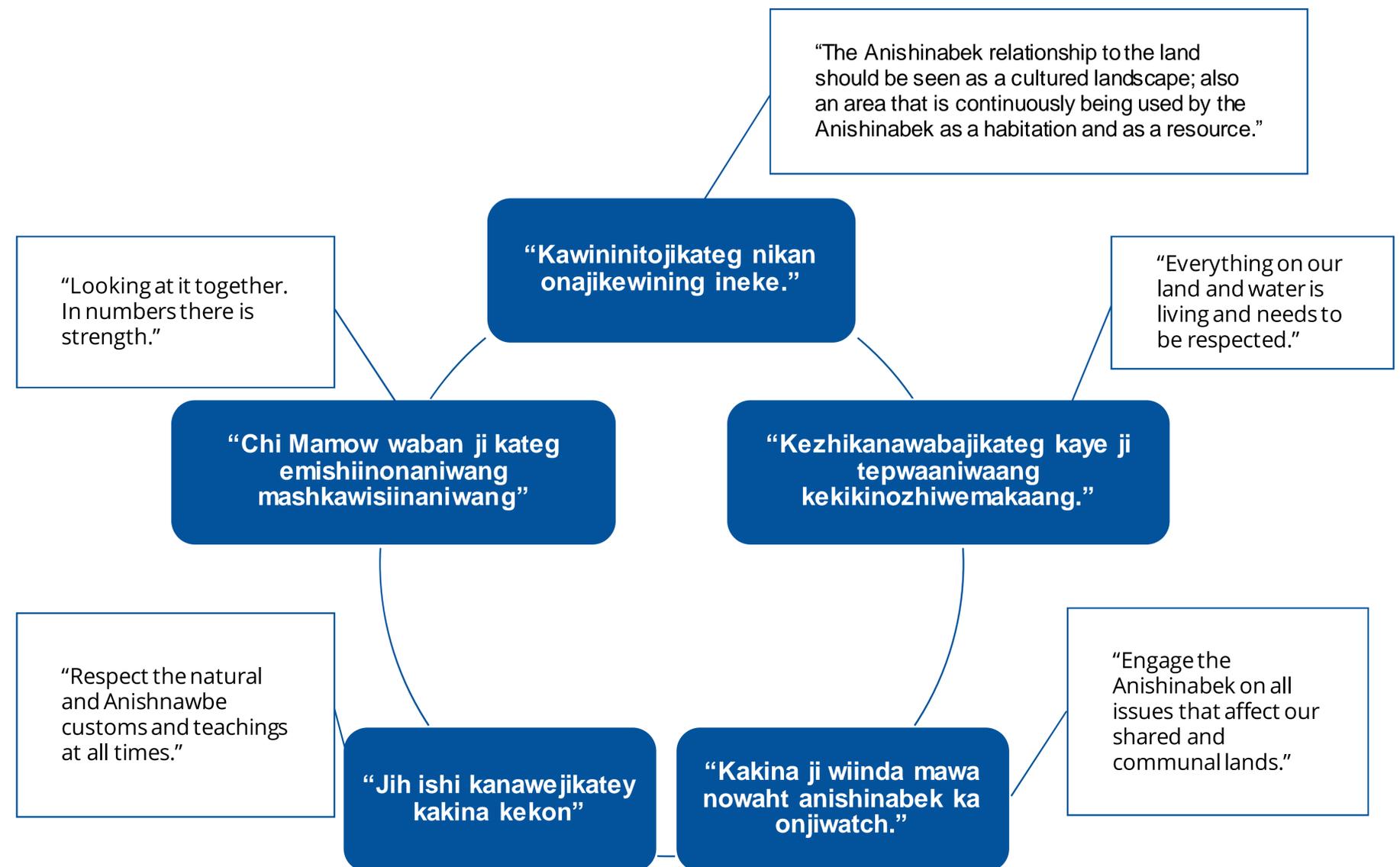




## Guiding Principles throughout the Environmental Assessment

To honour the traditional lands in which this community access road will be developed and to respect the traditional teachings, the following Guiding Principles (developed for the MFFN CBLUP\* for Project Planning and Engagement) will be adopted throughout the Project.

\*Community Based Land Use Plan

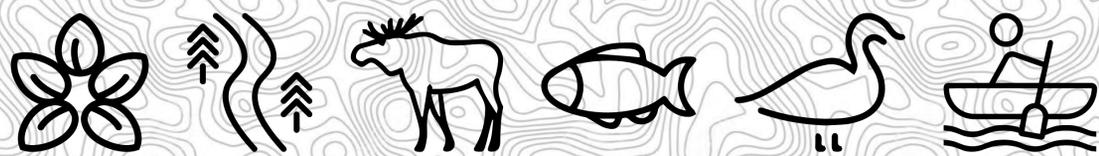




## Objectives For Engagement during the Terms of Reference Phase

- Marten Falls First Nation (MFFN) is engaging with interested persons, including neighbouring Indigenous communities and the public, so that input is considered when making decisions related to the design and development of the community's new all season access road.
- MFFN will seek to ensure that the Environmental Assessment (EA) carefully addresses traditions, Indigenous Knowledge (IK) and land use.
- Overarching objectives include:
  - Provide Indigenous communities and interested persons with opportunities to learn about the proposed all season community access road to Marten Falls First Nation reserve.
  - Review and gather feedback on the following:
    - Alternative routes and evaluation criteria;
    - Key environmental and social impacts to be considered in the EA;
    - Consultation Plan for the future EA; and
    - Approach for collecting Indigenous Knowledge (IK).

**Are there additional objectives you would like us to consider?**





# Potential Terms of Reference Engagement Activities

## Neighbouring Indigenous Communities

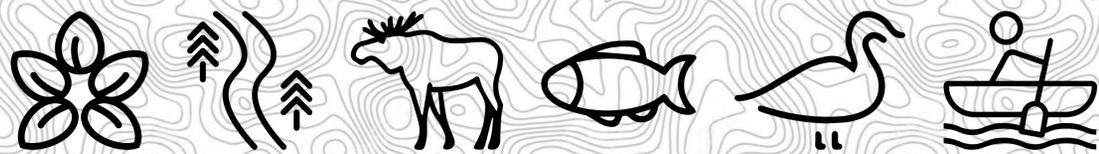
- Presentations to Chief and Council;
- Community meetings; and
- Meetings with key contacts (e.g., Hunters and Trappers, Youth, Elders).

## Public

- Community Information Centres (Thunder Bay and Geraldton); and
- Select meetings with key individuals/ organizations.

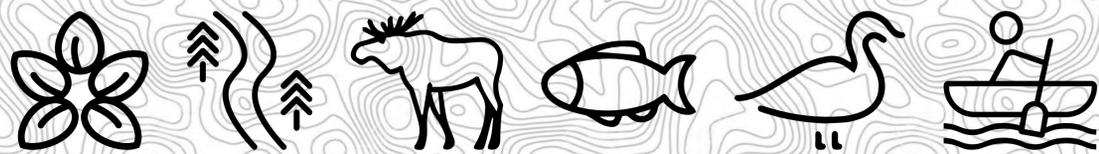
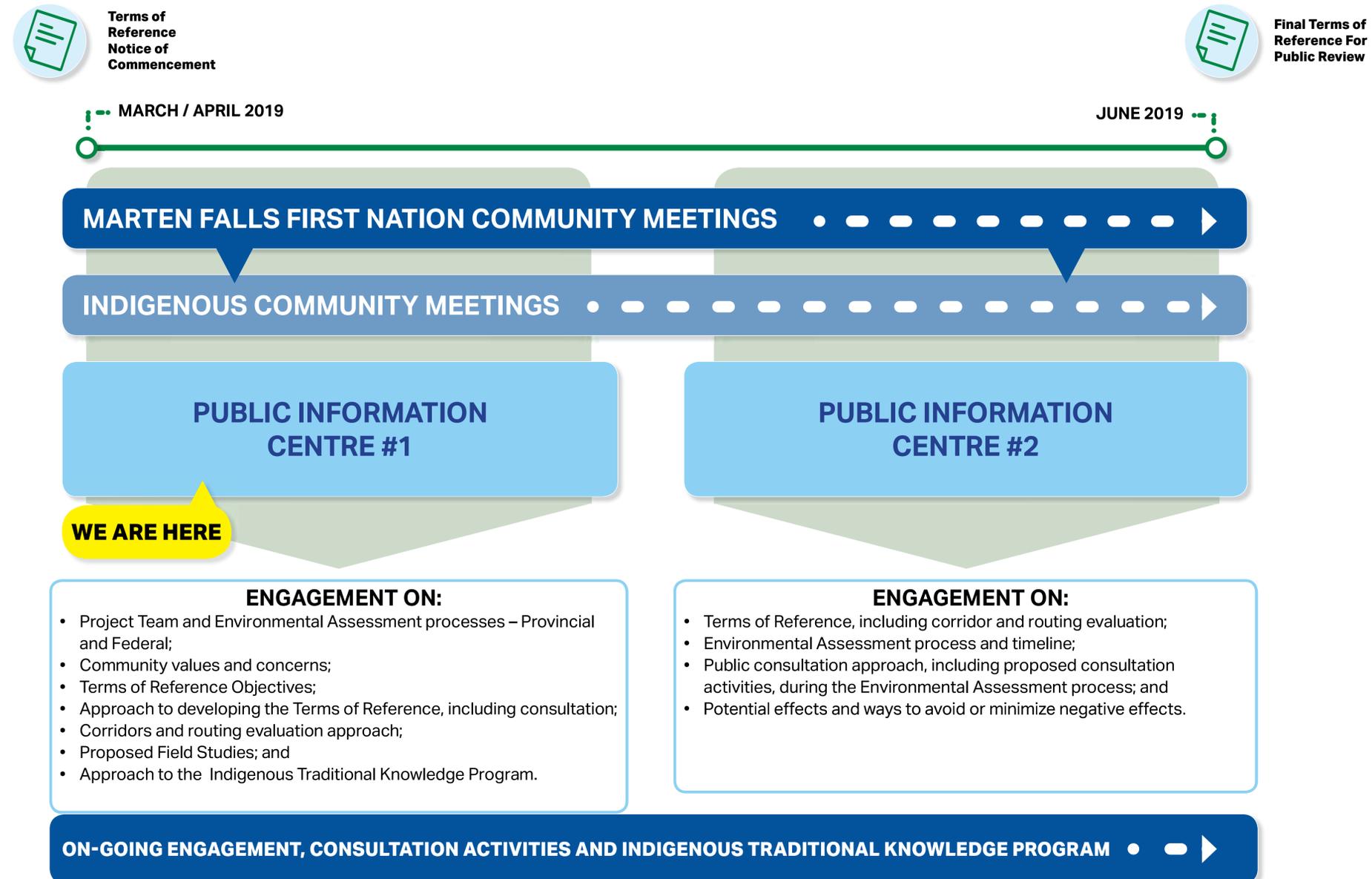
## All Audiences

- Published Notices and Event Invitations, Direct Mail/ Email, Project Website, Project Hotline, Newsletters, Comment Forms/ Questionnaires.





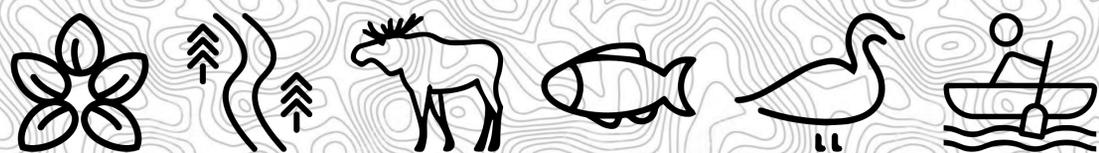
## Engagement During the Terms of Reference Phase





# The Importance of Indigenous Knowledge

- Indigenous Knowledge (IK) and Traditional Ecological Knowledge (TEK) can be defined generally as intrinsic and cultural knowledge of the land, resources and waters by Indigenous peoples.
- Indigenous Knowledge is vital for the planning of the community access road.
- Guiding principles for Indigenous Knowledge collection, protection and use are being established by Marten Falls First Nation.
- Existing principles of neighbouring Indigenous communities will be respected.





# MARTEN FALLS FIRST NATION ALL SEASON COMMUNITY ACCESS ROAD

## Potential Routes for the Community Access Road

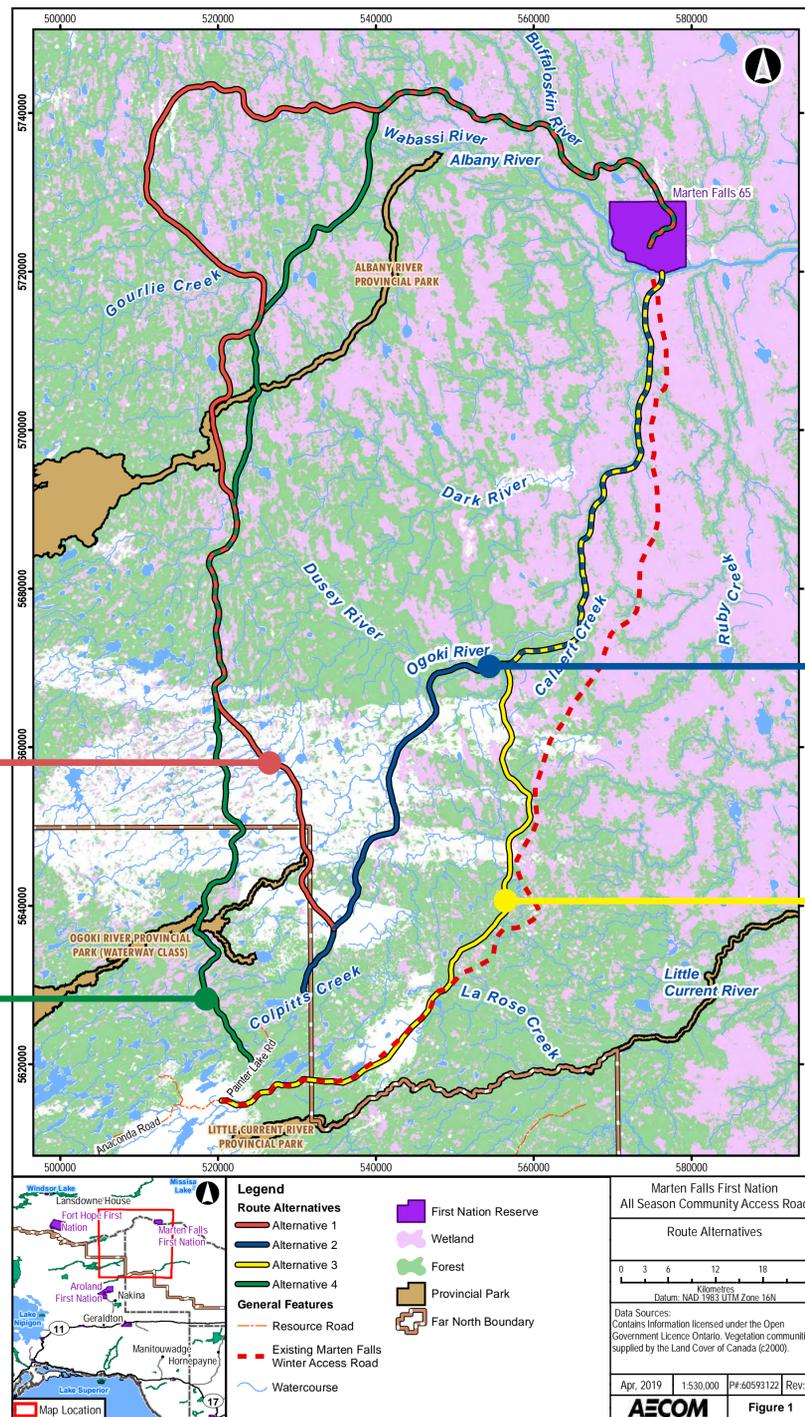
As a result of previous studies, four potential routes for the community access road have been identified. The four routes range in distance from 140 km to 250 km.

### ALTERNATIVE 1

- Uses greater length of existing Painter Lake access road;
- Provides an alternative Ogoki River crossing location;
- Extends further away from the Albany River;
- Generally follows higher ground;
- Better access to rock borrow sources; and
- Longer distance to Marten Falls First Nation.

### ALTERNATIVE 4

- Generally follows high ground;
- Better access to rock borrow sources;
- Runs closer to the Albany River; and
- Longer distance to Marten Falls First Nation.



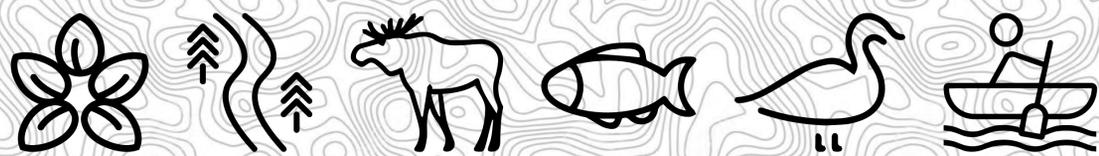
Is there anything we should know about these potential routes?

### ALTERNATIVE 2

- Follows the Ogoki River;
- Shorter Distance to Marten Falls First Nation; and
- Higher ground than Alternative 3.

### ALTERNATIVE 3

- Follows the winter access road route;
- Generally within low/ wet ground; and
- Shorter distance to Marten Falls First Nation.





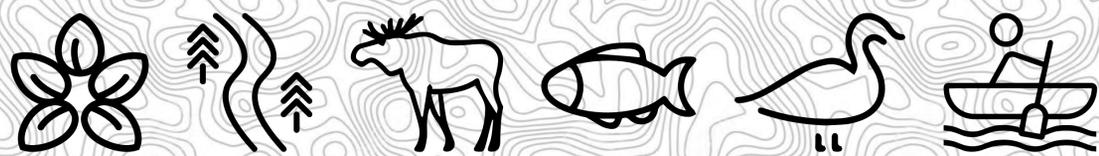
# Choosing the Routes to Study During the Environmental Assessment

During the Terms of Reference, the number of routes for consideration during the Environmental Assessment could be reduced using a screening process, following the Ministry of Environment, Conservation and Parks (MECP) Code of Practice.

This screening will consider a broad range of factors to determine the routes that are most feasible for detailed study during the EA, including:

- Community interests;
- Ring of Fire development;
- Construction feasibility; and
- Effects avoidance.

**Do you have thoughts  
on specific screening  
criteria we should  
consider?**

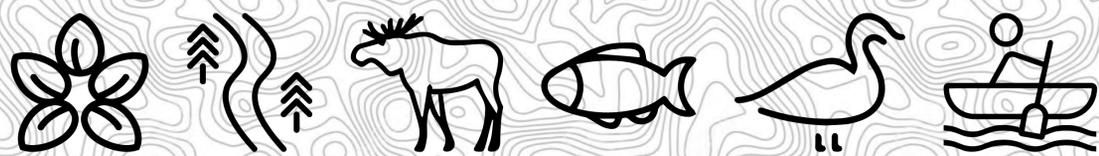




# Key Considerations for Planning and Design of Marten Falls First Nation's Community Access Road

- Water quality and flows;
- Waterway navigability;
- Wildlife habitat and Species at Risk;
- Marten Falls First Nation (MFFN) community and neighbouring Indigenous communities;
- Culturally significant sites;
- Land use;
- New public access into MFFN territory (e.g., increased hunting pressure);
- Visual and/ or landscape changes;
- New opportunities for natural resource related industry; and
- Ability to support potential Ring of Fire industrial traffic.

**Are there other considerations we should be aware of for reflection during the Environmental Assessment?**





## Proposed Field Studies

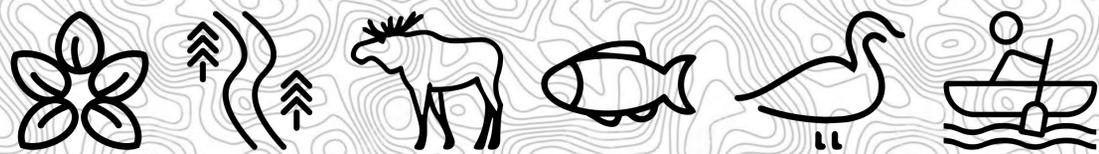
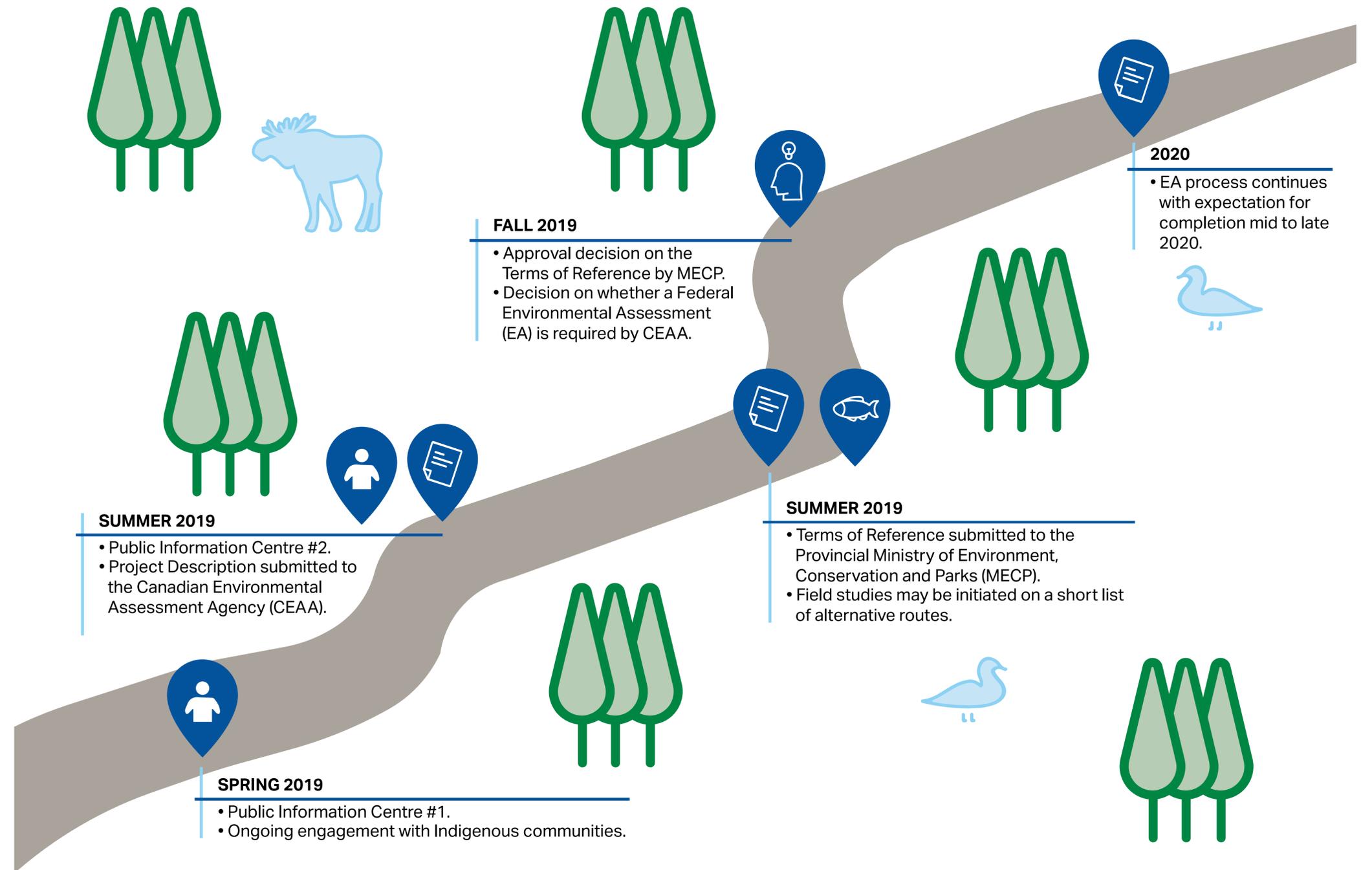
- Baseline studies will build on studies previously conducted for the access road and publicly available information.
- Information gathered from Indigenous Knowledge (IK) and discussions with regulators, the public and community members will also help inform the scope of the field studies.
- Examples of field studies include fish habitat assessment at crossing locations, air quality baseline information, ecological land classifications and wetland assessments.
- Community members in Marten Falls have completed *Building Environmental Aboriginal Human Resources (BEAHR)* training and will be included in the field teams.
- The timing of the field studies is dependant on factors such as the EA schedule, and agency and community feedback.





# MARTEN FALLS FIRST NATION ALL SEASON COMMUNITY ACCESS ROAD

## Proposed Timeline for the Terms of Reference and Environmental Assessment



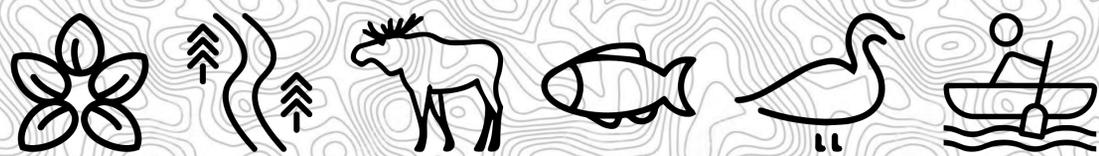


# Thank You For Joining Us! Meegwetch!

## Stay Involved

- Join our mailing list. Leave your email or mailing address at the welcome table.
- Email us at [info@martenfallsaccessroad.ca](mailto:info@martenfallsaccessroad.ca)
- Call us at 1-800-764-9114
- Visit our website: [www.martenfallsaccessroad.ca](http://www.martenfallsaccessroad.ca)

**We look forward to speaking with you at  
our next Open House!**





# What it Means to Have an Access Road

Marten Falls First Nation (MFFN) is proud to have come this far with a community access road Environmental Assessment (EA). MFFN has completed a number of road studies but none have matched the present access road EA project in scale or potential.

MFFN now embarks on a journey where we look forward to a brighter future because of access to the provincial highway system. We look to a future where MFFN members and youth can begin to feel we have a rightful place in this resource rich country we call Canada.

The access road will offer MFFN the opportunity to grow as a community but also be part of the social and economic fabric of the region and country.

Progress of a community access road will mean the MFFN community can begin to forge partnerships with businesses and governments to grow social and economic development opportunities. MFFN will begin to plan the next steps of exploring business opportunities such as mines, forestry operations and tourism.

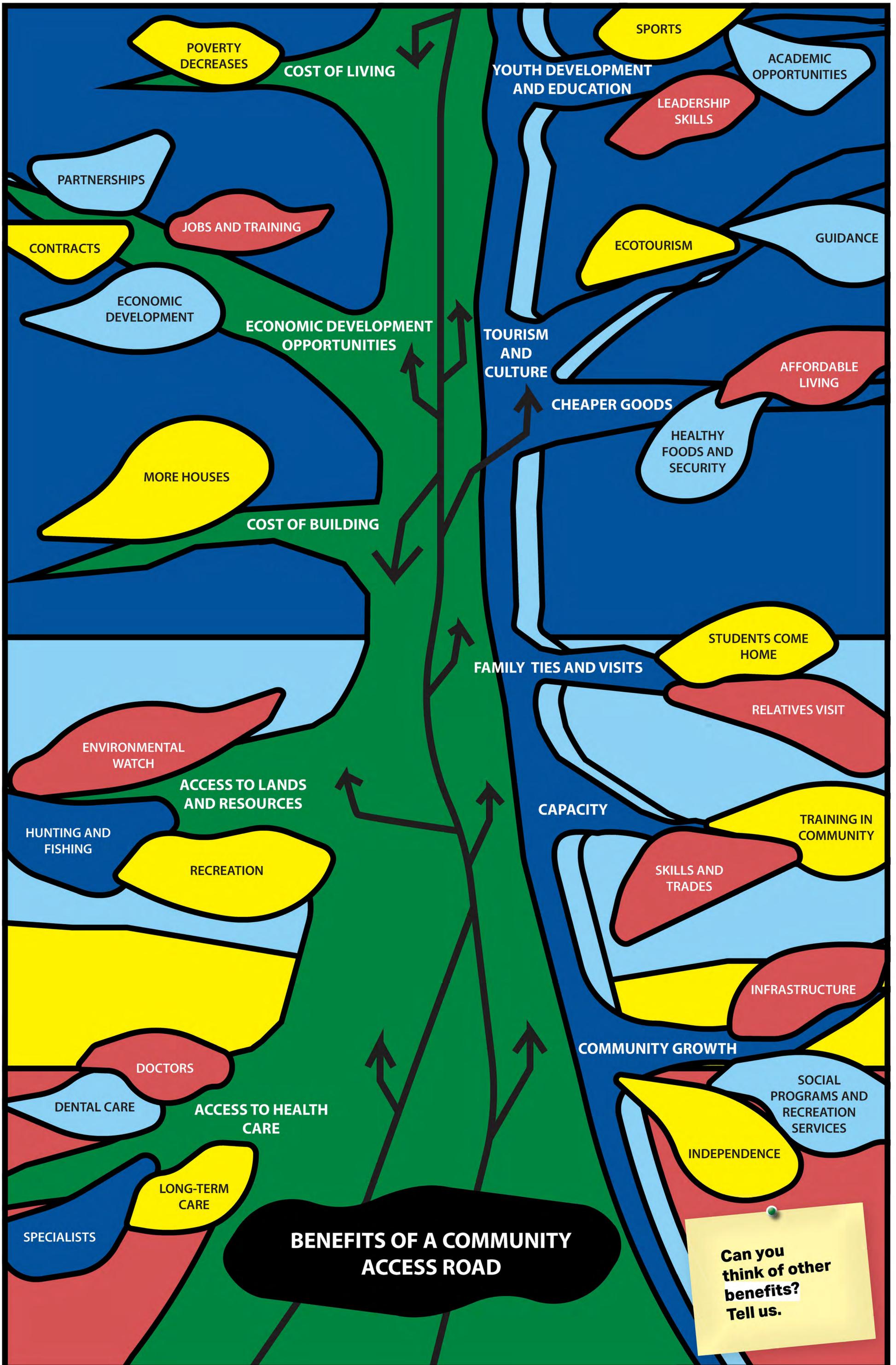
Opportunities will mean more training and jobs for youth in the region. Our members in the near-future will both be able to work from their home community and go spend or save their hard-earned money at the nearest urban centres.

The road will allow for the continuation of our people on the land because our people will be able to access to the lands and waters at a fraction of the price it is now for transportation.

Presently, many of our members, especially the youth, have migrated to the cities and towns in search of a better life. It only makes sense that they get a chance at a better life right in their own territory. To repatriate the youth; to continue to work and steward the lands, waters and resources as our ancestors did will be meaningful.

*Bruce Achneepineskum*

Chief Bruce Achneepineskum on behalf of Marten Falls First Nation Council



## **C3.2 Public Information Centre #2 Panels**





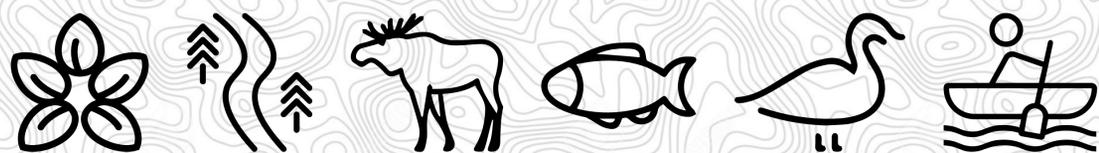
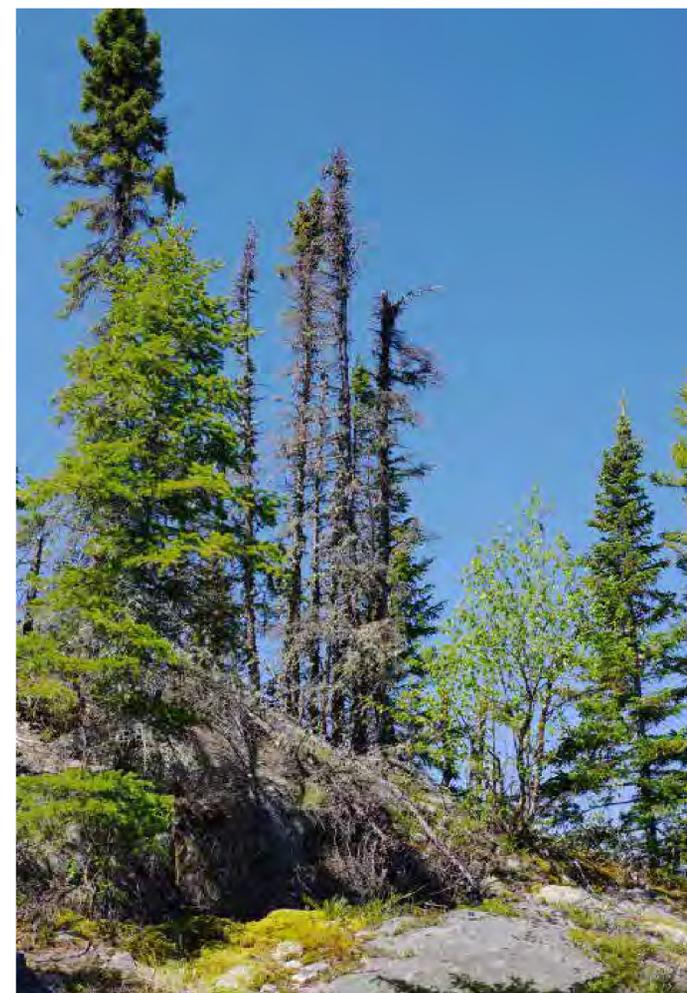
## Welcome! Boozhoo!

**Good progress is being made to plan for an All Season Community Access Road to Marten Falls First Nation.**

Thanks for joining us today to learn about:

- The provincial Environmental Assessment (EA) process;
- The draft Terms of Reference;
- Reasons for focusing on the Western alternative routes;
- The field studies being conducted;
- How Indigenous communities have been involved to-date and plans for future consultation;
- The feedback we've heard to-date and how it is being considered;
- Future consultation activities and opportunities; and
- Next steps.

**Have your say. Share your comments, ideas and values with the Project Team.**



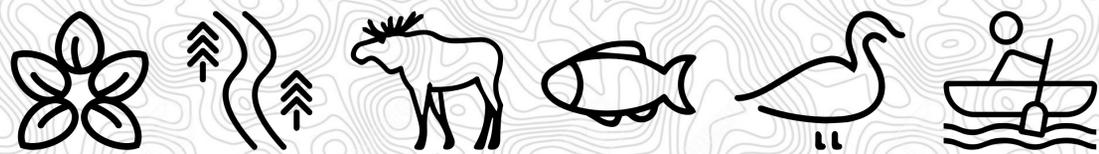


## What's Happening?

- **Marten Falls First Nation (MFFN)**—the Proponent—is initiating a community-led Environmental Assessment process for an all season access road to the community.
- MFFN has a winter access road, but its condition varies making transportation of goods and people to and from the community unreliable; ultimately impacting the community's well-being.



Planning for the all season access road is *community-led*, meaning the MFFN community—under leadership of MFFN Community Advisors and MFFN Chief and Council—will shape plans for this important development.



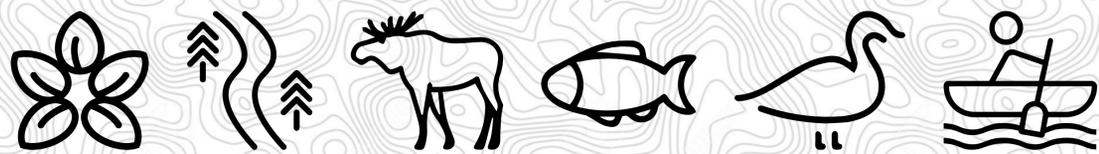


## About Marten Falls First Nation

Marten Falls First Nation (MFFN) is a remote First Nation community led by an elected Chief and Council.

MFFN is located in the Far North of Ontario, at the junction of the Albany and Ogoki Rivers, approximately 170 km northeast of Nakina, Ontario and Aroland First Nation.

MFFN has a registered population of 780, with approximately 325 members living on reserve.

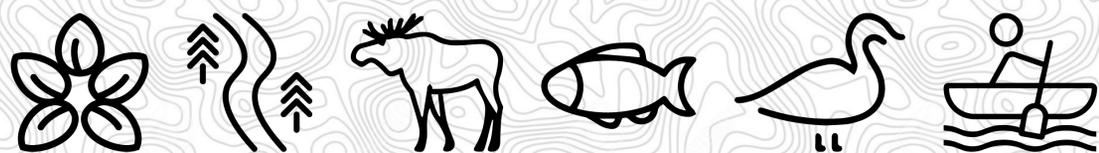
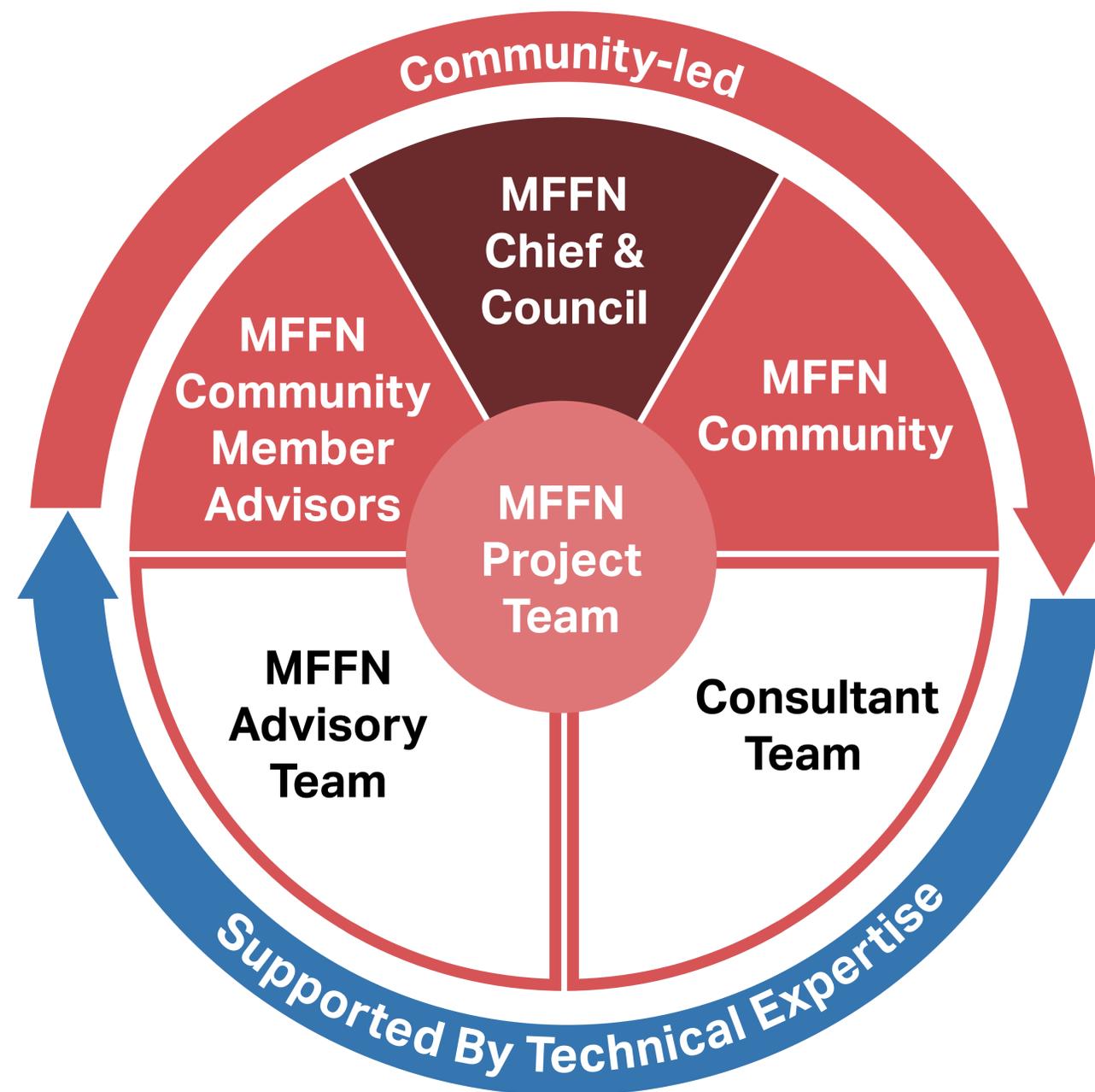




## What is Community-led?

Planning for the Community Access Road is **community-led**. This means that the MFFN community membership helps to develop solutions and advance decisions about the Community Access Road.

MFFN—as the Proponent or owner of the Project—has formed a Project Team that includes MFFN community members and acts with guidance, direction and input from the MFFN Chief and Council, MFFN Community Member Advisors and MFFN membership.



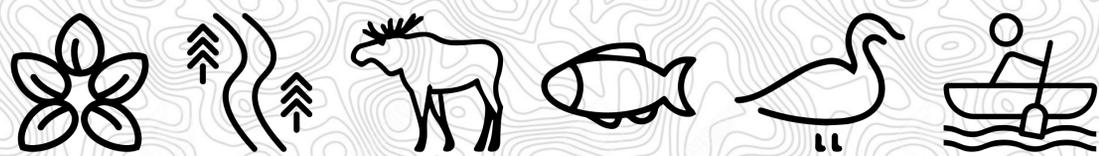
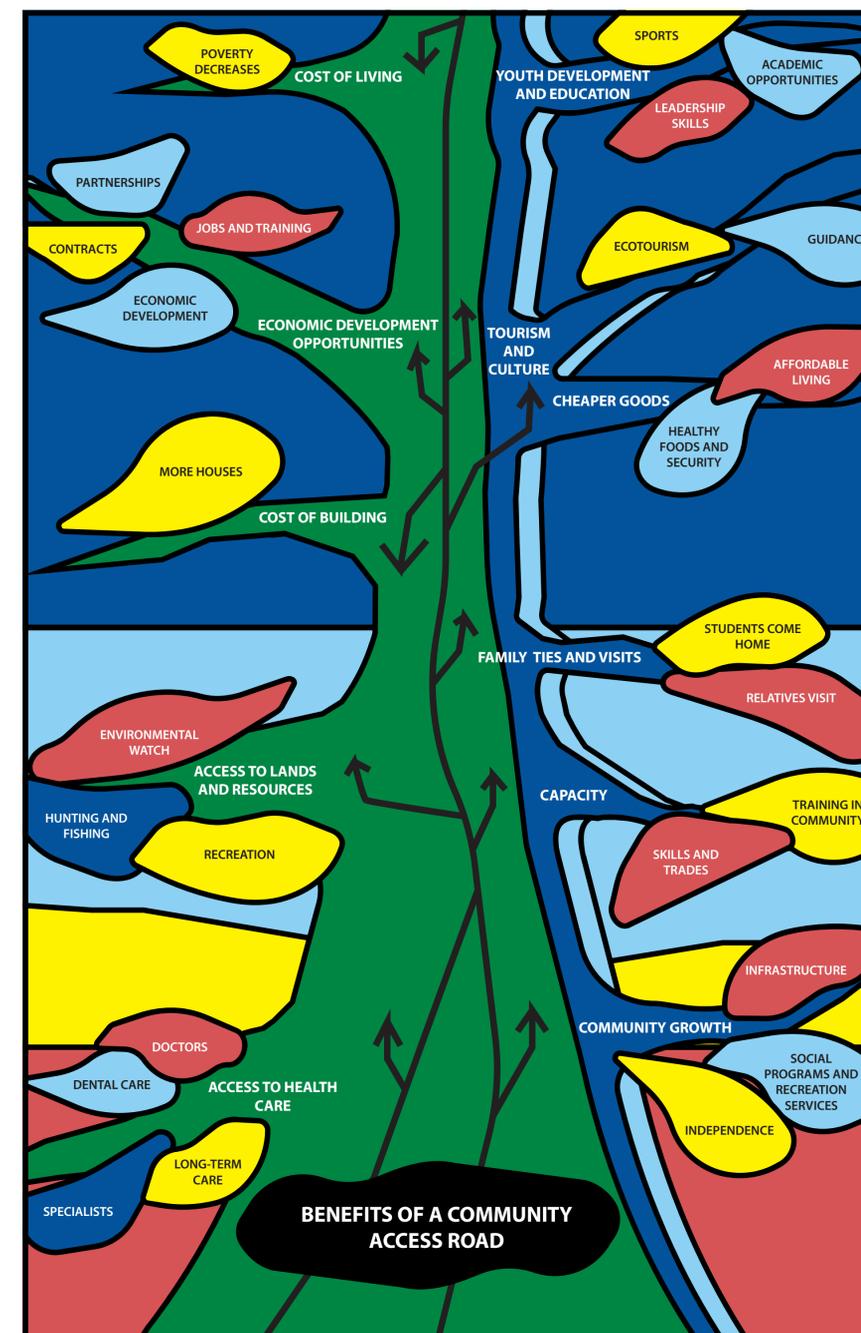


## Why is a Community Access Road Needed?

Better access would allow increased opportunities for:

- Social interaction with other communities;
- Access to emergency, health and social services;
- Training and jobs during planning and construction;
- Local economic development; and
- Increased ability for families to be together in the community.

A Community Access Road would also reduce transportation costs for goods and services; meaning more affordable food, fuel and other vital supplies and services.

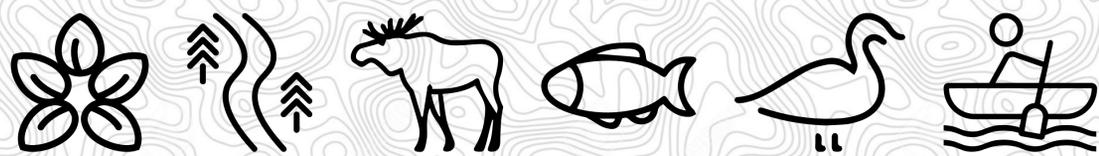
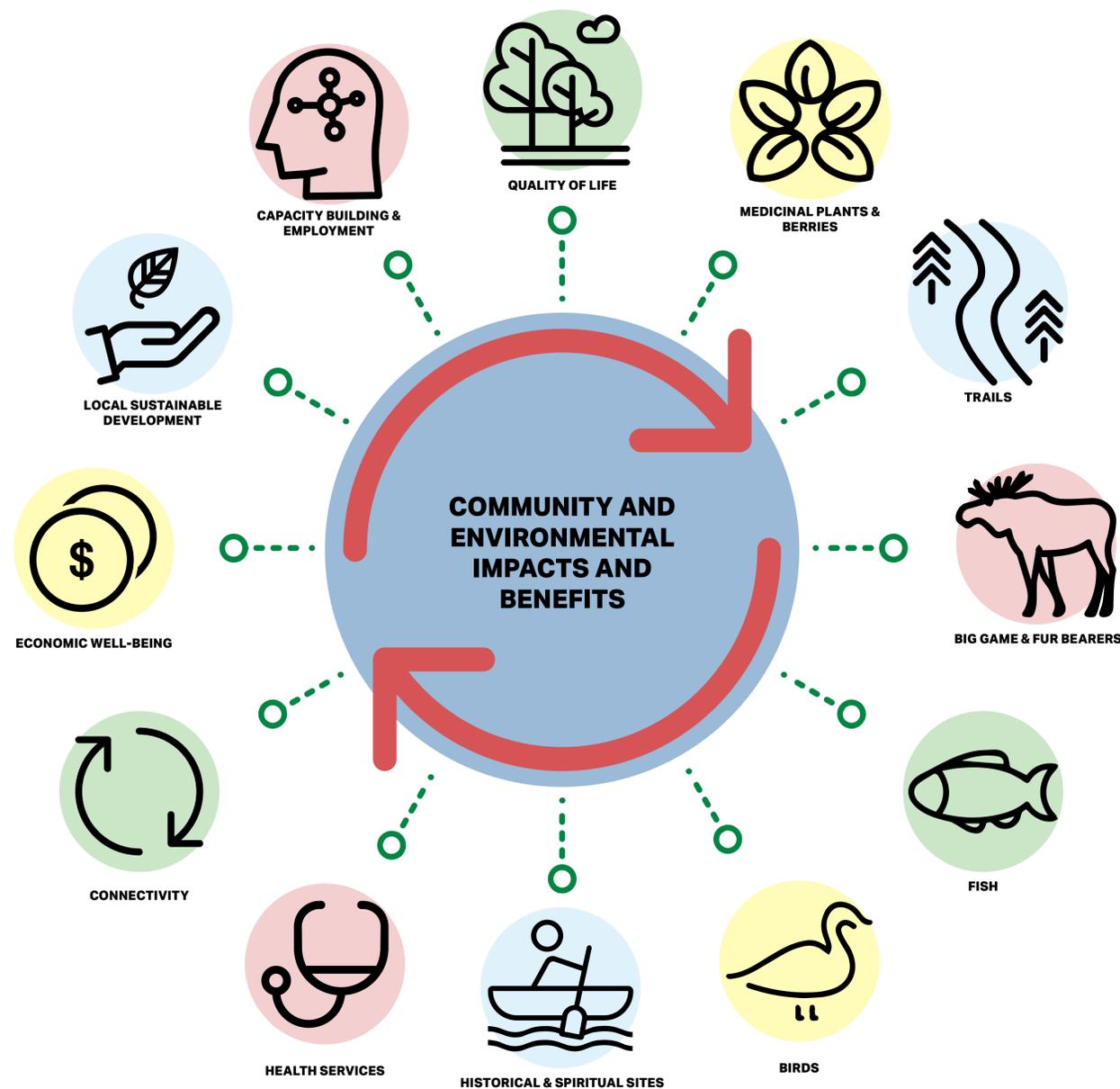




# MARTEN FALLS FIRST NATION ALL SEASON COMMUNITY ACCESS ROAD

## Regulatory Review Process

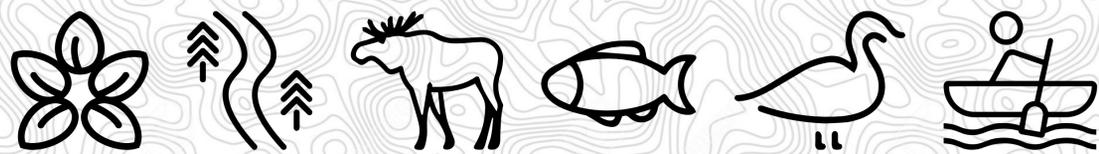
- The Community Access Road is subject to the Ontario *Environmental Assessment Act*, which requires preparation of a Terms of Reference and completion of an Individual Environmental Assessment (EA).
- In April 2018, MFFN signed an agreement with the Ministry of the Environment, Conservation and Parks (MECP) to initiate an Individual EA for the Community Access Road.
- The Project submitted a Detailed Project Description under the *Impact Assessment Act of Canada* and will be undergoing a federal Impact Assessment (IA).
- Both the provincial EA and federal IA will be coordinated, meaning that they will work together. They will determine the preferred routes for the proposed access road and identify potential effects and benefits, while introducing impact management strategies to be used throughout the Project.
- MFFN, Ontario and the Impact Assessment Agency of Canada are busy consulting with neighbouring Indigenous communities and the public on the Project. Have your say!





## What is a Terms of Reference?

- A Terms of Reference is a requirement of the Provincial Environmental Assessment (EA) process, and is a “road map” for planning and decision-making during the next phase of the Environmental Assessment process.
- It provides an overview of the:
  - Purpose and description of the Project (e.g., the development of an all season access road to Marten Falls First Nation);
  - Routing alternatives for the road to be considered in the EA, and the criteria and methods for doing so;
  - Existing environmental conditions and potential effects/ impacts of the new community road;
  - Studies to be conducted during the EA; and
  - Plans for future consultation during the EA.





## What is the Federal Impact Assessment Process?



The federal Impact Assessment process began in August 2019 with review and comment of the published initial Project Description. This was available on the Impact Assessment Agency of Canada's (Agency) website page for the Community Access Road.



Indigenous communities, regulatory agencies, the public and other interested persons were invited to review the Project Description. All the comments received were compiled and summarized by the Agency and released as a 'Summary of Issues' document for MFFN Project Team consideration.



A revised Project Description—called the Detailed Project Description—was submitted to the Agency to assist in their decision on whether a federal Impact Assessment was required.



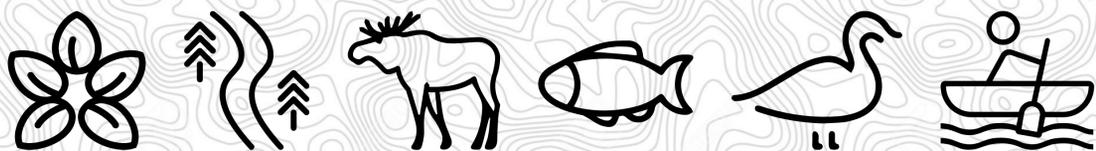
On November 29, 2019 the Agency announced that the Community Access Road will require a federal Impact Assessment.



The Agency is currently developing draft Tailored Impact Statement Guidelines, a Cooperation Plan, a Public Participation Plan, an Indigenous Engagement and Partnership Plan and a Permitting Plan for the Community Access Road.



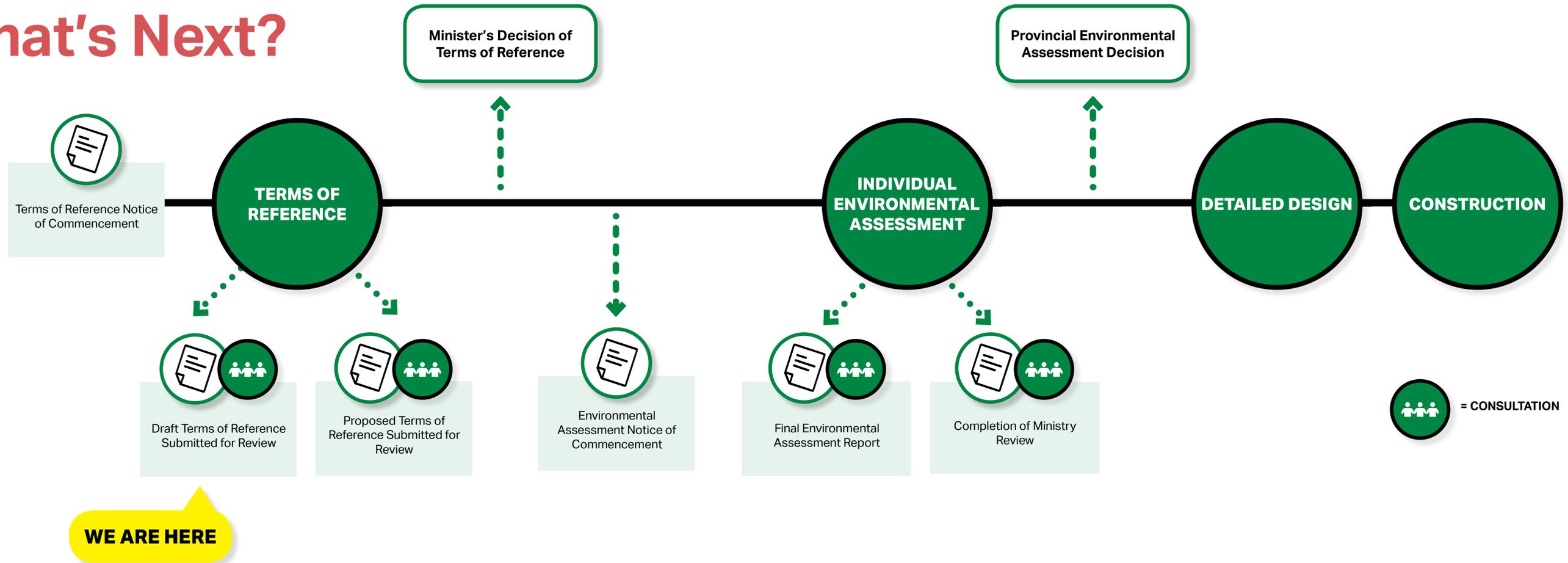
The draft Tailored Impact Statement Guidelines and Indigenous Engagement and Partnership Plan will be available for public review and comment in late 2019 to early 2020, prior to finalization.





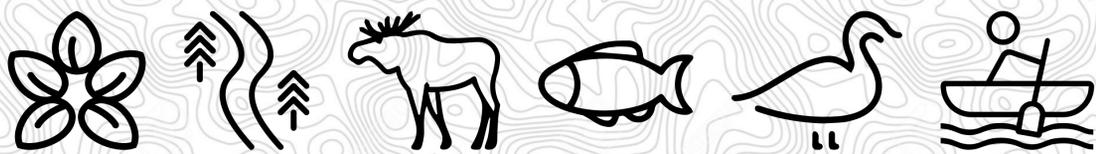
# MARTEN FALLS FIRST NATION ALL SEASON COMMUNITY ACCESS ROAD

## What's Next?



Should the Minister of the Environment, Conservation and Parks (MECP) approve the Proposed Terms of Reference, which will be submitted after the Draft Terms of Reference review period is complete, MFFN will start the Individual Environmental Assessment (EA) for the Community Access Road.

Consultation during the EA phase is also key in decision-making and opportunities to share information with interested persons and obtain input will be ongoing through this next phase of the EA process.



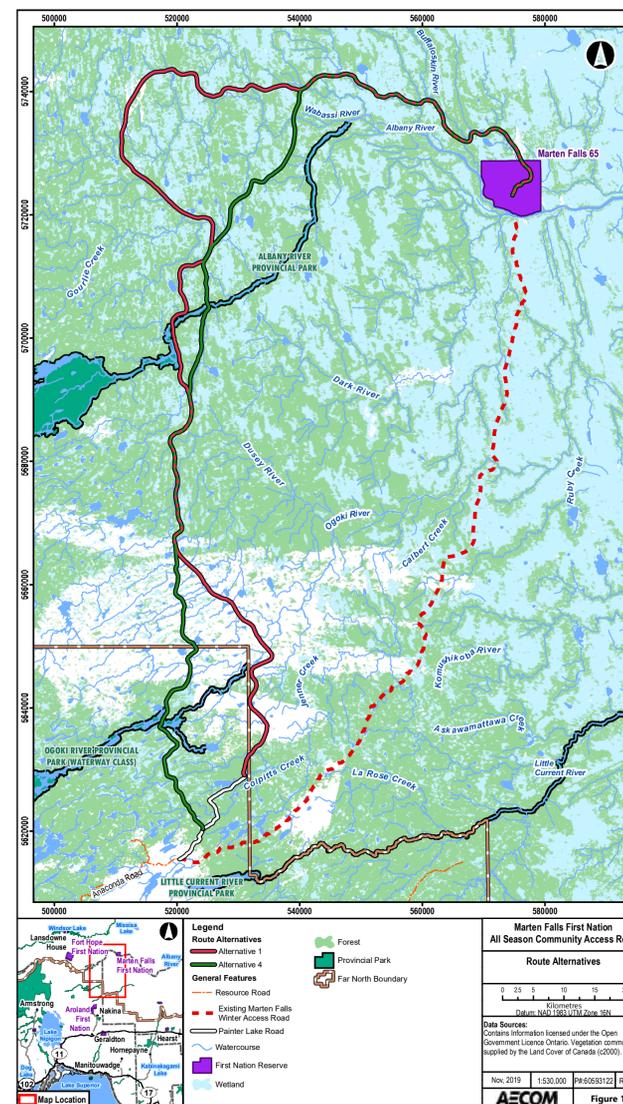


## Where Will the Proposed Community Access Road be Built?

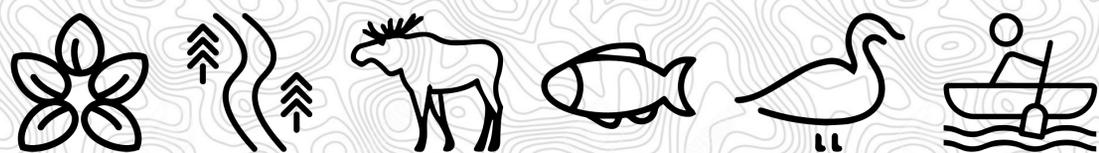
Alternative 1 and Alternative 4 within the West Corridor will continue to be assessed and evaluated in the EA. Both of these potential routes start at Painter Lake Road and run north before turning eastward toward the MFFN community; roughly following the west/north side of the Albany River.

In 2019, during early stages of the EA process, two broad corridor alternatives were presented—a West Alternative and an East Alternative. Two possible route options within each corridor were identified and shared through consultation as potential alternative routes.

Feedback received from MFFN community membership, Community Member Advisors and Chief and Council during winter and spring 2019 led to a decision that the two route options within the East Corridor (Alternative 2 and Alternative 3) would not be considered further, leaving Alternative 1 and Alternative 4 for further consideration during the EA.

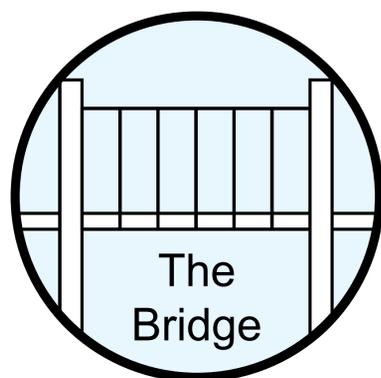


What do you think about the western routes we are proposing to bring forward for further study during the EA?





## Reasons Why The Two Western Alternative Routes (#1 and #4) Are Being Considered



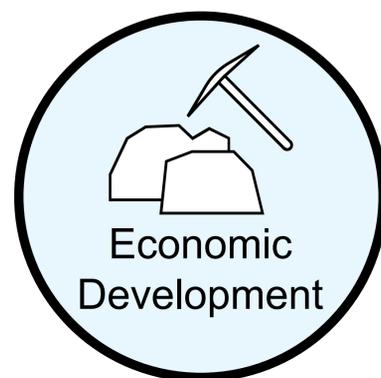
The bridge needed to cross the Albany River for the western alternatives would be further away from the community, reducing health and safety concerns, especially for children and youth.



Industrial traffic would not need to pass through the community, giving MFFN greater control over who enters the community. Reducing traffic potentially reduces illegal activities entering the community.



Neither Alternative 1 or Alternative 4 will travel parallel the Ogoki River. This means potential effects on Indigenous value sites associated with this major waterway are largely avoided.



The western routes would enable better economic development opportunities in the region because they provide direct access to areas used by the mining and forestry industry, including potential areas of interest for future development.



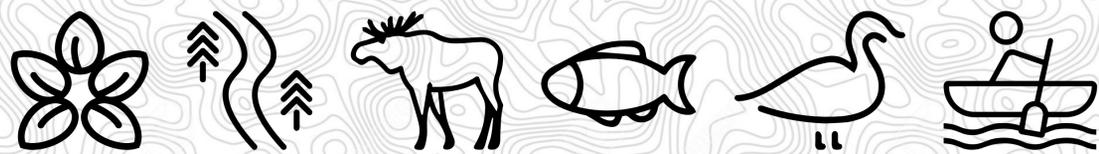
The cost to construct and maintain a road along the western routes is expected to be lower than the eastern routes. The western routes are generally located on higher rocky ground and closer to the aggregate needed to build and maintain a road.



Do you have any comments, ideas or community values related to these potential routes for the Community Access Road?

Are there potential impacts on Aboriginal or Treaty Rights that we should consider?

Where and how might your hunting, fishing or gathering grounds be impacted by this Project?





## Proposed Alternative Route Evaluation Criteria for the EA

An evaluation will be completed in the Environmental Assessment to compare Alternative 1 and Alternative 4 against a set of criteria specific to the Community Access Road.

### Natural Environment:

- Air quality;
- Noise;
- Surface water (e.g., lakes, rivers, ponds, creeks) and groundwater;
- Significant ecological features and protected sites;
- Vegetation communities, including wetlands and muskeg;
- Wildlife and fish; and
- Species at risk.

### Socio-economic and Cultural Heritage:

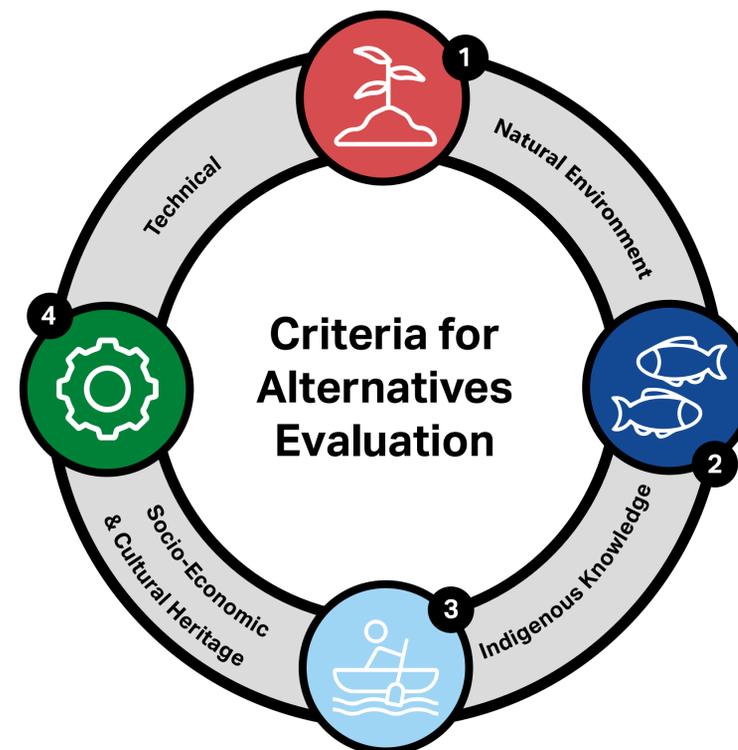
- Archaeological sites;
- Community well-being;
- Community services and infrastructure;
- Labour force and employment;
- Changes to land use and access for industrial/commercial business activity; and
- Human health.

### Indigenous Knowledge and Land Use:

- Traditional use of land and resources, including Indigenous and Treaty Rights;
- Cultural and spiritual sites;
- Indigenous landscapes; and
- Reserve land.

### Technical:

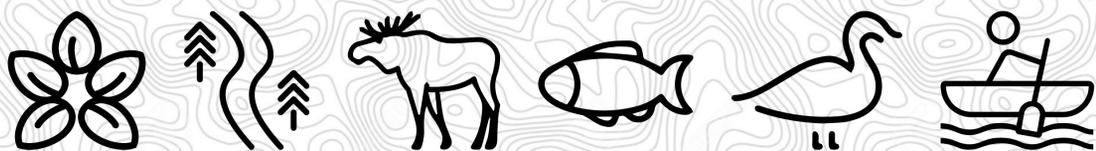
- Route length;
- Aggregate availability;
- Construction implementation;
- Capital cost;
- Safety; and
- Maintenance cost.



The criteria represent important features and are used to predict whether the proposed Community Access Road may result in effects on the environment or people through its construction and operation.



Are there other criteria you suggest we consider?





## EA Status – Field Studies

Field studies have been conducted through 2019 and will continue through 2020 to help us better understand the existing conditions of the environment and potential impacts of the Community Access Road. The existing conditions of the environment can help to inform mitigation measures to avoid or reduce potential impacts during construction and operation.



### June to October 2019: Terrestrial (Vegetation and Wildlife)

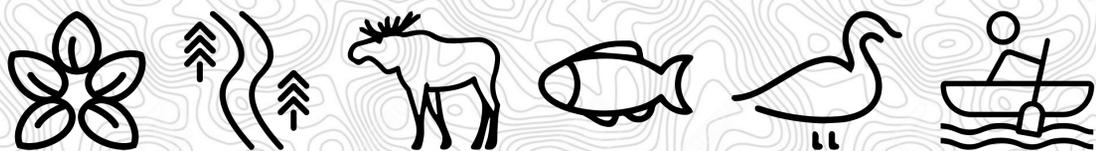
- Birds
- Bats
- Land wildlife (such as moose)
- Plants

### August to December 2019: Geotechnical and Engineering

- Soil
- Aggregate sources
- Structures

### September 2019 to Late-2020:

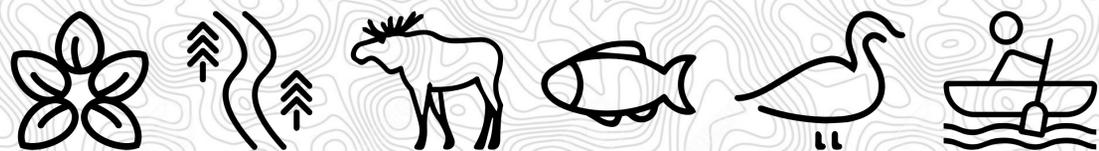
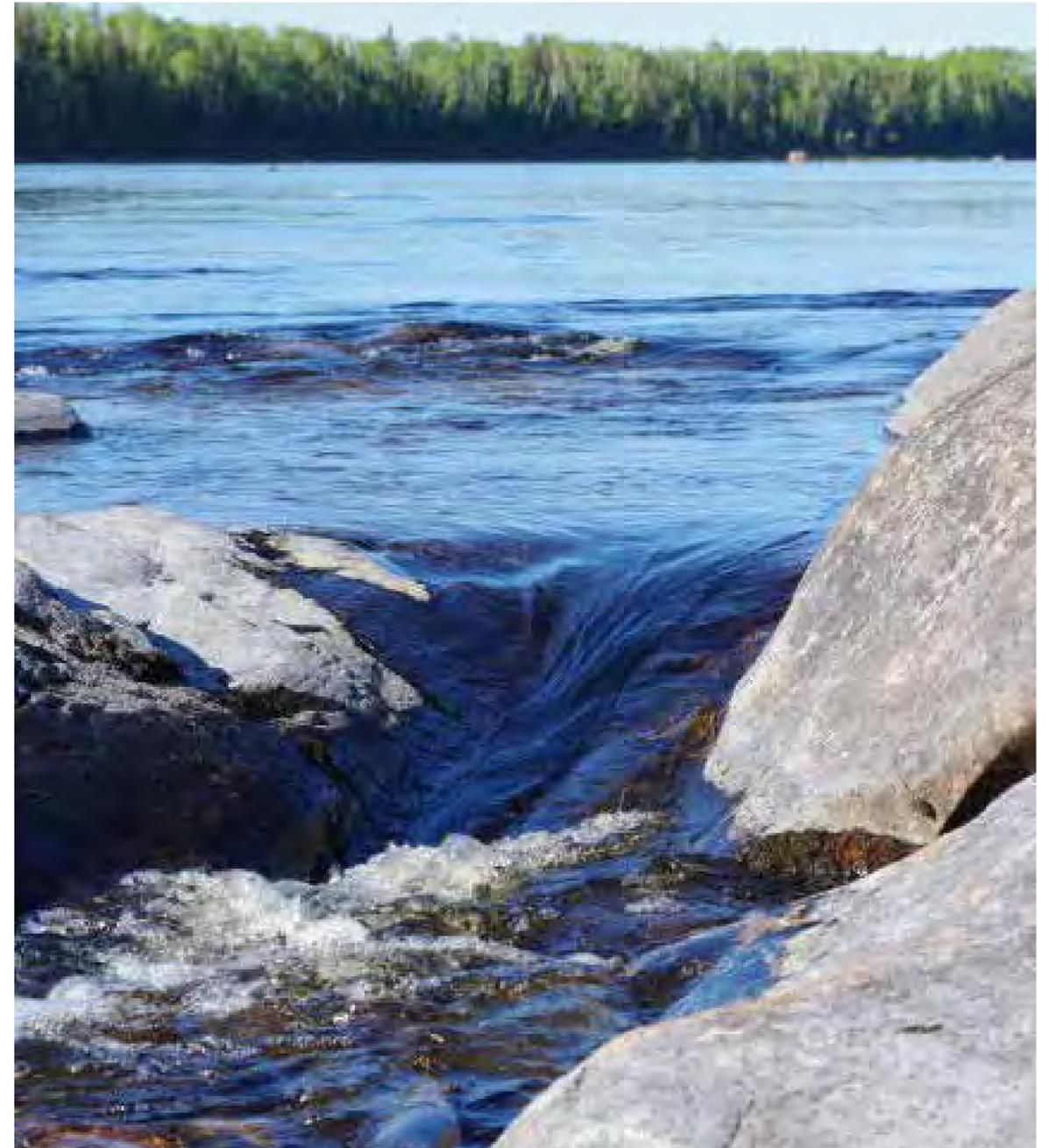
- Fish and Water (surrounding lakes, rivers, ponds, creeks such as Ogoki River and Albany River)
- Cultural Heritage (Archaeology and Built Heritage)
- Noise and Air Quality





## Indigenous Knowledge

- Indigenous Knowledge refers to the environmental and cultural knowledge of the land, water and resources passed down by Indigenous peoples over many generations.
- Indigenous Knowledge is important for the planning of the Community Access Road.
- MFFN's Guiding Principles for Indigenous Knowledge will be used for the Community Access Road.
- A Sharing Agreement, developed with the MFFN Community Based Land Use Planning Team, will guide the use, collection and protection of Indigenous Knowledge for the Community Access Road.
- Additional Indigenous Knowledge may be collected for the Community Access Road.
- Indigenous Knowledge protocols and Guiding Principles of our neighbouring Indigenous Communities will be respected.

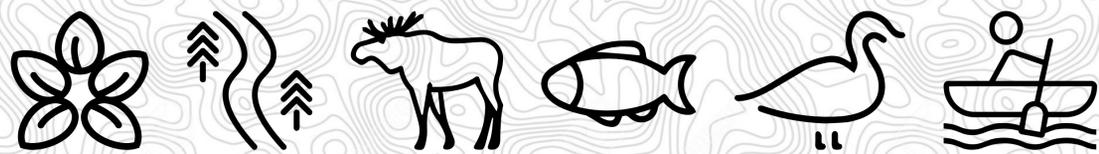
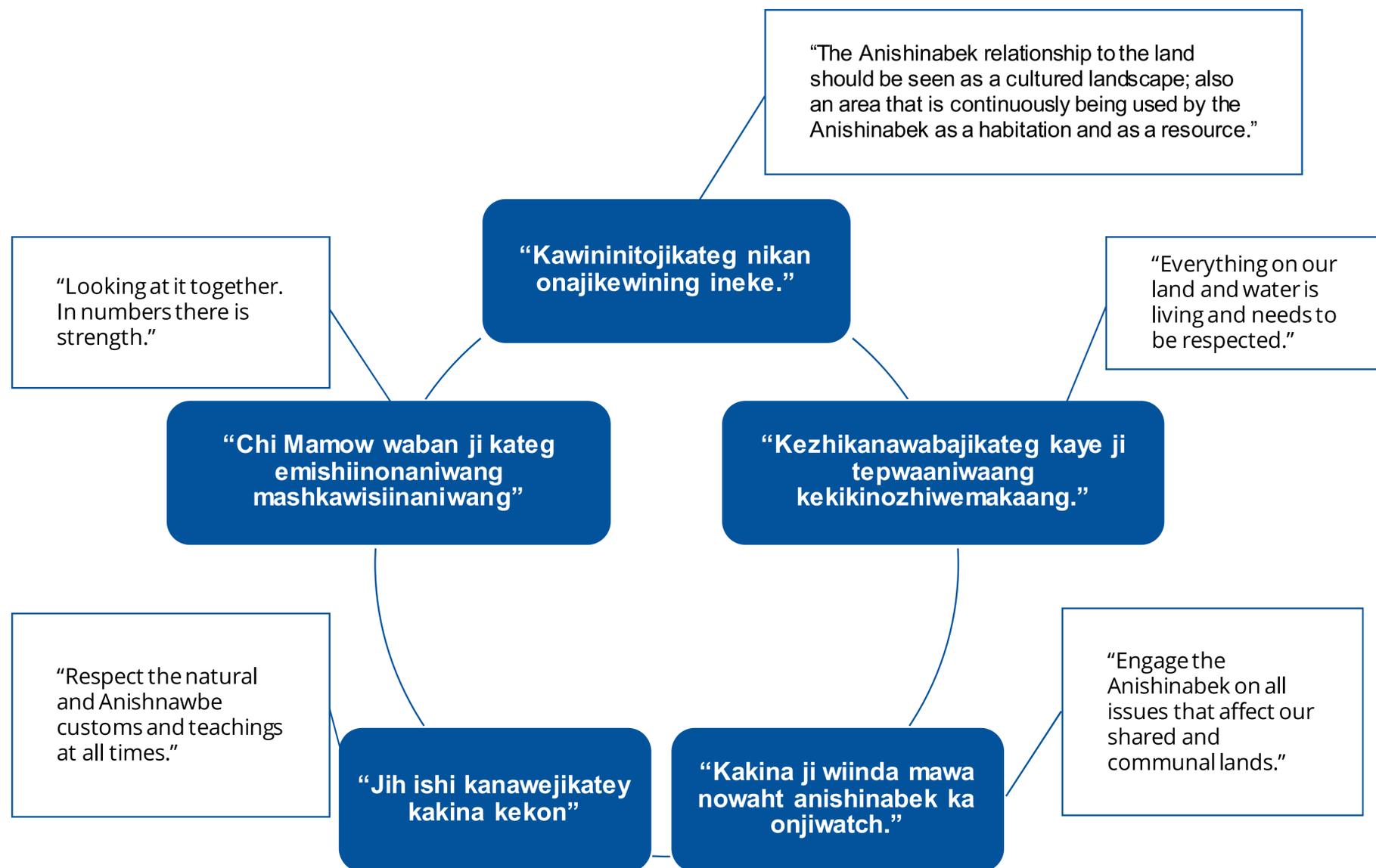




## Guiding Principles throughout the Environmental Assessment

To honour the traditional lands in which this community access road will be developed and to respect the traditional teachings, the following Guiding Principles (developed for the MFFN CBLUP\* for Project Planning and Engagement) will be adopted throughout the Project.

\*Community Based Land Use Plan





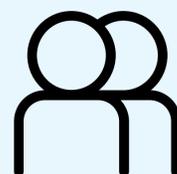
## Engagement and Study Activities

### Documents



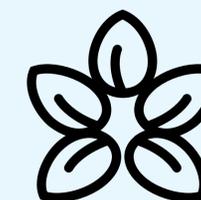
- A Detailed Project Description is currently under review by the Impact Assessment Agency of Canada
- A draft Terms of Reference has been circulated for review to MFFN community membership, neighbouring Indigenous communities, government agencies, the public and other stakeholders
- A plain language *Guide to the Draft Terms of Reference* was distributed in English and Oji-Cree
- A draft Terms of Reference one-page fact sheet was distributed
- An advertisement was posted in the Assembly of First Nations *The Circle* magazine

### People

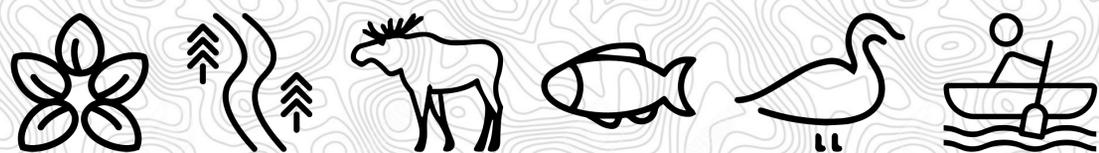


- On-going outreach to neighbouring Indigenous communities
- Meetings with Aroland First Nation, Fort Albany First Nation, Eabametoong First Nation, Webequie First Nation, Attawapiskat First Nation and Kitchenuhmaykoosib Inninuwug First Nation
- Marten Falls First Nation meetings in March, May, June and October
- Public Information Centre #1 in Thunder Bay and Geraldton
- Public Information Centre #2 in Thunder Bay and Longlac
- Meetings with Geraldton Area Natural Resources Advisory Committee and the Municipality of Greenstone
- Hosted a booth at the Northern Ontario First Nations Environment Conference trade show
- Provided Project information for distribution at the 2019 Matawa Environment Gathering

### Studies



- Field studies have started and will continue through 2020
  - Vegetation and wildlife
  - Geotechnical and Engineering
  - Fish and Water, Cultural Heritage, Noise and Air Quality
- Additional socio-economic information is to be collected through key contact interviews





## What We've Heard Since the First Public Information Centre

What we've heard and how it's been considered:

**Question:**

Will MFFN control access and the flow of people and goods into the community?

**Answer:**

MFFN will consider the need and possibility of controlling public access on the road. This consideration will be part of the future planning and design activities.

**Question:**

What type of Impact Assessment is being completed?

**Answer:**

Both a provincial Individual Environmental Assessment and federal Impact Assessment will be completed for the Project.

**Question:**

Some people hunt caribou. How will the Project assess impacts to caribou, especially their migration paths?

**Answer:**

Caribou-related studies are being undertaken. These studies will assess potential effects the proposed Project may have on caribou and will inform future planning and design activities.

**Question:**

Will there be a Regional Strategic Environmental Assessment?

**Answer:**

MFFN is not planning on undertaking a Regional Strategic Environmental Assessment as a part of the planning and design of the Project.

**Question:**

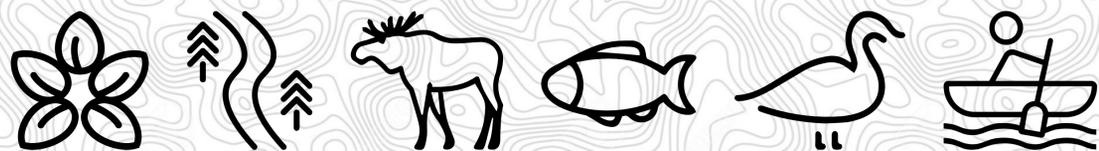
Will translators and translated materials be available?

**Answer:**

MFFN Community Advisors on the Project Team attend Project meetings and are available to translate. If requested, we help coordinate having local translators at meetings. We also translated the plain-language *Guide to the Draft Terms of Reference* to Oji-Cree and translate statutory notices to French.



**Tell us what you think about the Community Access Road!**





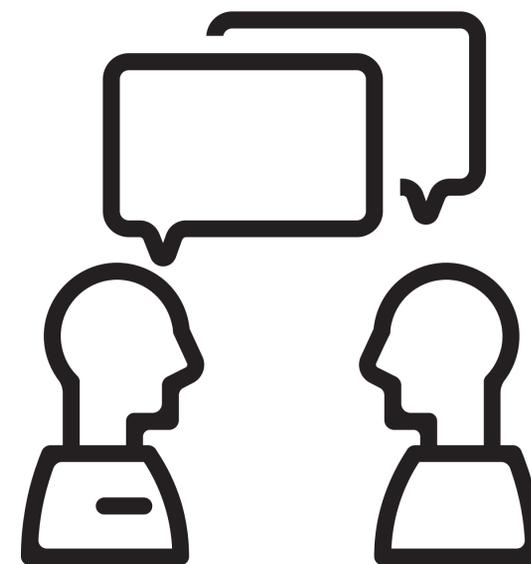
## Proposed Consultation Plan for the Environmental Assessment

MFFN is committed to creating and sustaining constructive dialogue and relationships with interested persons, including MFFN community membership, neighbouring Indigenous communities, government agencies, the public, industry and non-governmental organizations to support the environmental, social and economic sustainability of the Project.

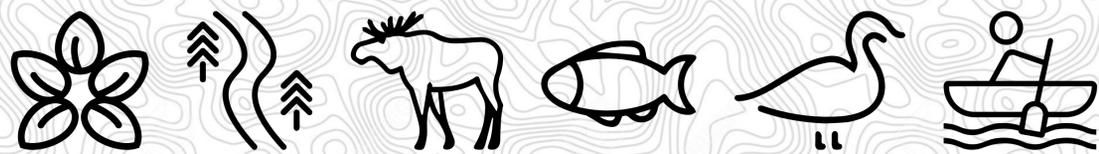
Meetings with the MFFN community and neighbouring Indigenous communities, public open houses and one-on-one meetings with interested persons will continue throughout all phases of the Terms of Reference and Environmental Assessment (EA) process, as will on-going sharing of information through the project website, notifications, newsletters and project updates.

The following EA milestones will help guide the timing, approach and content of our consultation and engagement efforts, and will be linked to consultation activities:

- Finalization of the Terms of Reference;
- Notice of Commencement for the EA phase;
- Development of impact assessment/ routing evaluation criteria;
- Evaluation of the western routing alternatives and identification of the preferred route alternative;
- Submission of Draft EA Report; and
- Submission of Final EA Report.



The entire Draft Terms of Reference document, including the EA Consultation Plan, is available for review and comment by interested persons until January 20, 2020.





# Proposed Consultation Plan for the Environmental Assessment

## Outreach with Indigenous Communities

- Chief & Council and/or community meetings; on and off-reserve;
- Community Member Discussions (e.g., Elder, Youth, Hunters/Trappers, Knowledge Keepers);
- Topic-specific community member discussions (e.g., training and employment opportunities);
- Translated notifications, project updates and plain-language Environmental Assessment (EA) documentation; in writing and online, as needed;
- Social media updates; and
- Community Consultation Coordinators, where appropriate.

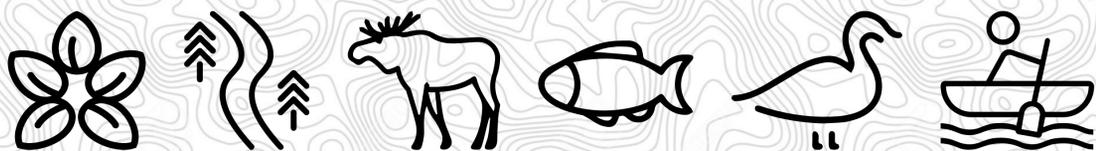
## Outreach for All Interested Persons

- Statutory notifications; in writing and online;
- One-on-one Interviews;
- Public Open Houses;
- Project website;
- Newsletters and email updates; and
- Review of EA documentation (i.e., Draft and Proposed Terms of Reference, and Draft and Final EA Report).



How would you like to be informed and consulted with during the Terms of Reference and EA?

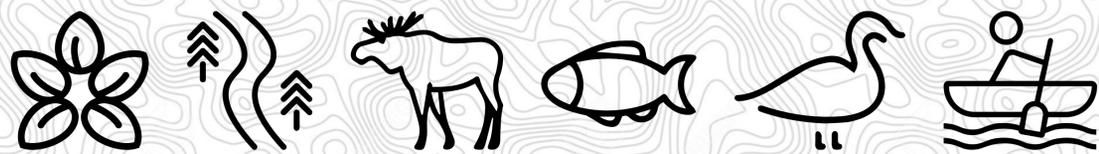
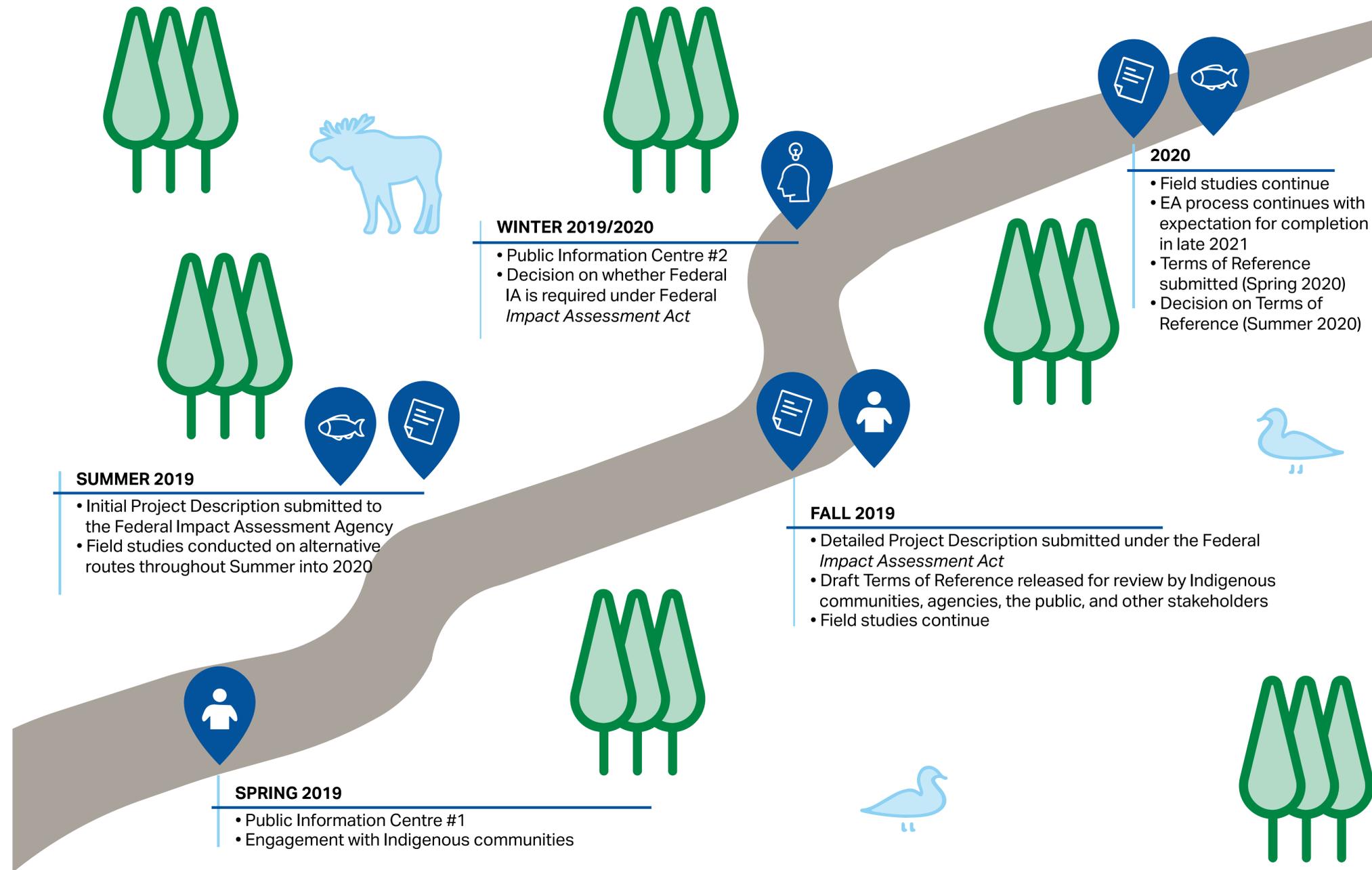
What topics are of most interest to you?





# MARTEN FALLS FIRST NATION ALL SEASON COMMUNITY ACCESS ROAD

## Proposed Timeline for the Terms of Reference and Environmental Assessment





# Proposed Timeline for Design, Construction and Operation

## Phases of Project Lifespan

### Environmental Assessment and Design

Includes (but not limited to):

- Preparing a Terms of Reference and Environmental Assessment
- Surveying and geotechnical investigations
- Baseline studies
- Obtaining permits and approvals
- Preliminary and detailed design

### Construction (3-10 Years)

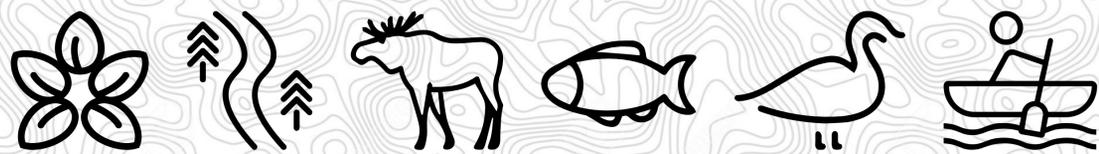
Includes (but not limited to):

- Clearing
- Preparing the site
- Setting up temporary areas
- Building construction camps
- Developing quarries and borrow areas
- Construction of roads and water crossings

### Operation

Includes (but not limited to):

- Using the road
- Routine grading
- Adding gravel
- Managing plants
- Cleaning culverts



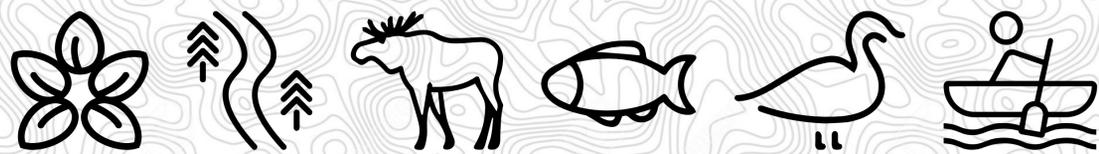


## Thank You For Joining Us! Meegwetch!

### Stay Involved

- Join our mailing list. Leave your email or mailing address at the welcome table.
- Email us at [info@martenfallsaccessroad.ca](mailto:info@martenfallsaccessroad.ca)
- Call us at [1-800-764-9114](tel:1-800-764-9114)
- Visit our website: [www.martenfallsaccessroad.ca](http://www.martenfallsaccessroad.ca)

**We look forward to speaking with you at our next Open House!**



# What it Means to Have an Access Road

Marten Falls First Nation (MFFN) is proud to have come this far with a community access road Environmental Assessment (EA). MFFN has completed a number of road studies but none have matched the present access road EA project in scale or potential.

MFFN now embarks on a journey where we look forward to a brighter future because of access to the provincial highway system. We look to a future where MFFN members and youth can begin to feel we have a rightful place in this resource rich country we call Canada.

The access road will offer MFFN the opportunity to grow as a community but also be part of the social and economic fabric of the region and country.

Progress of a community access road will mean the MFFN community can begin to forge partnerships with businesses and governments to grow social and economic development opportunities. MFFN will begin to plan the next steps of exploring business opportunities such as mines, forestry operations and tourism.

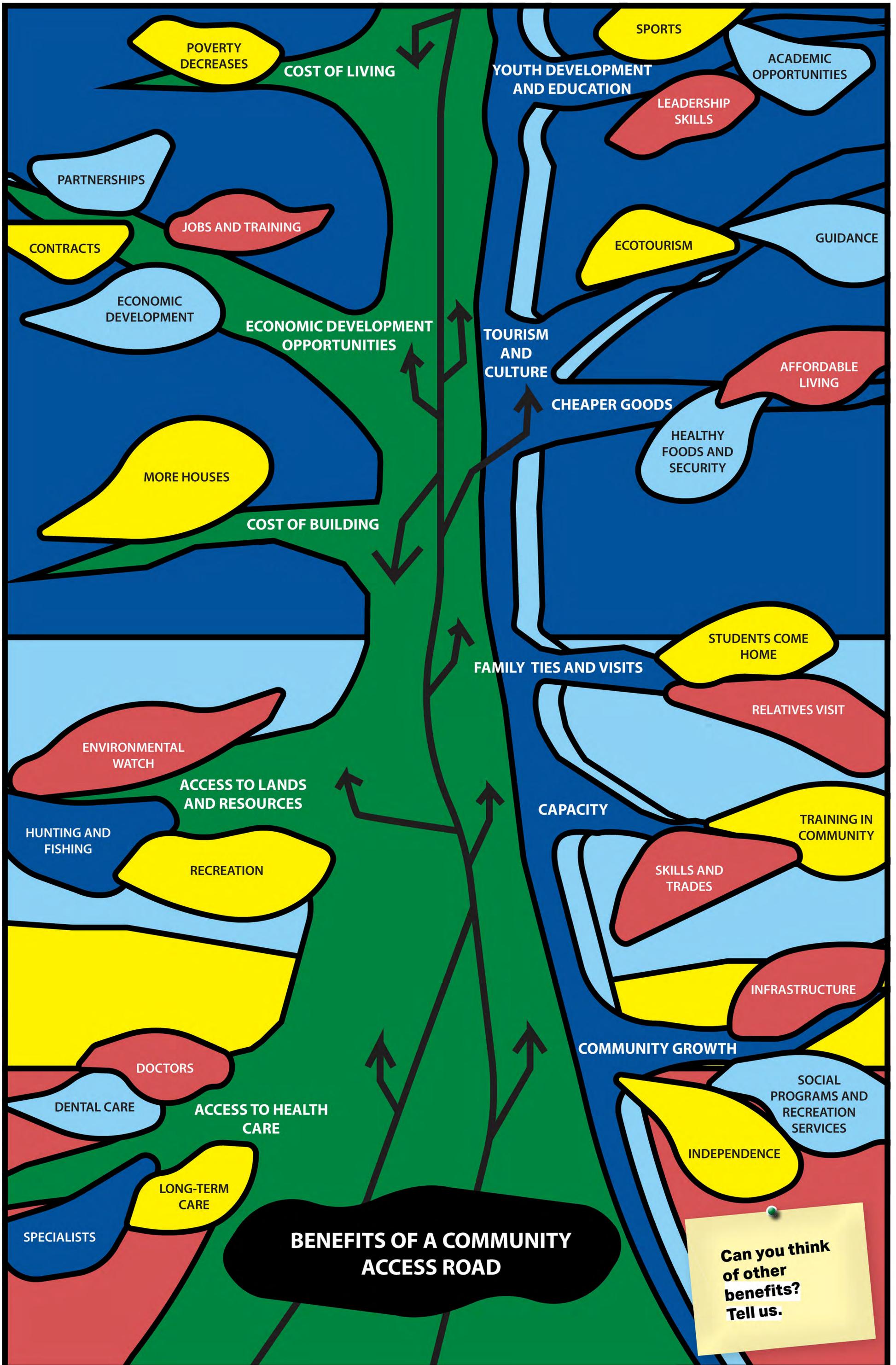
Opportunities will mean more training and jobs for youth in the region. Our members in the near-future will both be able to work from their home community and go spend or save their hard-earned money at the nearest urban centres.

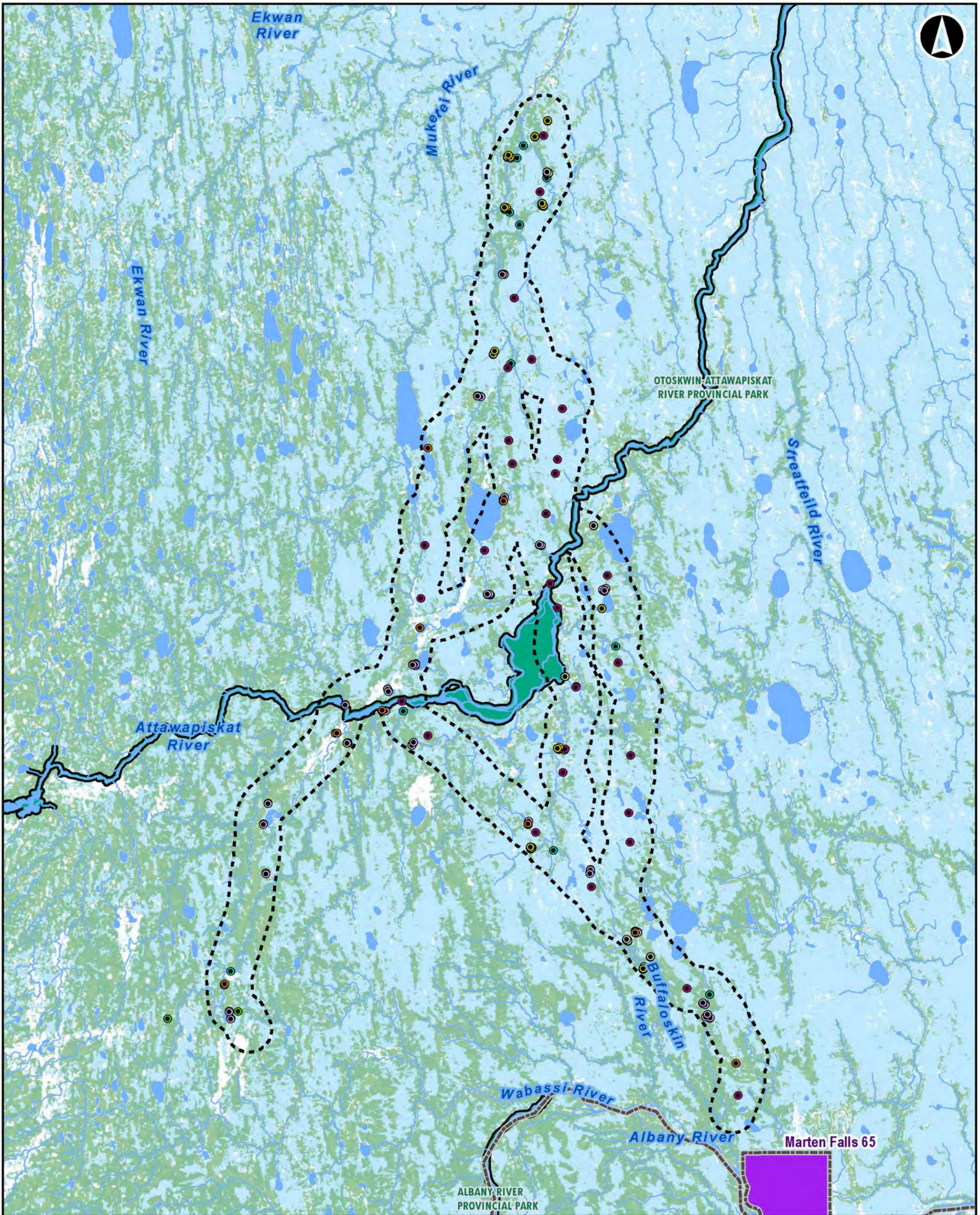
The road will allow for the continuation of our people on the land because our people will be able to have access to the lands and waters at a fraction of the price it is now for transportation.

Presently, many of our members, especially the youth, have migrated to the cities and towns in search of a better life. It only makes sense that they get a chance at a better life right in their own territory. To repatriate the youth; to continue to work and steward the lands, waters and resources as our ancestors did will be meaningful.

*Bruce Achneepineskum*

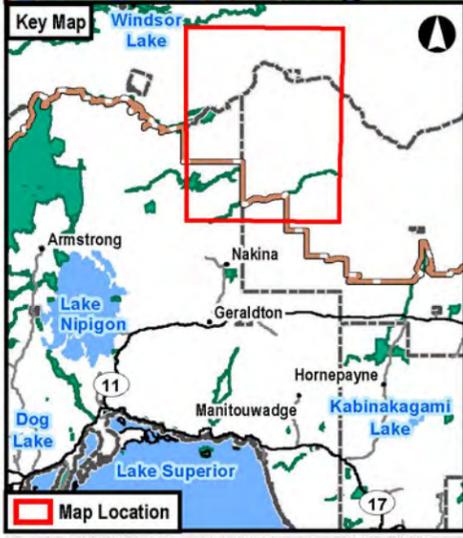
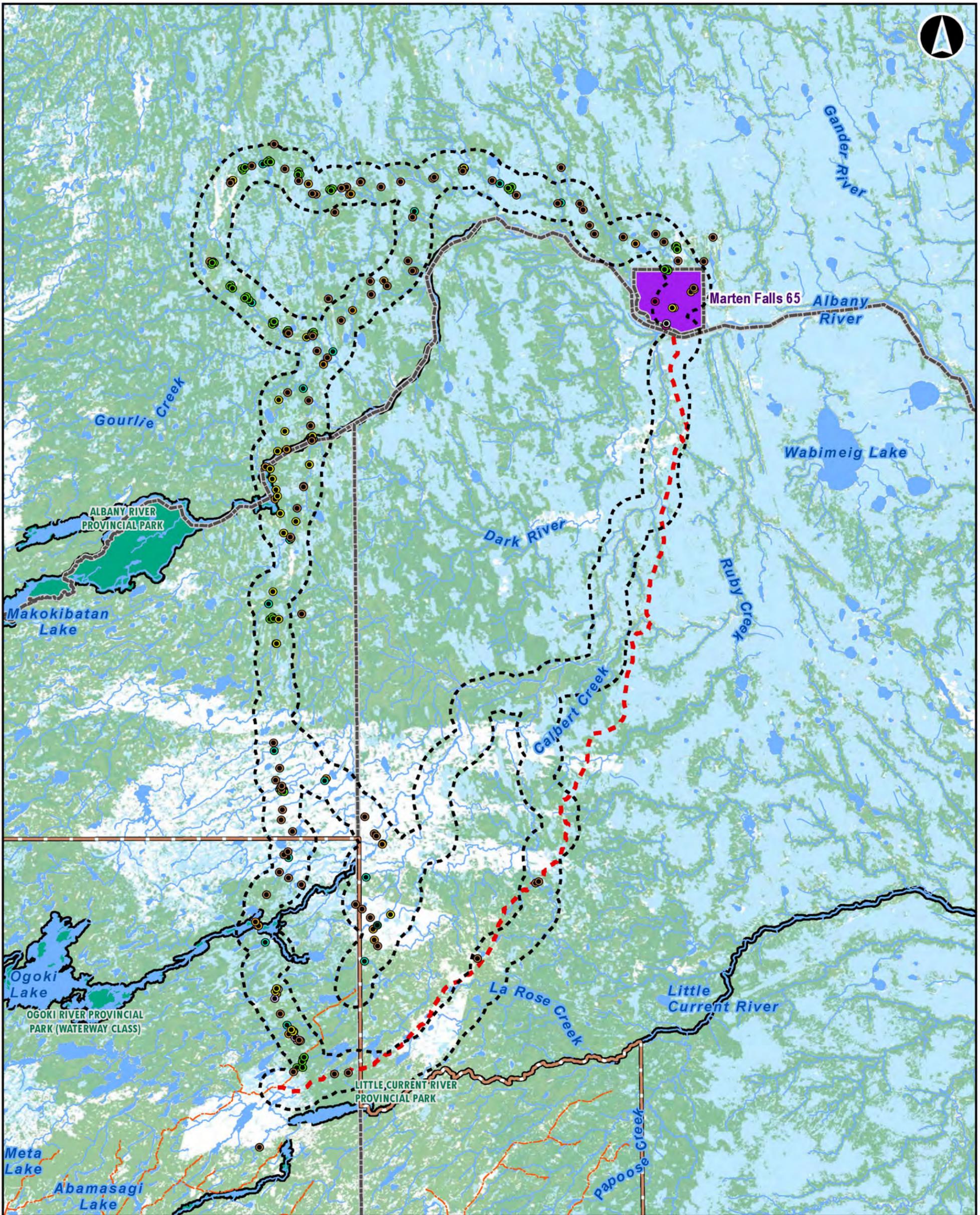
Chief Bruce Achneepineskum on behalf of Marten Falls First Nation Council





Legend		Field Program Locations	
	Study Area		Bat Acoustic
	Provincial Park		Bird Acoustic
	Waterbody		Breeding Bird Survey
	Wetlands		Hand Auger
	Far North Boundary		Water Survey
	First Nation Reserve		Vegetation Mapping
	District Municipal Boundary		Wildlife Camera

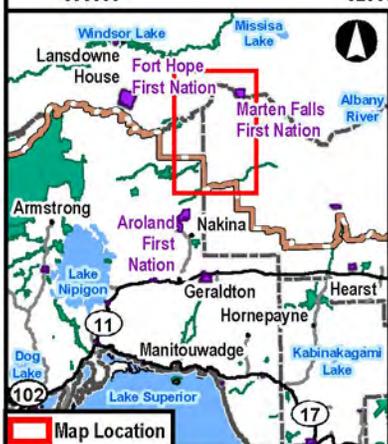
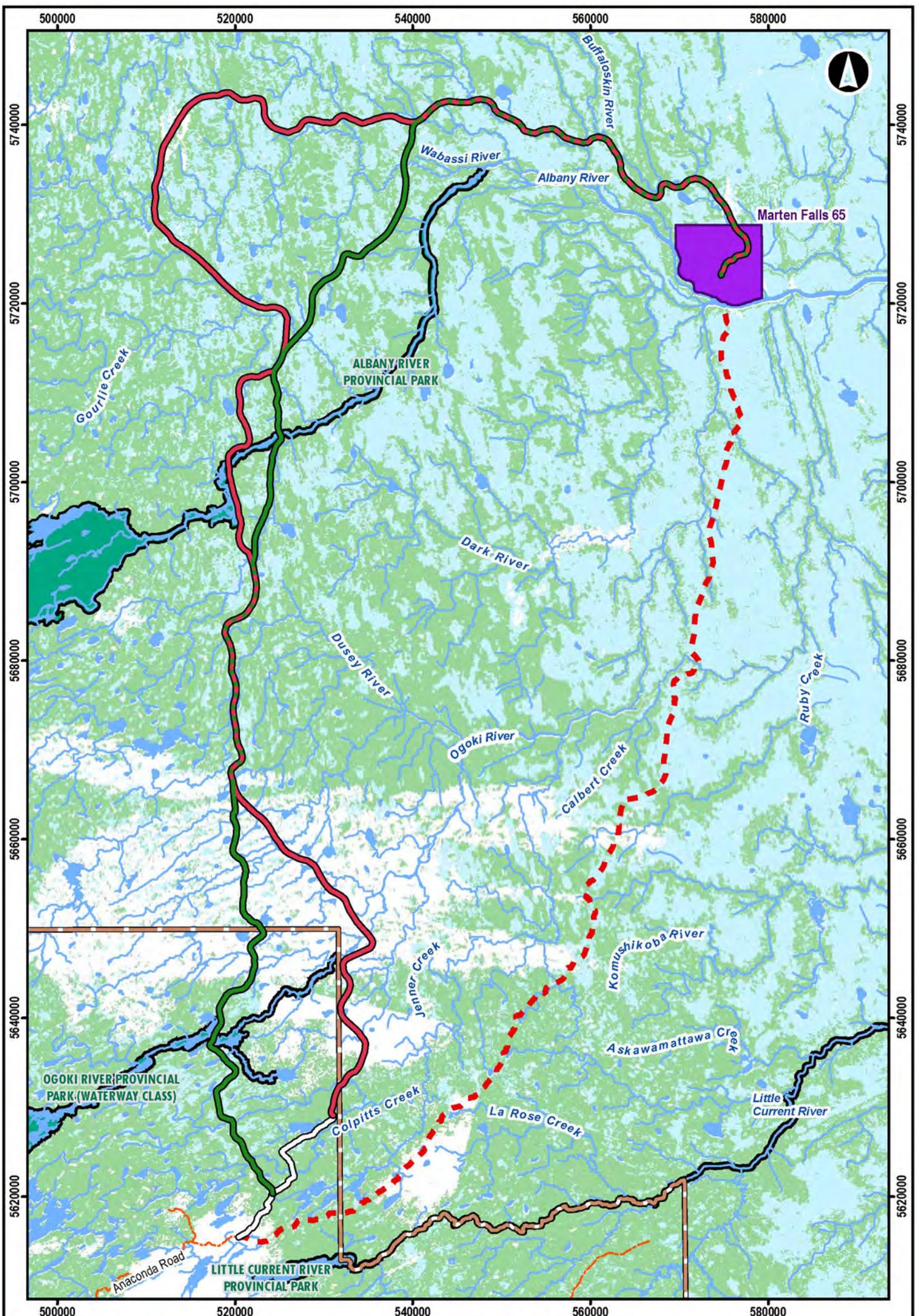
<b>Marten Falls First Nation All Season Community Access Road</b>	
<b>Field Program</b>	
Datum: NAD 1983 CSRS UTM Zone 16N	
Nov, 2019	1:400,000 <small>*when printed 11"x17"</small>
P#: 60593122	Rev: 00
<b>AECOM</b>	<b>Figure 2</b>
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Legend	
	Study Area
<b>General Features</b>	
	Resource / Recreation Road
	Existing Winter Access Road
	Provincial Park
	Woodlands
	Waterbody
	Wetlands
	Far North Boundary
	First Nation Reserve
	District Municipal Boundary

Field Program Locations	
	Bat Acoustic
	Breeding Bird Survey
	Eastern Whip-poor-will Station
	Proposed Noise Monitoring
	Water Survey
	Wildlife Camera
	Proposed Air Monitoring
	Archeology
	Geotech

<b>Marten Falls First Nation All Season Community Access Road</b>	
<b>Field Program</b>	
Datum: NAD 1983 UTM Zone 16N	
Nov, 2019	1:500,000 <small>when printed 11"x17"</small>
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- Legend**
- Route Alternatives**
- Alternative 1
  - Alternative 4
- General Features**
- Resource Road
  - - - Existing Marten Falls Winter Access Road
  - Painter Lake Road
  - Watercourse
  - First Nation Reserve
  - Wetland

- Forest
- Provincial Park
- Far North Boundary

**Marten Falls First Nation  
All Season Community Access Road**

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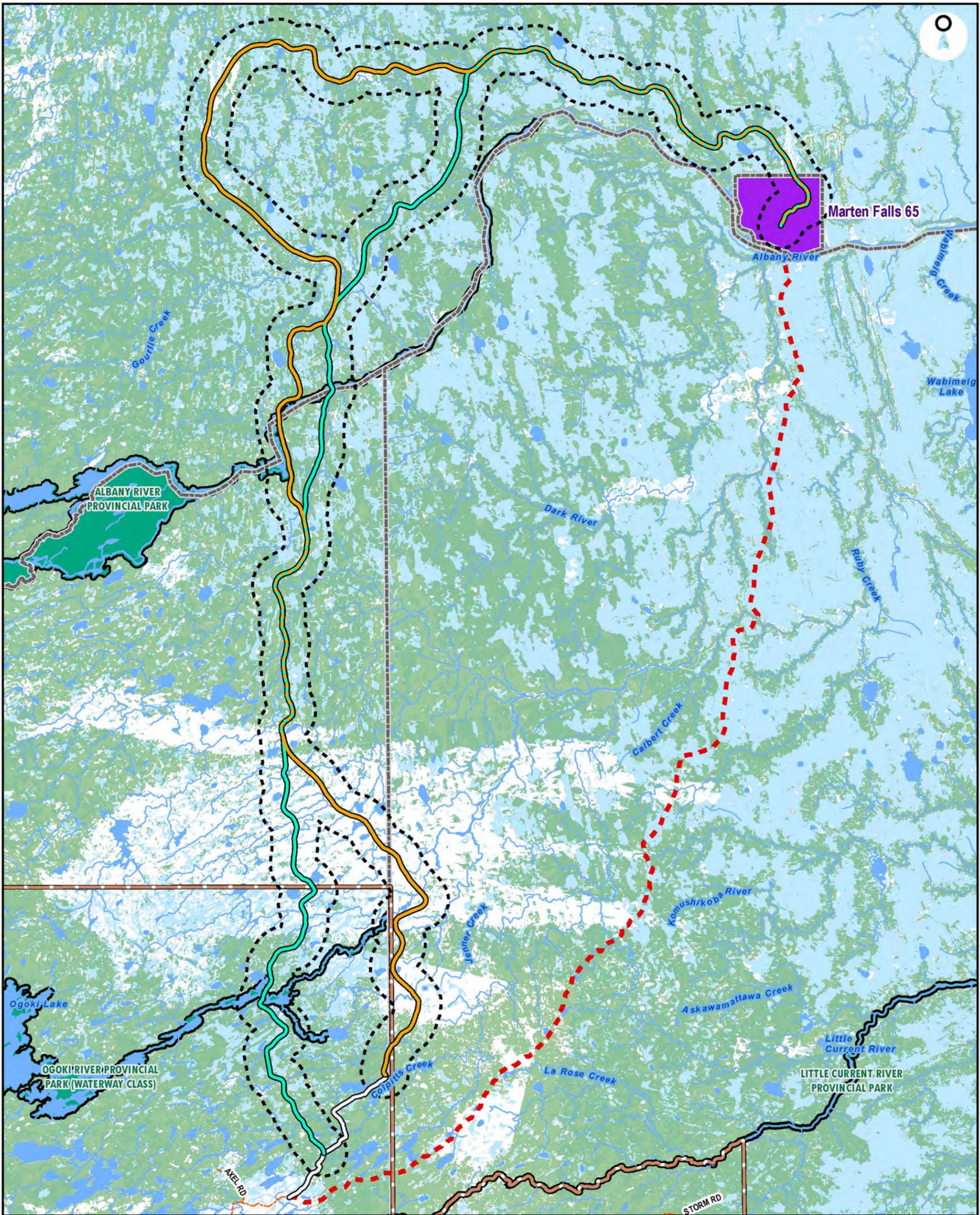
**Route Alternatives**

Datum: NAD 1983 UTM Zone 16N

**Data Sources:**  
Contains Information licensed under the Open Government Licence Ontario. Vegetation communities supplied by the Land Cover of Canada (c2000).

Nov, 2019	1:530,000	P#60593122	Rev: 00
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**AECOM** **Figure 1**



**Legend**

- Study Area
- Route Alternatives**
  - Alternative 1
  - Alternative 4
- General Features**
  - Resource / Recreation Road
  - Existing Winter Access Road
  - Painter Lake Road
  - Provincial Park
  - Woodlands
  - Waterbody
  - Wetlands
  - Far North Boundary
- First Nation Reserve
- District Municipal Boundary

**Marten Falls First Nation  
All Season Community Access Road**

**Phase 1 Route Alternatives**

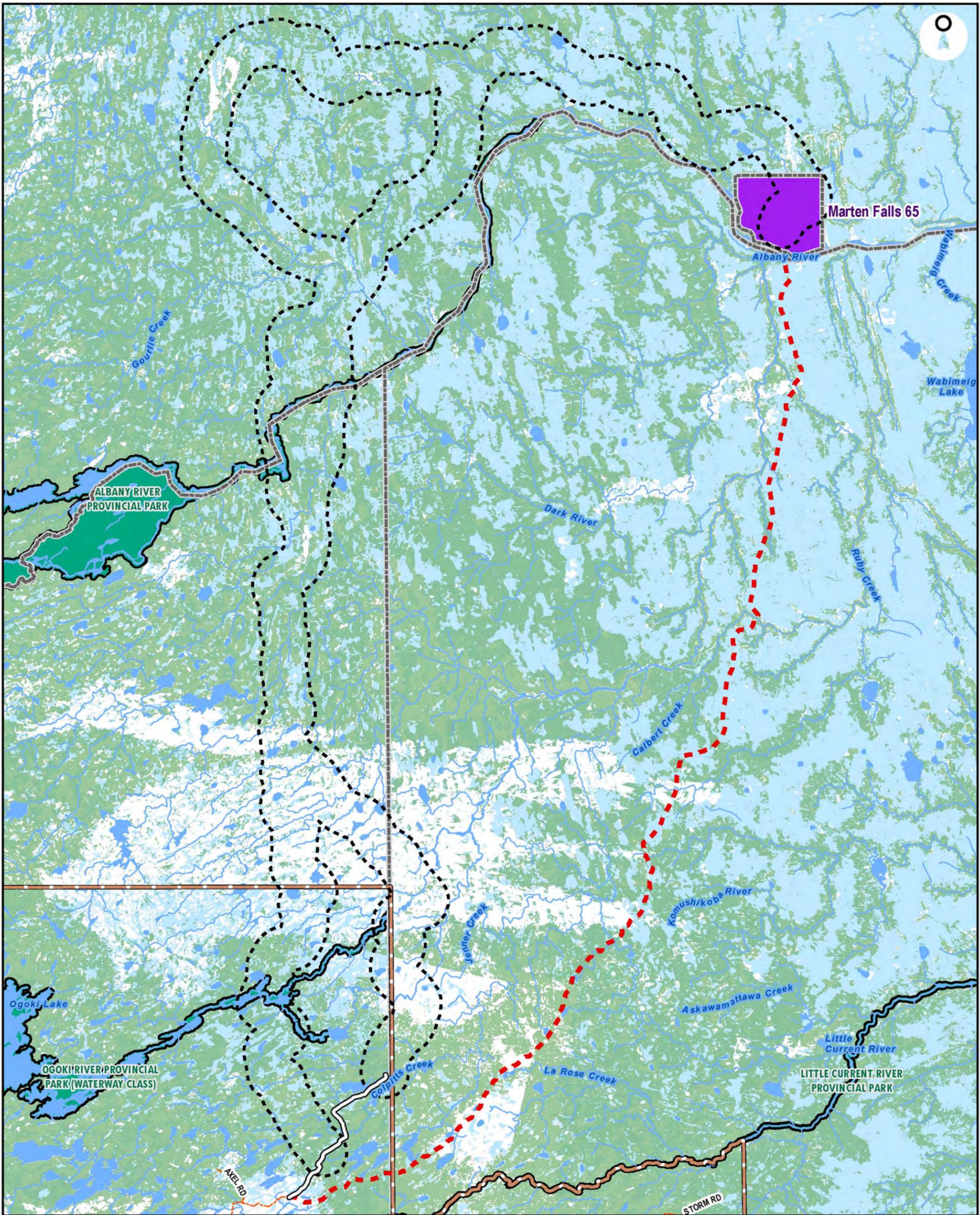
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Dec, 2019	1:400,000 <small>*when printed 11"x17"</small>	Data Sources: MNRF, MMAH, NRCAN	
P#:60593122	Rev:00		

**AECOM**      **Figure 1**

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**Legend**

- Study Area
- General Features**
- Resource / Recreation Road
- Existing Winter Access Road
- Painter Lake Road
- Provincial Park
- Woodlands
- Waterbody
- Wetlands
- Far North Boundary
- First Nation Reserve
- District Municipal Boundary

**Marten Falls First Nation  
All Season Community Access Road**

**Phase 1 Study Area**

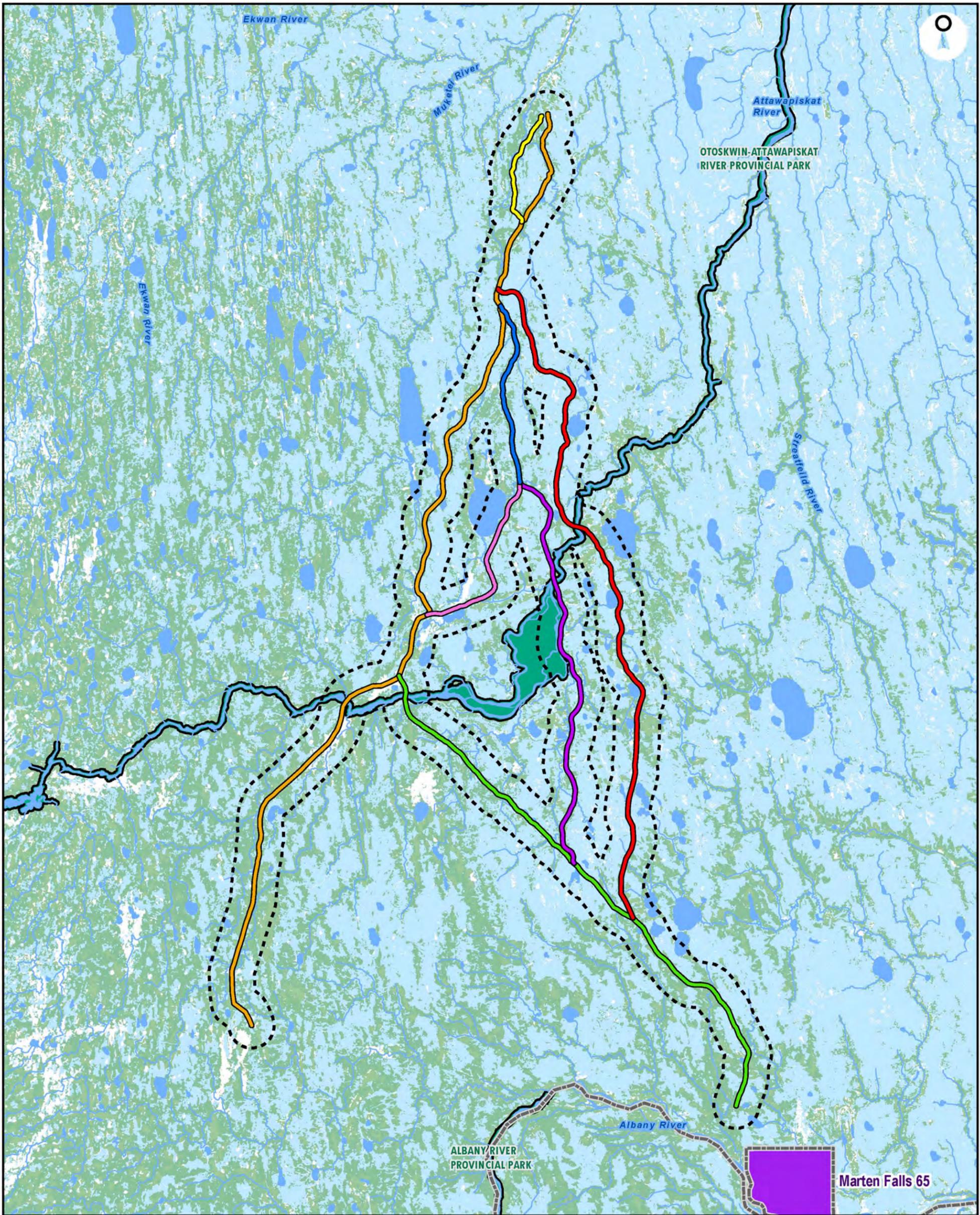
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Dec, 2019	1:400,000 <small>*when printed 11"x17"</small>	Data Sources: MNRF, MMAH, NRCAN
P#:60593122	Rev:00	

**AECOM**      **Figure 3**

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**Legend**

- Study Area
- WaWang'Wajing Road Route**
- Alternative 1
- Alternative 2
- Alternative 3
- Alternative 4
- Alternative 5
- Alternative 6
- Alternative 7
- General Features**
- Provincial Park
- Woodlands
- Waterbody
- Wetlands
- Far North Boundary
- First Nation Reserve
- District Municipal Boundary

**Marten Falls First Nation  
All Season Community Access Road**

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**WaWang'Wajing Road Route Alternatives**

0 5 10 20  
Kilometres

Datum: NAD 1983 UTM Zone 16N

Dec, 2019	1:400,000 <small>*when printed 11"x17"</small>	Data Sources: MNRF, MMAH, NRCAN	
P#:60593122	Rev:00		

Figure 2

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**C4 Public Information Centre Notices /  
Advertisements**



## **C4.1 Notice and Invitation to Public Information Centre #1**





# ATTEND A PUBLIC INFORMATION CENTRE TO LEARN ABOUT THE ALL SEASON COMMUNITY ACCESS ROAD BEING PLANNED BY MARTEN FALLS FIRST NATION

## WHAT'S HAPPENING?

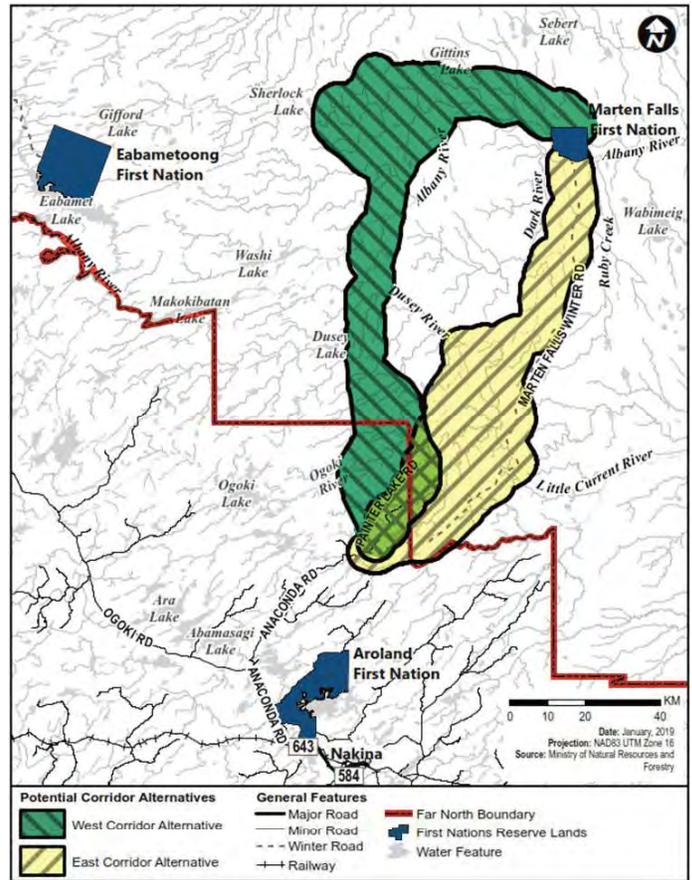
Marten Falls First Nation is a First Nation community with a reserve located in the Far North of Ontario, at the junction of the Albany and Ogoki Rivers, approximately 170 km northeast of Nakina, Ontario and Aroland First Nation.

While Marten Falls First Nation (MFFN) currently has a winter access road, its condition throughout the winter varies making it unreliable for the transport of goods and people to and from the community, and ultimately impacting the community's well-being. The proposed all season road will connect the MFFN community to Ontario's provincial highway network in the south, increasing access to this remote First Nation community and helping foster economic development and improved quality of life for community members.

To address the problem of unreliable access, Marten Falls First Nation is initiating an Environmental Assessment for an all season community access road to the community.

## WHAT IS THE PROCESS?

An Environmental Assessment (EA) under the *Ontario Environmental Assessment Act* is being initiated for the proposed all season community access road. The first step in this process is to develop a Terms of Reference—providing a framework for planning and decision-making during the next phase of the Environmental Assessment. A federal EA under the *Canadian Environmental Assessment Act* may also be required.



## THE PUBLIC INFORMATION CENTRE

- Meet the Project Team, and learn about the community-led planning process;
- Learn about the EA process, including those steps required by both the Provincial and Federal governments;
- Understand the proposed study area, the potential routes of the all season road and how a preferred route is proposed to be selected;
- Discuss future consultation activities and opportunities;
- Share your comments, ideas and community values related to the proposed all season road; and
- Learn about next steps.

Information panels about the project will be available for review at the Information Centre. Project Team members will be present to answer questions and receive comments.

The same information will be available in Thunder Bay and Geraldton. If you aren't able to make the in-person sessions, you can find the information posted on our website ([www.martenfallsaccessroad.ca](http://www.martenfallsaccessroad.ca)). Public Information Centres are wheelchair accessible; contact us if you require other accessibility accommodations.

You are welcome to contact the Project Team at any time during the process with questions or comments:

## WHEN AND WHERE?

### Tuesday, April 30

Victoria Inn Hotel and Convention Centre  
Regency Room A  
555 Arthur Street West  
Thunder Bay, Ontario  
5pm – 8pm

### Wednesday, May 1

Royal Canadian Legion  
Branch 133  
522 Main Street  
Geraldton, Ontario  
5pm – 8pm

### Lawrence Baxter

Senior Community Advisor  
Marten Falls First Nation

1-800-764-9114

[info@martenfallsaccessroad.ca](mailto:info@martenfallsaccessroad.ca)

[www.martenfallsaccessroad.ca](http://www.martenfallsaccessroad.ca)

### James McCutcheon

Project Manager  
AECOM

## Thank you for your participation.

Personal information submitted (e.g., name, address and phone number) is collected, maintained and disclosed under the authority of the *Environmental Assessment Act* and the *Municipal Freedom of Information and Protection of Privacy Act* for transparency and consultation purposes. Personal information you submit will become part of a public record that is available to the general public, unless you request your personal information remain confidential.

*Si vous souhaitez une copie de cette notification en français, veuillez visiter le site Internet du projet ou envoyer un email au projet pour en demander une copie.*



# INVITATION À UN CENTRE D'INFORMATION SUR LE PROJET DE ROUTE TOUTES SAISONS D'ACCÈS COMMUNAUTAIRE DE LA PREMIÈRE NATION DE MARTEN FALLS

## DE QUOI EST-IL QUESTION?

La Première Nation de Marten Falls est une communauté autochtone du grand nord de l'Ontario dont la réserve se situe à la confluence des rivières Albany et Ogoki, environ 170 km au nord-est de Nakina et de la Première Nation d'Aroland, en Ontario.

À l'heure actuelle, la Première Nation de Marten Falls (PNMF) est accessible par une route d'hiver dont l'état varie selon les conditions hivernales. Sa fiabilité déficiente pour le transport des biens et des personnes se répercute sur bien-être de la communauté. La route toutes saisons proposée reliera la PNMF au réseau routier provincial de l'Ontario vers le sud. L'amélioration de l'accès à cette Première Nation éloignée aura des retombées positives sur le développement économique et la qualité de vie dans la communauté.

Dans le but de résoudre son problème d'accès, la Première Nation de Marten Falls a lancé une évaluation environnementale pour un projet de route toutes saisons d'accès communautaire.

## QUEL EST LE PROCESSUS?

L'évaluation environnementale (ÉE) du projet de route toutes saisons d'accès communautaire a été lancée en vertu de la *Loi sur les évaluations environnementales* de l'Ontario. La première étape de ce processus consiste à élaborer un cadre de référence, c'est-à-dire le cadre qui guidera la planification et la prise de décisions au cours de la phase suivante de l'évaluation environnementale. Une ÉE fédérale en vertu de la *Loi canadienne sur l'évaluation environnementale* pourrait également être nécessaire.

## QUE PEUT-ON FAIRE AU CENTRE D'INFORMATION?

- Rencontrer l'équipe du projet et s'informer sur le processus de planification dirigé par la communauté.
- S'informer sur le processus d'ÉE, notamment les étapes requises par le gouvernement fédéral et les gouvernements provinciaux.
- Découvrir la zone du projet proposée, les tracés possibles de la route toutes saisons et le processus de sélection des tracés.
- Discuter des activités et des occasions de consultation à venir.
- Communiquer ses commentaires, ses idées et ses valeurs communautaires en lien avec la route toutes saisons proposée.
- S'informer sur les étapes suivantes.

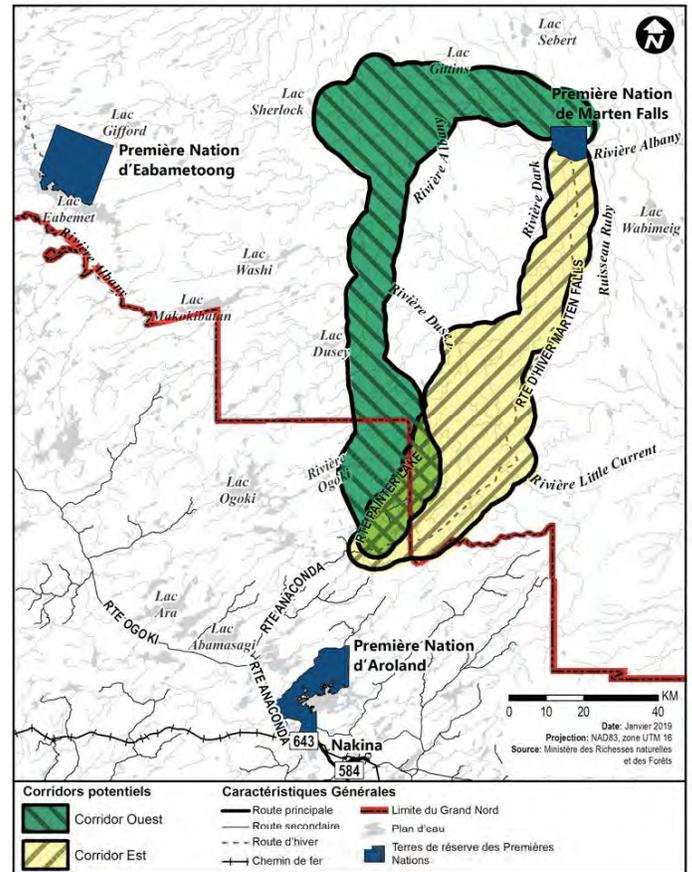
## OÙ ET QUAND?

### Mardi 30 avril

Victoria Inn Hotel and Convention Centre  
Regency Room A  
555 Arthur Street West  
Thunder Bay (Ontario)  
17 h - 20 h

### Mercredi 1er mai

Royal Canadian Legion Branch 133  
522 Main Street  
Geraldton (Ontario)  
17 h - 20 h



Des panneaux d'information sur le projet seront affichés dans le Centre d'information. Des membres de l'équipe du projet seront présents pour répondre à vos questions et recevoir vos commentaires.

Les mêmes informations seront présentées à Thunder Bay et à Geraldton. S'il vous est impossible de vous rendre sur les lieux, consultez l'information dans notre site Web ([www.martenfallsaccessroad.ca](http://www.martenfallsaccessroad.ca)). Les Centres d'information sont accessibles en fauteuil roulant; communiquez avec nous si vous avez besoin d'autres accommodements d'accessibilité.

Vous pouvez communiquer avec l'équipe du projet en tout temps durant le processus pour poser des questions ou soumettre des commentaires :

### Lawrence Baxter

Senior Community Advisor  
Marten Falls First Nation

1-800-764-9114

[info@martenfallsaccessroad.ca](mailto:info@martenfallsaccessroad.ca)

[www.martenfallsaccessroad.ca](http://www.martenfallsaccessroad.ca)

### James McCutcheon

Project Manager  
AECOM

## Nous vous remercions de votre participation.

Les renseignements personnels fournis (nom, adresse et numéro de téléphone) sont recueillis, conservés et divulgués selon les dispositions de la *Loi sur les évaluations environnementales* et de la *Loi sur l'accès à l'information municipale et la protection de la vie privée* pour des raisons de transparence et de consultation. Les renseignements personnels que vous fournirez seront publiés dans un document accessible au grand public, à moins que ne fassiez la demande que ceux-ci demeurent confidentiels.

For an English copy of this Notice, please visit the Project's Website or request a copy from a Project representative by email.

## **C4.2 Notice and Invitation to Public Information Centre #2**





# ATTEND A PUBLIC INFORMATION CENTRE TO LEARN ABOUT THE ALL SEASON COMMUNITY ACCESS ROAD BEING PLANNED BY MARTEN FALLS FIRST NATION

## WHAT'S HAPPENING?

Marten Falls First Nation (MFFN) is a remote First Nation community in northern Ontario, located at the junction of the Albany and Ogoki rivers, approximately 170 km northeast of Nakina, Ontario and Aroland First Nation.

MFFN has a winter access road but it isn't reliable and makes transportation of goods and people difficult. All season road access connecting MFFN to the existing provincial highway network is needed to improve the well-being of the community. MFFN has started a Provincial Environmental Assessment (EA) and Preliminary Design Study to assess the potential impacts and benefits related to the proposed Community Access Road.

## WHAT IS THE PROCESS?

MFFN, in agreement with the Ministry of the Environment, Conservation and Parks (MECP), is preparing an Individual EA for the proposed all season Community Access Road. The EA will follow a community-led approach, meaning that the MFFN community membership helps to develop solutions and advance decisions about the proposed road. MFFN—as the proponent or owner of the Project—has formed a Project Team that includes MFFN members and acts with guidance, direction and input from the MFFN Chief and Council, MFFN Community Member Advisors and MFFN membership.

## ABOUT THE PUBLIC INFORMATION CENTRE

- Learn about the Community Access Road's history and updates since Public Information Centre (PIC) #1;
- Learn about the provincial EA process, and why the Western routes for the road to follow are to be further evaluated during the EA;
- Learn about the draft Terms of Reference, including how to review the documents and provide feedback;
- Learn about the kind of field studies being conducted;
- Find out how Indigenous communities have been involved, and learn about the Indigenous Knowledge program;
- Find out the feedback we've heard to-date and how it is being considered;
- Discuss future consultation activities and opportunities; and
- Learn about next steps.

## WHEN AND WHERE?

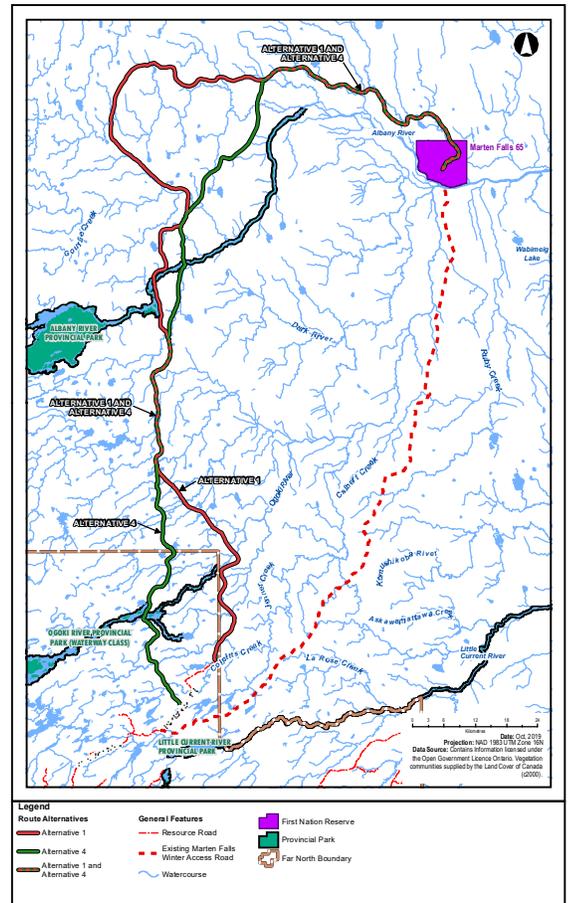
Join us to share your comments, ideas and community values related to the proposed all season road.

<b>Tuesday, December 10, 2019</b>	<b>Wednesday, December 11, 2019</b>
Valhalla Inn Hotel	Royal Canadian Legion Branch 213
1 Valhalla Road	117 Dieppe Road
Thunder Bay, Ontario	Longlac, Ontario
5:00 – 8:00 p.m.	5:00 – 8:00 p.m.

You are welcome to contact the Project Team at any time during the process with questions or comments:

<b>Lawrence Baxter</b>	<b>James McCutcheon</b>
Senior Community Advisor	Project Manager
Marten Falls First Nation	AECOM

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



Information panels about the project will be available for review, along with a printed copy of the draft Terms of Reference and a plain-language *Guide to the Draft Terms of Reference*. Project Team members will be present to answer questions and receive comments.

The same information will be provided in Thunder Bay and Longlac, so you have the option to choose which location works best for you. Also, if you can't make the in-person sessions, you can find the information posted on our website ([www.martenfallsaccessroad.ca](http://www.martenfallsaccessroad.ca)). Public Information Centres are wheelchair accessible; contact us if you require other accessibility accommodations.

**Thank you for your participation.**

Personal information submitted (e.g., name, address and phone number) is collected, maintained and disclosed under the authority of the *Environmental Assessment Act* and the *Municipal Freedom of Information and Protection of Privacy Act* for transparency and consultation purposes. Personal information you submit will become part of a public record that is available to the general public, unless you request your personal information remain confidential.



# INVITATION À UN CENTRE D'INFORMATION SUR LE PROJET DE ROUTE TOUTES SAISONS D'ACCÈS COMMUNAUTAIRE DE LA PREMIÈRE NATION DE MARTEN FALLS

## DE QUOI EST-IL QUESTION?

La Première Nation de Marten Falls (PNMF) est une communauté autochtone éloignée du nord de l'Ontario. Son territoire se situe à la confluence des rivières Albany et Ogoki, environ 170 km au nord-est de Nakina, Ontario et de la Première Nation d'Aroland.

La PNMF est accessible par une route d'hiver dont la fiabilité déficiente rend le transport des biens et des personnes difficile. La construction d'une route toutes saisons reliant la PNMF au réseau routier de la province améliorerait la qualité de vie des habitants de la communauté. La PNMF a entamé une évaluation environnementale (ÉE) provinciale et une étude de l'avant-projet sommaire dans le but de mesurer les impacts et les avantages potentiels de la route d'accès communautaire proposée.

## QUEL EST LE PROCESSUS?

La PNMF, en concertation avec le ministère de l'Environnement, de la Protection de la nature et des Parcs (MEPP), prépare une ÉE du projet de route toutes saisons d'accès communautaire. Il s'agit d'une ÉE dirigée par la communauté, ce qui signifie que les membres de la PNMF contribuent à l'élaboration des solutions et à la prise de décisions concernant le projet. La PNMF, en sa qualité de proposant ou promoteur du projet, a formé une équipe de projet comprenant des membres de la Première Nation. Cette équipe agit en adéquation avec les conseils, les directives et les commentaires du chef et du Conseil de la PNMF, des conseillers membres de la PNMF et des membres de la PNMF.

## QUE PEUT-ON FAIRE AU CENTRE D'INFORMATION?

- Se renseigner sur l'historique du projet de route d'accès communautaire, et prendre connaissance des nouveaux développements depuis la tenue du premier centre d'information.
- Se renseigner sur le processus d'ÉE de la province, et apprendre pourquoi les itinéraires proposés à l'ouest doivent subir un examen approfondi dans le cadre de l'ÉE.
- Consulter l'ébauche du cadre de référence, et obtenir de l'aide pour bien comprendre le document et formuler ses commentaires.
- Se renseigner sur les études de terrain en cours.
- Apprendre comment les communautés autochtones ont participé au projet, et se renseigner sur le programme des connaissances autochtones.
- Consulter les commentaires reçus jusqu'à présent, et voir comment ceux-ci sont pris en compte dans l'élaboration du projet.
- Discuter des prochaines activités et occasions de consultation.
- S'informer sur les étapes suivantes.

Des panneaux d'information sur le projet seront affichés dans le Centre d'information. Un exemplaire imprimé de l'ébauche du cadre de référence et un *Guide sur l'ébauche du cadre de référence* en langage clair et simple seront aussi disponibles sur place. Des membres de l'équipe du projet seront présents pour répondre à vos questions et recevoir vos commentaires.

Les mêmes informations seront présentées à Thunder Bay et à Longlac; vous aurez la possibilité de choisir l'endroit qui vous convient le mieux. S'il vous est impossible de vous rendre sur les lieux, consultez l'information dans notre site Web ([www.martenfallsaccessroad.ca](http://www.martenfallsaccessroad.ca)). Les Centres d'information sont accessibles en fauteuil roulant; communiquez avec nous si vous avez besoin d'autres accommodements d'accessibilité.

## OÙ ET QUAND?

Nous voulons entendre vos commentaires, vos idées et vos valeurs communautaires en lien avec le projet de route toutes saisons. Venez nous voir!

Vous pouvez communiquer avec l'équipe du projet en tout temps durant le processus pour poser des questions ou soumettre des commentaires :

### Mardi 10 décembre 2019

Valhalla Inn Hotel  
1 Valhalla Road  
Thunder Bay, Ontario  
17 h – 20 h

### Mercredi 11 décembre 2019

Royal Canadian Legion Branch 213  
117 Dieppe Road  
Longlac, Ontario  
17 h – 20 h

### Lawrence Baxter

Conseiller communautaire principal  
La Première Nation de Marten Falls

### James McCutcheon

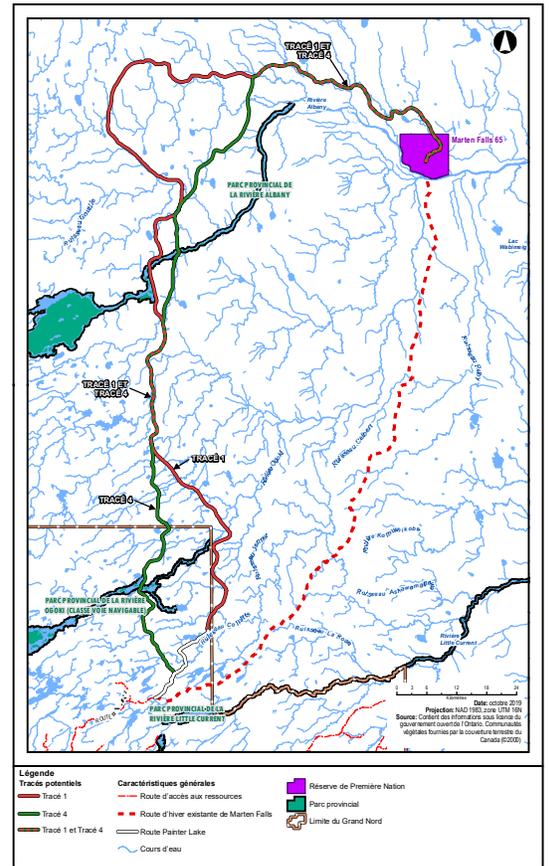
Chef de projet  
AECOM

1-800-764-9114

[info@martenfallsaccessroad.ca](mailto:info@martenfallsaccessroad.ca)  
[www.martenfallsaccessroad.ca](http://www.martenfallsaccessroad.ca)

## Nous vous remercions de votre participation.

Les renseignements personnels fournis (nom, adresse et numéro de téléphone) sont recueillis, conservés et divulgués selon les dispositions de la *Loi sur les évaluations environnementales et de la Loi sur l'accès à l'information municipale et la protection de la vie privée* pour des raisons de transparence et de consultation. Les renseignements personnels que vous fournirez seront publiés dans un document accessible au grand public, à moins que vous ne fassiez la demande que ceux-ci demeurent confidentiels.



## **C5 Correspondence**



## **C5.1 Outgoing Correspondence**





Wright, Adam &lt;[REDACTED]&gt;

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**GANRAC meeting request**

1 message

**Qasim Saddique** <qsaddique@suslop.com>

Wed, May 8, 2019 at 6:00 PM

To: [REDACTED]

Cc: [REDACTED], "Paul (MNDM) MacInnis" &lt;Paul.MacInnis@ontario.ca&gt;, [REDACTED]

Hello [REDACTED].

I am contacting you on behalf of the Marten Falls community access road environmental assessment (EA) project. Paul MacInnis provided your contact information.

Based On earlier communication, May 22nd would work well for us. Would it be possible to do a short presentation with Q&A to the group to provide information on the project? Please let us know if that works and the time/location of your meeting.

Thank you,  
Qasim

**Qasim Saddique** MSc, MBA  
Principal Consultant, Suslop  
P: 416 830 6544  
E: [qsaddique@suslop.com](mailto:qsaddique@suslop.com)  
W: [Suslop.com](http://Suslop.com)



Wright, Adam <[redacted]>

# Marten Falls Community Access Road - PIC #2

1 message

Wright, Adam <[redacted]>

Thu, Dec 5, 2019 at 10:12 AM

To: [redacted]

Cc: "Ross, Kathryn" <[redacted]>

Hello [redacted]

I hope all is well and that you're enjoying the early winter weather (saw it's going to be in the -20s next week)!

I wanted to send an invite for GANRAC members to attend the next public information centres (PIC) we are holding on the MFFN community access road next week in Thunder Bay and Longlac. Please come by if you are available. The date, time, and location are:

**Tuesday, December 10**  
5pm – 8pm  
Valhalla Inn Hotel, Boardroom #3  
1 Valhalla Inn Road, Thunder Bay

**Wednesday, December 11**  
5pm – 8pm  
Royal Canadian Legion Branch 213  
Community Hall  
117 Dieppe Road  
Longlac, Ontario

If you have any questions please let me know, I will also give you a follow up phone call to ensure you received this message.

Cheers,  
Adam

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**Adam Wright**  
Environmental Planner  
**Dillon Consulting Limited**  
334-11th Avenue SE Suite 200  
Calgary, Alberta, T2G 0Y2  
T - [redacted]  
M - [redacted]  
F [redacted]  
[redacted]  
[www.dillon.ca](http://www.dillon.ca)

*Please consider the environment before printing this email*

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**From:** info@martenfallsaccessroad.ca  
**Sent:** Thursday, December 5, 2019 5:41 PM  
**To:** [REDACTED]  
**Subject:** Marten Falls Community Access Road - Wabassi Resources  
**Attachments:** MFCAR - Draft ToR\_Wabassi Resources Inc..pdf

Hello,

Please see attached a letter from Chief Bruce Achneepineksun regarding the Marten Falls First Nation Community Access Road.

If you have any questions or would like to arrange for future discussions, please feel free to reach out to Qasim Saddique, Project Director, at info@martenfallsaccessroad.ca.

Regards,

The Marten Falls First Nation Community Access Road Project Team



MARTEN FALLS FIRST NATION  
**ALL SEASON COMMUNITY ACCESS ROAD**

December 5, 2019

Wabassi Resources Inc.

██████████  
100 Broad Leaf Crescent  
Ancaster, ON L9G 3R8

Re: Marten Falls Community Access Road

Dear ██████████:

As you may already know, Marten Falls First Nation (MFFN) has for many years been seeking to build a year-round Community Access Road (the Project) to connect their community to the provincial highway network. As such, MFFN has initiated a community-led Environmental Assessment (EA) process, in accordance with the Ontario EA Act, to progress plans to enable this critical all season access to the community. The proposed access road will extend from the existing Painter Lake Forest Access Road to the Marten Falls community, located at the junction of the Albany and Ogoki rivers, approximately 170 km northeast of Nakina, Ontario and Aroland First Nation.

To support the EA process for the Project, we are seeking collaborative discussions with neighbouring Indigenous communities, government agencies, members of the public and private companies.

A draft Terms of Reference (ToR) for the EA has now been completed—the Public Notice included with this letter describes how to access the document for review and comment. The draft ToR outlines how the EA will be prepared including the studies that will be conducted, the process to identify and assess effects, and how best to engage interested communities and persons. The draft ToR also identifies two alternative corridors for the community access road. These will be further studied during the EA phase of the Project to confirm the route the road will follow. The two identified corridors generally follow higher ground, located to the west of the Marten Falls community and roughly following the west/north side of the Albany River. The alternative corridors are shown in the attached Public Notice and presented in the draft ToR.

Based on the provincial CLAIMS data set, we have identified that your company holds mineral claims on lands that are within or in close proximity to the two alternative corridors that have been identified for further examination in the EA. We would like to hear from you if you have any issues or concerns with a community access road crossing mineral claim areas that you hold in this area.





MARTEN FALLS FIRST NATION  
**ALL SEASON COMMUNITY ACCESS ROAD**

We would be pleased to discuss the project and or any comments or concerns that you may have. If you have any questions or would like to arrange for future discussions, please feel free to reach out to Qasim Saddique, Project Director, at [info@martenfallsaccessroad.ca](mailto:info@martenfallsaccessroad.ca). We will also follow-up with you within the week to ensure you have received this information and to arrange a time for a discussion.

Sincerely,

Chief Bruce Achneepineskum



**NOTICE OF DRAFT TERMS OF REFERENCE FOR REVIEW  
MARTEN FALLS FIRST NATION – ALL SEASON COMMUNITY ACCESS ROAD PROJECT**

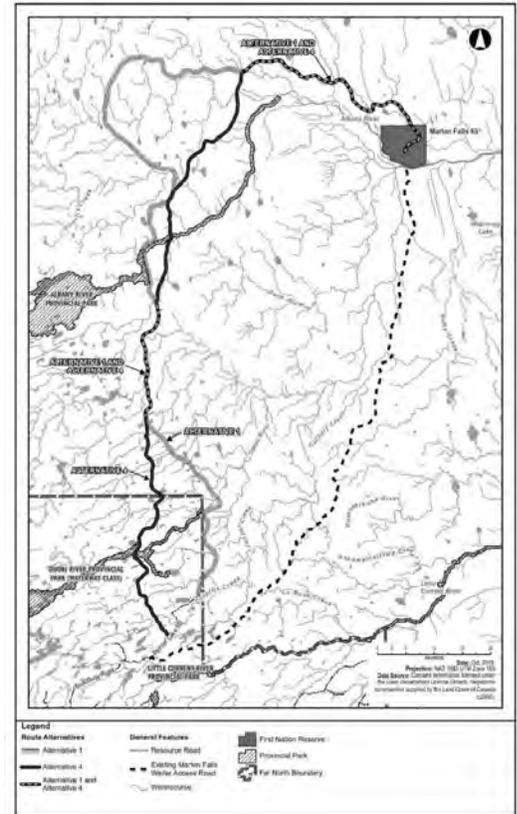
**Introduction**

As part of the planning process for the proposed Marten Falls First Nation All Season Community Access Road Project (the Project), a draft Terms of Reference (ToR) is being made available for public, government agency, and Indigenous community review and comment. Following the review period of the draft ToR, the ToR will be revised as appropriate to address comments received and a Proposed ToR will be prepared and submitted to the Ministry of the Environment, Conservation and Parks (MECP) for review. Public, government agencies, and Indigenous communities will be notified when the Proposed ToR is submitted to the MECP for an opportunity to review and comment on the Proposed ToR. Following this review, the Minister of the Environment, Conservation and Parks will make a decision to approve, approve with amendments or reject the ToR under the *Environmental Assessment Act*. If approved, the Proposed ToR will serve as a framework for the preparation and review of the environmental assessment for the proposed Project.

Marten Falls First Nation is a remote First Nation community in the Far North of Ontario, located at the junction of the Albany and Ogoki rivers, approximately 170 km northeast of Nakina, Ontario and Aroland First Nation. The existing winter road access to the community has been determined to be insufficient for the community and other transportation needs primarily due to the limited reliability of open winter road access. Therefore, an all season multi-purpose road connecting Marten Falls First Nation to the existing provincial highway network is required to improve the well-being of Marten Falls First Nation.

**Review of the draft Terms of Reference**

The draft ToR will be available for review beginning December 4, 2019 for a period of 45 days and can be accessed on the Project website at <http://www.martenfallsaccessroad.ca>. You may also review a hard copy of the draft ToR during normal business hours at the following locations:



<p><b>Marten Falls First Nation Band Office</b> General Delivery Ogoki ON P0T 2L0</p>	<p><b>Matawa First Nations Management</b> Matawa First Nations Management 233 S. Court Street, 2nd Floor Thunder Bay ON P7B 2X9</p>
<p><b>Ministry of the Environment, Conservation and Parks Environmental Assessment and Permissions Branch</b> 135 St. Clair Avenue West, 1<sup>st</sup> Floor Toronto, Ontario ON M4V 1P5 (416) 314-8001 / 1-800-461-6290 Monday to Friday 8:30 a.m. – 5:00 p.m.</p>	<p><b>Ministry of the Environment, Conservation and Parks Thunder Bay District</b> 3rd Floor, Suite 331B, 435 James St. S. Thunder Bay ON P7E 6S7 (807) 475-1205 / 1-800-875-7772 Monday to Friday 8:30 a.m. – 4:45 p.m.</p>
<p><b>Greenstone Public Library – Geraldton Branch</b> 405 2nd St. W. Geraldton ON P0T 1M0 (807) 854-1490 Monday to Thursday and Saturday 1:00 p.m. – 5:00 p.m., and Monday and Wednesday 7:00 p.m. – 9:00 p.m.</p>	<p><b>Thunder Bay Public Library – Waverley Resource Library</b> 285 Red River Road Thunder Bay ON P7B 1A9 (807) 345-8275 Monday to Thursday 9:30 a.m. to 9:00 p.m., and Friday 9:30 a.m. to 5:00 p.m.</p>
<p><b>Greenstone Public Library – Longlac Branch</b> 110 Kenogami Dr Longlac, ON P0T 2A0 (807) 876-4515 Friday and Sunday Closed Saturday 9a.m.–12p.m. Monday 12:30–4:30p.m., 6:30–8:30p.m. Tuesday 1–5p.m. Wednesday 9a.m.–12p.m., 6:30–8:30p.m. Thursday 1–5p.m., 7–9p.m.</p>	<p><b>Timmins Public Library</b> 320 2<sup>nd</sup> Avenue Timmins, ON P4N 8A4 (705) 360-2623 X8519 Monday to Thursday 10:00 a.m. to 8:00 p.m. Friday to Saturday 10:00 a.m. to 5:00 p.m. Sunday 1:00 p.m. to 5:00 p.m.</p>

A hard copy of the draft ToR will be provided to the following Indigenous communities for circulation to their community members:

- Aroland First Nation;
- Animbiigoo Zaagi'igan Anishinaabek
- Attawapiskat First Nation;
- Constance Lake First Nation;
- Eabametoong First Nation;
- Fort Albany First Nation;
- Ginoogaming First Nation;
- Kasabonika Lake First Nation;
- Kashechewan First Nation;
- Kingfisher Lake First Nation;
- Kitchenuhmaykoosib Inninuwug;
- Long Lake #58 First Nation;
- Marten Falls First Nation;
- Métis Nation of Ontario, Region 2;
- Neskantaga First Nation;
- Nibinamik First Nation;
- Red Sky Independent Métis Nation.
- Wapekeka First Nation;
- Wawakapewin First Nation;
- Weenusk First Nation;
- Webequie First Nation; and
- Wunnumin Lake First Nation;

**NOTICE OF DRAFT TERMS OF REFERENCE FOR REVIEW  
MARTEN FALLS FIRST NATION – ALL SEASON COMMUNITY ACCESS ROAD PROJECT**

Your written comments on the draft ToR must be received before January 20, 2020. All comments must be submitted directly to MFFN using the contact information provided below. MFFN will provide a copy of all comments to the MECP for information only.

<b>Lawrence Baxter</b> Senior Community Advisor Marten Falls First Nation	1-800-764-9114 info@martenfallsaccessroad.ca
<b>James McCutcheon</b> Project Manager AECOM	www.martenfallsaccessroad.ca

All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by the Ministry of the Environment, Conservation and Parks for the purpose of transparency and consultation. The information is collected under the authority of the *Environmental Assessment Act* or is collected and maintained for the purpose of creating a record that is available to the general public as described in s.37 of the *Freedom of Information and Protection of Privacy Act*. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact the Project Officer or the Ministry of the Environment, Conservation, and Park's Freedom of Information and Privacy Coordinator at 416-314-4075.

Si vous souhaitez une copie de cette notification en français, veuillez visiter le site Internet du projet ou envoyer un email au projet pour en demander une copie.

*Date Published: November 29, 2019*

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**From:** Jennifer Bruin <[REDACTED]>  
**Sent:** Wednesday, December 11, 2019 10:20 AM  
**To:** [REDACTED]  
**Subject:** Re: Marten Falls Information Session Dec 10th

Hi [REDACTED]

It was a pleasure speaking with you yesterday evening. Thank you for following up with an email. I'm exploring this question internally with our water program discipline lead and will reconnect with more information to share.

Kind regards, Jennifer

**Jennifer E. Bruin**

*B.A. Env., MCIP, RPP, EP, PMP, MBA*

Principal, J. Bruin Associates Inc.

tel [REDACTED]

---

**From:** info@martenfallsaccessroad.ca  
**Sent:** Monday, January 13, 2020 3:59 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Re: Marten Falls Community Access Road Project

Hello [REDACTED]

Thank you for your emails on December 18 and December 30, 2019 and more recently on January 12, 2020. The MFFN Project Team has reviewed your comments and concerns.

We appreciate your comments, both on the Ring of Fire and the proposed Community Access Road, and want to emphasize that the current environmental assessment process is focused on the proposed Community Access Road. Through this process we will determine the preferred route to Marten Falls and identify how the proposed Community Access Road may affect the social, cultural, economic, health, spiritual, built and natural environments. The process also considers the question of who controls the proposed road and who can or can't access Marten Falls First Nation community. We will certainly keep your interests in mind.

In response to your comment about translation, MFFN Community Advisors on the Project Team attend meetings and are available to translate. If requested, we can also help coordinate having local translators at meetings. We also translated the Summary Guide to the Draft Terms of Reference to Oji-Cree and plan to translate future materials as needed.

Please let us know if we can add you to the electronic or hard copy mailing list so we can keep you updated about the Community Access Road and of upcoming consultation opportunities.

Thank you again for providing your comments.

MFFN Project Team

-----  
> Boozhoo Ka-kih-na  
> Here is my impact statement about the road project into our  
> Anishinaabay  
territory. Let it be known that the whole Anishinaabay Nation will be involved in this "project".  
> Pass this on and share.  
> Meegwaych  
> [REDACTED]  
> Anishinaabay Nation

**From:** [Soulliere, Kenndal](#)  
**To:** [REDACTED]  
**Subject:** RE: Marten Falls Community Access Road - Project Update - Draft Terms of Reference  
**Date:** Wednesday, January 15, 2020 1:59:00 PM

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Hi Again,

I just realized I missed a very important detail in my last email. This comment period for the Draft ToR is open until January 20, 2020.

Please let us know if you're interested in commenting on this document but cannot meet the deadline.

Thank you,

**Kenndal Soulliere**

Environmental Planner

D [REDACTED]

C + [REDACTED]

[REDACTED]

---

**From:** Soulliere, Kenndal  
**Sent:** Wednesday, January 15, 2020 1:23 PM  
**To:** [REDACTED]  
**Cc:** info@martenfallsaccessroad.ca  
**Subject:** Marten Falls Community Access Road - Project Update - Draft Terms of Reference

Hello [REDACTED],

My name is Kenndal and I'm emailing you on behalf of the Marten Falls Community Access Road Project.

I believe you spoke with one of my colleagues yesterday regarding the proposed Project and the comment period on our Draft Terms of Reference for the provincial Environmental Assessment (EA).

The Draft ToR is located here: <http://www.martenfallsaccessroad.ca/documents/> and comments can be made directly on our website found here: <http://www.martenfallsaccessroad.ca/contact-us/>

We will be adding you to the Project contact list but please let us know if you have any questions,

Thank you,

**Kenndal Soulliere**

Environmental Planner

Impact Assessment and Permitting

D +

**AECOM**

55 Wyndham Street North  
Guelph, ON, Canada  
N1H 7T8

---

**From:** info@martenfallsaccessroad.ca  
**Sent:** Thursday, March 19, 2020 4:14 PM  
**To:** [REDACTED]  
**Subject:** Re: Ring of Fire Road Access Project

Good Afternoon / Boozhoo / Wachiay [REDACTED]

Thank you for your emails on January 13, and January 19, 2020. The MFFN Project Team has reviewed your correspondence and appreciate the perspective and background your insights bring.

We recognize the importance of respecting and protecting the environment throughout the planning, construction, operation and maintenance phases of the MFFN Community Access Road Project (the Project). Prior to committing to the Project, MFFN leadership, Elders and each family were asked to provide their knowledge of their areas – this was during the Cliffs era.

The sensitive areas included burial grounds, fish spawning areas, moose wintering areas and migratory bird hunting locations. Local knowledge is very important and utilizing the land daily is critical in sustaining a traditional way of life.

We are currently in the early planning phase of the Project and are undertaking baseline studies in the proposed Project area, as well as identifying appropriate criteria and indicators to help identify potential impacts to the environment and the people who rely on these lands. We are building on past work by working with Indigenous communities to continue to gather important land use information which is critical to understanding baseline conditions in the proposed Project area. Supporting our efforts with communities, we have commenced an Indigenous Knowledge program to help identifying potential impacts and to gain a holistic understanding of the environment in the Project area, including any sites of importance.

As noted in our January 13, 2020 email, we are committed to the use of local Indigenous languages throughout the Environmental Assessment (EA) process. We have MFFN Community Advisors on the Project Team who attend meetings with Indigenous communities and can also provide translations where needed. We also coordinate local translation services if requested by a community. For your reference, we have translated the Summary Guide to the Draft Terms of Reference to Oji-Cree ([https://urldefense.proofpoint.com/v2/url?u=http-3A\\_\\_www.martenfallsaccessroad.ca\\_documents\\_&d=DwIDA&c=TQzoP61-bYDBLzNd0XmHrw&r=\\_yDiBXGUhrGWgGAskzCCuW6hxQ\\_s0dqlcMvzlh7zxM&m=cvXh8gMcdwbiocvEcYKjc5a3MGBTX3zcei0QAOSXNQ&s=o3DculOIDuJl1LKQJUK\\_nEx3oW\\_8v5uUQ57uaRkFA0&e=](https://urldefense.proofpoint.com/v2/url?u=http-3A__www.martenfallsaccessroad.ca_documents_&d=DwIDA&c=TQzoP61-bYDBLzNd0XmHrw&r=_yDiBXGUhrGWgGAskzCCuW6hxQ_s0dqlcMvzlh7zxM&m=cvXh8gMcdwbiocvEcYKjc5a3MGBTX3zcei0QAOSXNQ&s=o3DculOIDuJl1LKQJUK_nEx3oW_8v5uUQ57uaRkFA0&e=)) and plan to translate future materials as needed.

Please let us know if we can add you to the Project mailing list (electronic or hard copy) so we can keep you updated about the Community Access Road Project and of any upcoming engagement opportunities.

Thank you again for providing your comments.

Regards,

MFFN Project Team





## How do you do an Environmental/Impact Assessment?

The Government of Canada's Impact Assessment Act outlines the details of how a federal Impact Assessment (IA) is completed. They are overseen by the Impact Assessment Agency of Canada (IAAC), which is part of Environment & Climate Change Canada. More information: [www.canada.ca/IAAC](http://www.canada.ca/IAAC).

The Province of Ontario's Environmental Assessment Act outlines the details of how a provincial Environmental Assessment (EA) is completed. They are overseen by the EA & Approvals Branch of the Ministry of Environment, Conservation & Parks. More information: [www.ontario.ca/page/environmental-assessments](http://www.ontario.ca/page/environmental-assessments).

While the requirements in provincial EAs and federal IAs are not the same, efforts are made to harmonize the processes and there are **similar steps common to all EA/IAs**:



- All EA/IAs start with the proponent sharing their Project Description with the government and interested groups. Government regulators determine if an EA/IA is required, as well as the type of assessment.
- A plan is then put together outlining what needs to be studied (provincial: Terms of Reference; federal: Tailored Impact Statement Guidelines). Government then approves/adjusts the plans as needed.
- Following the approved plan, the proponent assesses the potential effects of the project by collecting baseline data in the field (on the land, water, fish, birds...) and in communities (on traditional land use, valued areas, health, infrastructure...) to determine the current state of the environment. They then examine how the project could interact with the environment (+ and -) and identify options to adjust the project to enhance or decrease the effects. The final impacts of the project are discussed in relation to how significant/large they will be.
- The results of the EA/IA are presented in written reports, presenting the assessment process and conclusions.
- The federal and provincial governments review the EA/IA reports, including feedback received from communities and the public, and issue a 'decision statement' outlining if/how the project can proceed (including terms or conditions of approval).
- After the project EA/IA has been approved, follow-up programs are implemented to confirm that the predicted impacts were accurate, and to detect any unanticipated impacts requiring further project adjustments. Government enforcement measures are often included to ensure compliance.

Community participation and engagement is included throughout the EA/IA processes to ensure that the assessments are accurate and inclusive of everything and everyone. **Your involvement is key!**

**Questions?**  
 Email: [info@fourrivers.group](mailto:info@fourrivers.group)  
 Phone: 807-285-9400



# Road Project Environmental & Impact Assessments

*In the face of unprecedented environmental changes from proposed industrial and infrastructure developments, as well as an unpredictably changing climate, how do we ensure the lands and waters are protected for future generations?*

Every major project has to go through some form of Environmental Assessment (EA) and/or Impact Assessment (IA) process before the project begins. **EA/IAs are planning and decision-making tools** to assess and predict the environmental impacts of a proposed project, so that the project can be adjusted to enhance the positive effects and decrease the negative impacts.

An EA/IA **examines the interactions between a proposed project and aspects of the environmental, health, social and economic conditions that are important to you and your community.** It includes everything surrounding us (birds, bees, land, water, plants, air...), as well as the people and our interactions with our surroundings (our communities, businesses, our health and well-being, how we use the land...).

## Environmental Assessment (EA)/Impact Assessment (IA) Processes

EA/IAs are part of government regulatory processes (provincial and federal), which means that there are extensive rules outlining how the assessments are done. An EA/IA leads to a decision on if/how a large project can go ahead, with enforceable mitigation and monitoring requirements, and are often the first step of government approval before they issue the multiple permits required for construction.

The EA/IA process is also a vital planning tool for the proponent (i.e. group/company proposing the project), so they will often start their EA/IA process early in their project planning to get feedback and guidance from everyone potentially affected by the project.

**The goal of every EA/IA is to protect the environment for future generations.**

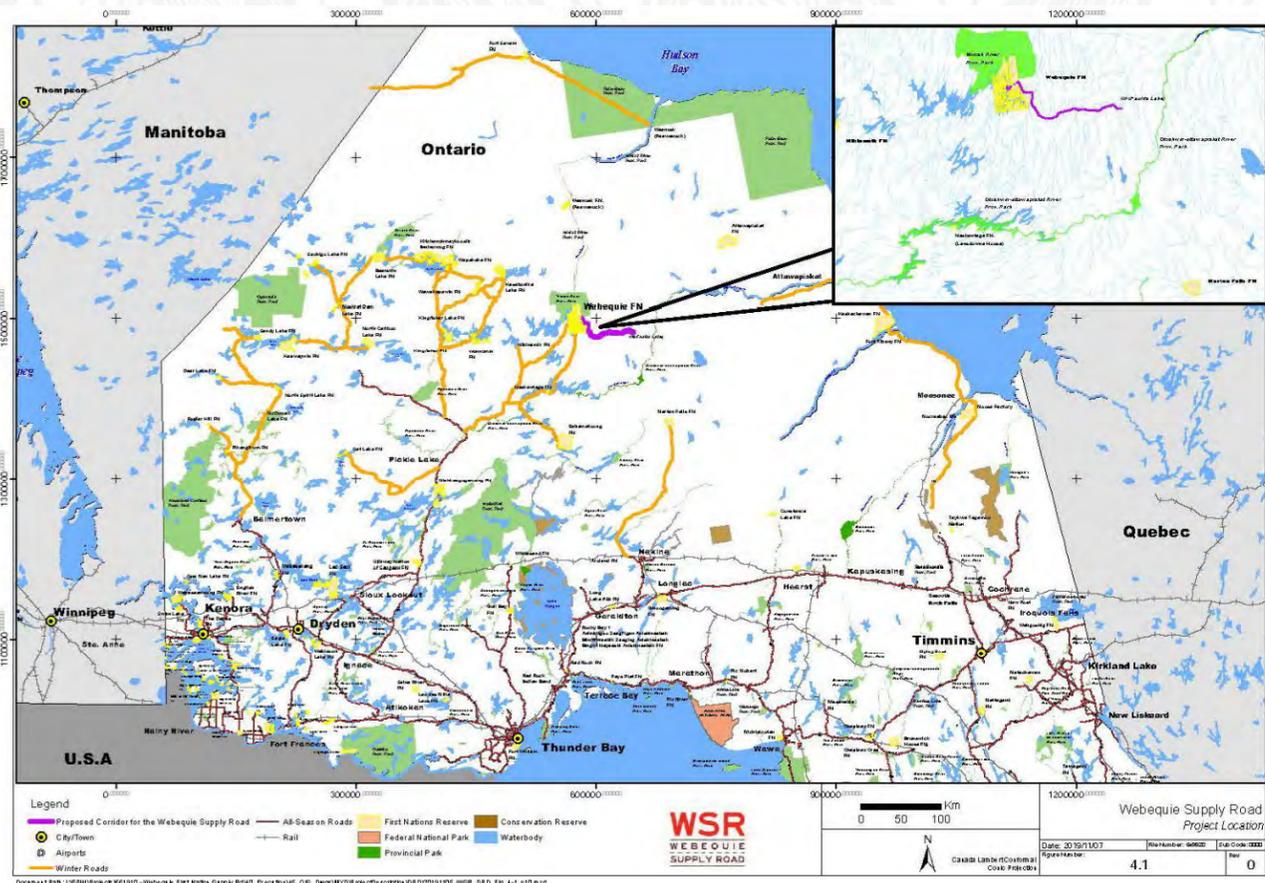


# Webequie Supply Road Project

Webequie First Nation proposes to construct a permanent 107 km all-season road from the Webequie Airport (just south of the community) to the McFaulds Lake area (in the Ring of Fire).

The purpose of the proposed road is to realize opportunities to improve Webequie First Nation's (WFN) economic and social well-being through a connection to existing mineral exploration and potential future mining activities in the Ring of Fire. WFN is a remote community (only connected to the provincial highway system seasonally through a winter road) with no road connection to the Ring of Fire. The two-lane, gravel surface all-season road would accommodate a range of traffic types to move materials, supplies, equipment and people from WFN to the McFaulds Lake area. It will have a 35 m right of way, and the first 17 km of the road are within WFN reserve lands.

Road construction will take 3-4 years, and will include culverts, bridges (three major waterbody crossings at the Muketei River, Winiskis Channel and Winisk Lake), permanent access roads to aggregate sources, borrow pits and temporary infrastructure (camps, access trails...). It is expected that there will ultimately be an all-season road connection between the McFaulds Lake area and the provincial highway system, however this is outside of the scope of the project. Road uses and access controls will be determined between WFN and Ontario, especially for the on-reserve portion of the road and if/when the road is connected to the provincial highway network.



The Webequie Supply Road project is undergoing both a provincial Environmental Assessment and a federal Impact Assessment process.

For more information on the project, please visit the following:  
 The proponent's project page: [www.supplyroad.ca](http://www.supplyroad.ca)  
 Project provincial EA page: [www.ontario.ca/page/webequie-supply-road-project](http://www.ontario.ca/page/webequie-supply-road-project)  
 Project federal IA page: [www.ceaa-acee.gc.ca/050/evaluations/proj/80183?culture=en-CA](http://www.ceaa-acee.gc.ca/050/evaluations/proj/80183?culture=en-CA)

The above information was sourced from the listed websites and associated project documents..

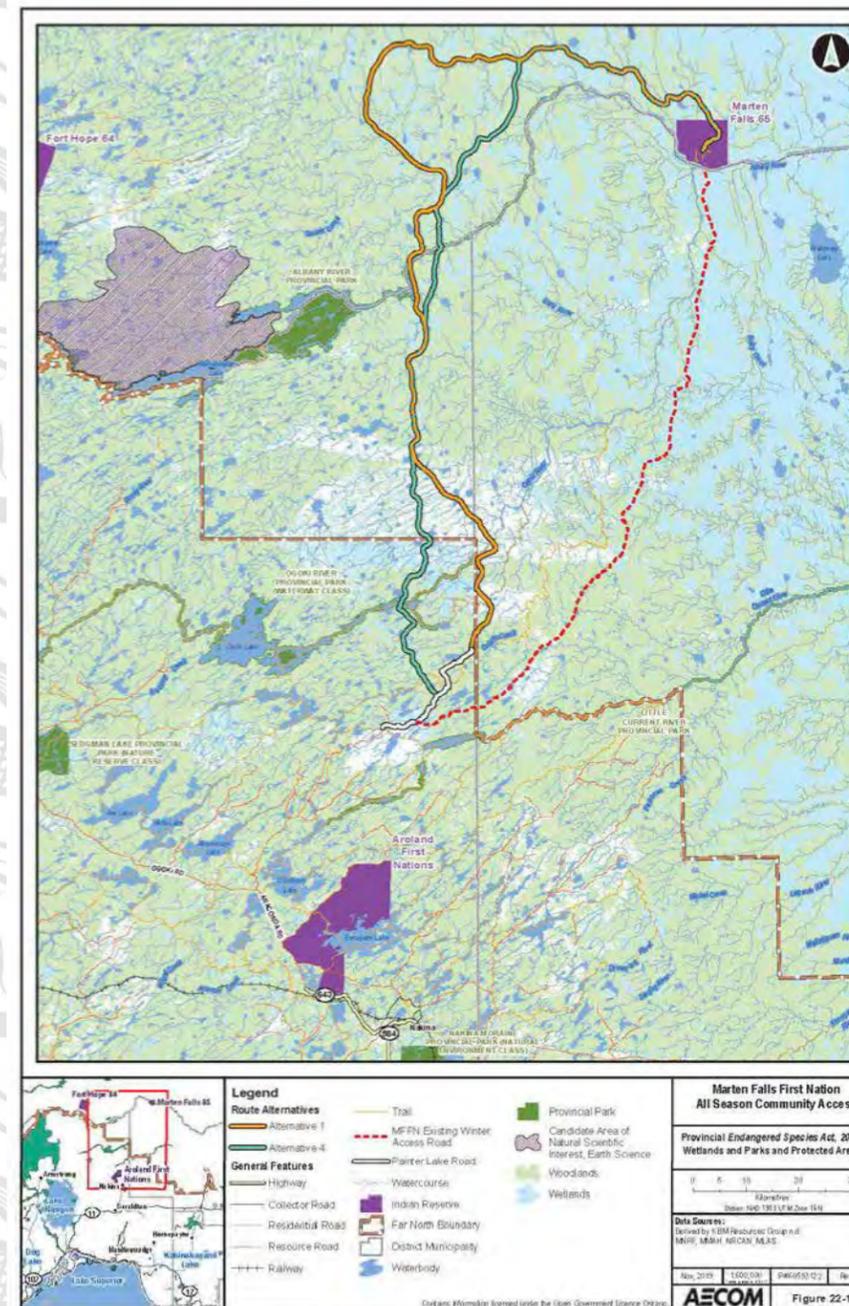


# Marten Falls Community Access Road Project

Marten Falls First Nation proposes to construct a permanent 190 to 230 km all-season road connecting the community to the northern end of Painter Lake Road (just north of Aroland First Nation).

The purpose of the proposed road is to provide reliable all-season multi-purpose ground access between Marten Falls First Nation (MFFN) and the provincial highway network. MFFN is a remote community (accessible via air or winter road), which has been experiencing a much less reliable winter road in recent years (due to climate change and other factors). The two-lane, gravel surface all-season road would increase travel safety, reduce the price of food, fuel and supplies, and provide future economic development opportunities for the community. It will have a 100 m right of way (cleared to a width of 60 m), be built for commercial/industrial use, and will take 3 years to construct. The new all-season road will connect to the current Painter Lake Road; improvements on this forestry road are expected to be completed by Aroland First Nation.

The road will include borrow areas, temporary access roads/crossings, temporary work areas and up to four camps (more details will be available once the final route is decided). While there are ongoing discussions and studies related to roads leading to the Ring of Fire, the location, timing, ownership, funding and feasibility of those potential future roads are all unknown and are outside of the scope of this project. Negotiations between MFFN and Ontario regarding who will be responsible for the construction, operation & maintenance of the road are ongoing.



The Marten Falls Community Access Road project is undergoing both a provincial Environmental Assessment and a federal Impact Assessment process.

For more information on the project, please visit the following:  
 The proponent's project page: [www.martenfallsaccessroad.ca](http://www.martenfallsaccessroad.ca)  
 Project provincial EA page: [www.ontario.ca/page/marten-falls-community-access-road-project](http://www.ontario.ca/page/marten-falls-community-access-road-project)  
 Project federal IA page: [www.ceaa-acee.gc.ca/050/evaluations/proj/80184?culture=en-CA](http://www.ceaa-acee.gc.ca/050/evaluations/proj/80184?culture=en-CA)

The above information was sourced from the listed websites and associated project documents.



**From:** info@martenfallsaccessroad.ca  
**Sent:** Wednesday, April 15, 2020 8:46 AM  
**To:** [REDACTED]  
**Subject:** Re: Suspension of EA processes on MFCAR

Hello [REDACTED],

Thank you for highlighting the recent message from IAAC on the Regional Assessment. We would like to note that while IAAC is suspending "face-to-face meetings" with all parties, we understand that they are continuing with the process and plans required to proceed "with the engagement and other endeavours in the planning phase of the regional assessment."

Similarly, at this point, our team is no longer holding any face-to-face meetings, and we continue to follow the COVID-19 situation closely. As the situation evolves, we are both monitoring public health recommendations and reassessing our approach accordingly.

Our draft provincial EA ToR comment period has ended. Over the next few weeks, our team will continue to plan and prepare the proposed ToR based on the comments we have received from all parties. We would like to note that no additional consultation activities are required in advance of the completion and submission of the proposed ToR to the MECF. However, we will continue to be flexible in our approach. If key community members request a meeting to discuss their comments, our team will be available via online methods or a conference call.

In addition, any ongoing engagement activities with communities are focused on relationship-building. We would like to emphasize that we are taking the lead from communities in terms of their interest in scheduling any meetings during this time.

Beyond the completion of the proposed ToR, we will continue our planning and will only resume face-to-face engagement activities when the public health situation and the associated recommendations change.

Sincerely,

The Marten Falls First Nation Project Team

> Dear MFFN project team,  
> I am writing to urge you to suspend all work and consultations on the  
> MFCAR project until the COVID-19 state of emergency is resolved. I  
> have just received notice that the IAAC is suspending the work towards  
> a Regional Assessment in light of the evolving situation, which seems  
> to me the only viable decision. It is simply not possible to expect  
> people to participate by "online methods and conference calls" as  
> suggested in your recent newsletter. The consultations will not meet  
> the legal standard expected of a proponent if they are allowed to  
> continue at this time, people are simply too occupied to be able to  
> direct meaningful attention to this. It does not make sense to move  
> forward which will only invite litigation that may necessitate a  
> return to earlier steps in the process later.

> I urge you to exercise good judgment and take the responsible decision  
> in this exceptional moment, which is to suspend all work.

> Sincerely,  
> [REDACTED]

> -----  
> [REDACTED]  
> York Research Chair in Environmental Law & Justice in the Green  
> Economy Associate Professor, Osgoode Hall Law School and the Faculty  
> of Environmental Studies, York University | 4700 Keele St | Toronto,  
> ON | M3J 1P3 Treaty Lands and Territory of the Mississaugas of the New  
> Credit First Nation and the Dish with One Spoon Wampum Tel. (416)  
> [REDACTED]  
> [REDACTED]

>  
>

---

**From:** Ross, Kathryn  
**Sent:** Monday, April 27, 2020 3:41 PM  
**To:** [REDACTED]  
**Subject:** Marten Falls First Nation - Brook Trout

Hi there,

My name is Kathryn and I am part of the Marten Falls First Nation All Season Community Access Road Project Team.

In December, 2019 you attended the Public Information Centre #2 for the Project in Thunder Bay. You mentioned brook trout spawning area of concern(s) near Whittle Creek and could identify the area(s) if provided with a zoomed in part of the map.

We have maps available on our website on this page: <http://www.martenfallsaccessroad.ca/open-house-2-display-boards/> under the Maps header.

Please let me know which map works best as a zoomed in area, and if you can specify whereabouts to zoom in. Alternatively, if you have more information you can provide via email or telephone we can get in touch.

Thank you,  
Kathryn

**Kathryn Ross**  
Communication and Community Engagement Specialist  
Environment  
Cell + [REDACTED]  
[REDACTED]

**AECOM**  
55 Wyndham Street North, Suite 215  
Guelph, ON N1H 7T8  
T. 519.763.7783 F. 519.763.1668  
[www.aecom.com](http://www.aecom.com)

**From:** info@martenfallsaccessroad.ca  
**Sent:** Thursday, July 23, 2020 7:34 AM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Re: Marten Falls Community Access Road

Hi [REDACTED]

Apologies for the late reply. Thank you for your questions and comments regarding the Marten Falls First Nation (MFFN) Community Access Road Project. During the Environmental Assessment, consultation with Indigenous communities, provincial and federal agencies, the public and other interested persons will include information on the both the Environmental Assessment and Impact Assessment processes.

Here are some links for more information about the federal process – the first link is to the Impact Assessment Agency of Canada’s website and includes information specific to the Project, and the second link has resources that help explain the federal government’s impact assessment process.

- Impact Assessment Agency of Canada Project Website:  
[https://urldefense.proofpoint.com/v2/url?u=https-3A\\_iaac-2Daeic.gc.ca\\_050\\_evaluations\\_proj\\_80184&d=DwlDAw&c=TQzoP61-bYDBLzNd0XmHrw&r=\\_yDiBXGUhrGWgGAskxZCCuW6hxQ\\_s0dqlcMvzlh7zxM&m=vRf5og5qKrHENd\\_lc2nz2eGaQJykG41FSsp62lE7l6c&s=Yvx\\_mKWckyd\\_yncXe0tcggTn62cQ5eM\\_yV-s9t7b7n8&e=](https://urldefense.proofpoint.com/v2/url?u=https-3A_iaac-2Daeic.gc.ca_050_evaluations_proj_80184&d=DwlDAw&c=TQzoP61-bYDBLzNd0XmHrw&r=_yDiBXGUhrGWgGAskxZCCuW6hxQ_s0dqlcMvzlh7zxM&m=vRf5og5qKrHENd_lc2nz2eGaQJykG41FSsp62lE7l6c&s=Yvx_mKWckyd_yncXe0tcggTn62cQ5eM_yV-s9t7b7n8&e=)
- Impact Assessment Act: Policy and Guidance:  
[https://urldefense.proofpoint.com/v2/url?u=https-3A\\_www.canada.ca\\_en\\_impact-2Dassessment-2Dagency\\_services\\_policy-2Dguidance.html&d=DwlDAw&c=TQzoP61-bYDBLzNd0XmHrw&r=\\_yDiBXGUhrGWgGAskxZCCuW6hxQ\\_s0dqlcMvzlh7zxM&m=vRf5og5qKrHENd\\_lc2nz2eGaQJykG41FSsp62lE7l6c&s=LxdLdGumRBVYBNqiKOeolqvzjsDoFVHP2SxesCOWl8&e=](https://urldefense.proofpoint.com/v2/url?u=https-3A_www.canada.ca_en_impact-2Dassessment-2Dagency_services_policy-2Dguidance.html&d=DwlDAw&c=TQzoP61-bYDBLzNd0XmHrw&r=_yDiBXGUhrGWgGAskxZCCuW6hxQ_s0dqlcMvzlh7zxM&m=vRf5og5qKrHENd_lc2nz2eGaQJykG41FSsp62lE7l6c&s=LxdLdGumRBVYBNqiKOeolqvzjsDoFVHP2SxesCOWl8&e=)

The MFFN Project Team welcomes the opportunity to learn from your research. Are there any background studies or research that you can share with the MFFN Project Team? If so, we look forward to reviewing them and learning about your expertise.

Please let us know if you have any specific questions about the Impact Assessment for the Project or any other questions in general. You can also reach out to the Impact Assessment Agency of Canada directly about the federal process.

Lastly, please let us know if you and Dr. Constance O’Connor would like to be added to our mailing list to receive on-going information about the Community Access Road.

Kind regards,

The MFFN Project Team

> Hello,  
>  
> I wanted to follow-up on the email from AECOM staff regarding the  
> announcement of the IA for the community access road to Marten Falls.  
>  
> We are scientists working in the far north of Ontario with scientific  
> expertise in caribou, wolverine, lake sturgeon, fisheries, carbon and  
> impact assessment, particularly cumulative effects. We have written  
> extensively on the Ring of Fire and have been engaged in land use  
> planning, research and planning.  
>  
> We are interested in hearing more about your desire for a  
> collaborative discussion and welcome the opportunity to learn more  
> about the IA process and the community interests and needs.  
>  
> Please forward any further correspondence to myself and [REDACTED]  
> [REDACTED] (cued here). [REDACTED] leads our program in northern  
> Ontario.  
>  
> Also, we can be reached at [REDACTED], respectively.  
>  
> We look forward to opportunities to learn more about Marten Falls  
> interests and the process.  
>  
> Regards,  
>  
> [REDACTED]  
>  
> Sent from my iPhone



## **C5.2 Incoming Correspondence**



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**From:** [REDACTED]  
**Sent:** Wednesday, March 6, 2019 9:43 AM  
**To:** info@martenfallsaccessroad.ca  
**Cc:** [REDACTED]  
**Subject:** Marten Falls Community Access Road

Hello,

I wanted to follow-up on the email from AECOM staff regarding the announcement of the IA for the community access road to Marten Falls.

We are scientists working in the far north of Ontario with scientific expertise in caribou, wolverine, lake sturgeon, fisheries, carbon and impact assessment, particularly cumulative effects. We have written extensively on the Ring of Fire and have been engaged in land use planning, research and planning.

We are interested in hearing more about your desire for a collaborative discussion and welcome the opportunity to learn more about the IA process and the community interests and needs.

Please forward any further correspondence to myself and [REDACTED] (cued here). [REDACTED] leads our program in northern Ontario.

Also, we can be reached at [REDACTED] and [REDACTED], respectively.

We look forward to opportunities to learn more about Marten Falls interests and the process.

Regards,

[REDACTED]

Sent from my iPhone

Name: [REDACTED]

Email: [REDACTED]

Comment or Message:

I am very pleased to see action on connecting Marten Falls to the provincial highway system. I would like to be kept informed about the project and its progress. As an employee of Noront, I am also interested in the use of the road by industrial traffic and that the alignment accommodates connection to the Ring of Fire region.

Would you like to sign-up for our mailing list? Yes

Thu, March 7, 2019 2:45 pm

Name: [REDACTED]

Email: [REDACTED]

Comment or Message:

Wabassi Resources congratulates Marten Falls First Nation on its leadership role in developing a community access road and improving infrastructure in Ontario's far north.

Wabassi Resources strongly supports the community access road development and the western corridor in particular.

Please keep us informed of opportunities for involvement in this process.

Regards,

[REDACTED] Wabassi Resources ULC

Would you like to sign-up for our mailing list? Yes

Fri, March 15, 2019 11:40 am

Name: [REDACTED]

Email: [REDACTED]

Comment or Message:

Outland is interested in assisting the community in any way we can to achieve community goals. The types of work we do are: camps and catering, forest fire fighting, forestry work, Right of Way clearing, ice road building, in-camp and in-community training, Outland Youth Employment Program for 16 to 19 year old youth.

Thank you.

Would you like to sign-up for our mailing list? Yes

Sun, March 31, 2019 10:31 pm

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**From:** [REDACTED]  
**Sent:** Wednesday, April 10, 2019 12:06 PM  
**To:** info@martenfallsaccessroad.ca  
**Cc:** Qasim Saddique; lawrence baxter; [REDACTED]  
**Subject:** Letter in support of Marten Falls Community Access Road  
**Attachments:** Wabassi Support Letter Marten Falls Community Access Road April 10 2019.pdf

Good afternoon James:

Thank you for your email dated March 5, 2019 regarding Notice of Commencement for the Terms of Reference for the Marten Falls Community Access Road. Attached is a letter of support from Wabassi Resources ULC for this Project. Wabassi Resources has initiated discussions with Marten Falls FN on developing an MOU for exploration on the Wabassi Project. In addition, we would be pleased to participate in discussions on the community access road and can contribute a mineral exploration perspective. Please let me know if we can be of any assistance in these matters.

Regards,  
Richard

[REDACTED]  
[REDACTED] Wabassi Resources, ULC  
130 Foxridge Drive, Ancaster, ON, L9G 5B9, Canada Cell [REDACTED]  
[REDACTED] [https://urldefense.proofpoint.com/v2/url?u=http-3A\\_\\_www.wabassiresources.com&d=DwIFAg&c=TQzoP61-bYDBLzNd0XmHrw&r=WQJ35YRVypP5-VwELvEaliEBqloM\\_eLECMfhvANgbV8&m=8pPHMsLg6iOcZe4b5J-zH6DyxALW1am3k-\\_DsUdg8Vg&s=GdVF04u1U7LyfXl2oVtOhDKV0-R5Mqa7e7aHd1yTWyw&e=](https://urldefense.proofpoint.com/v2/url?u=http-3A__www.wabassiresources.com&d=DwIFAg&c=TQzoP61-bYDBLzNd0XmHrw&r=WQJ35YRVypP5-VwELvEaliEBqloM_eLECMfhvANgbV8&m=8pPHMsLg6iOcZe4b5J-zH6DyxALW1am3k-_DsUdg8Vg&s=GdVF04u1U7LyfXl2oVtOhDKV0-R5Mqa7e7aHd1yTWyw&e=)

-----Original Message-----

From: info@martenfallsaccessroad.ca <info@martenfallsaccessroad.ca>  
Sent: Tuesday, March 5, 2019 1:08 PM  
Subject: Marten Falls Community Access Road

Marten Falls First Nation (MFFN) has been seeking a year-round community access road to the provincial highway system for some time. AECOM has been engaged by MFFN to complete the Environmental Assessment requirements for this proposed all season access road. Along with this letter, I am pleased to provide you with the Notice of Commencement for the Terms of Reference for the Marten Falls Community Access Road project (the "Project"). This Notice initiates the Terms of Reference planning-the first step towards completing an Environmental Assessment study.

As MFFN seeks a collaborative discussion about this proposed road with Project stakeholders, MFFN and the Project Team (including AECOM) will continue to share information related to the Project with you as it becomes available.

In the meantime, if you have any questions please feel free to address your questions to Qasim Saddique, Project Director, or myself at info@martenfallsaccessroad.ca.

Sincerely,

James McCutcheon  
Project Manager  
AECOM

*Wabassi Resources, ULC.  
Suite 230, 650 Peter Jefferson Parkway,  
Charlottesville, VA, 22911, USA*

April 10, 2019

Mr. Lawrence Baxter, Senior Community Advisor, Marten Falls First Nation,  
Mr. James McCutcheon, Project Manager, AECOM,  
Mr. Qasim Saddique, Project Director

**RE: Letter of Support for Marten Falls Community Access Road**

Gentlemen:

Thank you for your email dated March 5, 2019, and notice of commencement for the Terms of Reference for the Marten Falls Community Access Road Project. This letter is to state Wabassi Resources' support for the Project.

As you are aware, Wabassi Resources, ULC, is a private mineral exploration company that is actively exploring the Wabassi Project, a 500 km<sup>2</sup> land position located in the mineral-rich eastern Uchi Greenstone Belt, north of the Albany River. To date, Wabassi Resources has invested considerable financial resources in mineral exploration on this property. Exploration drilling has resulted in discovery of a significant zinc-copper-silver deposit and numerous gold occurrences.

Wabassi Resources has initiated discussions on an MOU with Marten Falls First Nation in regards to the development of the Wabassi Project. Improved road access to the area will benefit both Marten Falls FN and Wabassi Resources by opening up the area to cost effective mineral exploration and economic development. This will create significant opportunities for community participation through the direct and indirect job opportunities and benefits to the community as a whole.

On the two potential access road corridor alternatives, Wabassi Resources endorses the proposed "West Corridor" alternative. This alternative takes the road over higher ground and provides access to road building materials. The West Corridor also provides access to mining claims held by Wabassi Resources and would enable cost effective exploration of resources on this prospective land position.

Going forward, Wabassi Resources looks forward to working with Marten Falls FN to develop an MOU that reflects a mutually beneficial development framework and respects environmental considerations and traditional knowledge and land use. In addition, we would be pleased to participate in any committees that are working toward a framework for the community access road and can contribute a mineral exploration perspective. Please let me know if we can be of any assistance in these matters.

Sincerely,

[Redacted Signature]

[Redacted Title]

[Redacted Name] Wabassi Resources, ULC.

[Redacted Address Line 1]

[Redacted Address Line 2]

Name: [REDACTED]

Email: [REDACTED]

Comment or Message:

I'll be available for work this fall.

Would you like to sign-up for our mailing list? No

Sun, June 16, 2019 12:59 am



Wright, Adam <[redacted]>

**RE: Marten Falls Community Access Road - PIC #2**

1 message

Thu, Dec 5, 2019 at 11:57 AM

To: "Wright, Adam" <[redacted]>

Tks Adam

As I told you on the phone I let the members know of the open house in Longlac at our meeting last Wednesday and also will keep you in mind for a future presentation to the group in the spring as we discussed

good talking to you on the phone and sorry again for the cold reception initially

[redacted] from my mobile phone.

----- Original message -----

From: "Wright, Adam" <[redacted]>  
Date: 2019-12-05 12:12 PM (GMT-05:00)  
To: [redacted]  
Cc: "Ross, Kathryn" <[redacted]>  
Subject: Marten Falls Community Access Road - PIC #2

Hello [redacted]

I hope all is well and that you're enjoying the early winter weather (saw it's going to be in the -20s next week)!

I wanted to send an invite for GANRAC members to attend the next public information centres (PIC) we are holding on the MFFN community access road next week in Thunder Bay and Longlac. Please come by if you are available. The date, time, and location are:

**Tuesday, December 10**  
5pm – 8pm  
Valhalla Inn Hotel, Boardroom #3  
1 Valhalla Inn Road, Thunder Bay

**Wednesday, December 11**  
5pm – 8pm  
Royal Canadian Legion Branch 213  
Community Hall  
117 Dieppe Road  
Longlac, Ontario

If you have any questions please let me know, I will also give you a follow up phone call to ensure you received this message.

Cheers,  
Adam

--



**Adam Wright**  
Environmental Planner  
**Dillon Consulting Limited**  
334-11th Avenue SE Suite 200  
Calgary, Alberta, T2G 0Y2

[redacted]  
[redacted]  
[redacted]  
[www.dillon.ca](http://www.dillon.ca)

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---

From: "[REDACTED]"  
Date: Tuesday, December 10, 2019 at 6:42 PM  
To: "Jennifer E. Bruin" <[REDACTED]>  
Subject: Marten Falls Information Session Dec 10th

Hi Jennifer,

This is [REDACTED]: we met at the Marten Falls road information session this evening.

The question I was asking for more information on is regarding metal monitoring in the monitoring/studies happening now and in the future with the project.

My question is if the studies/water monitoring will be sampling/monitoring for mercury and/or other metals like chromium for example.

If you have any information regarding this would really appreciate you passing it along. If not, thanks for your time today!

Cheers,

[REDACTED]

Name: [REDACTED]

Email: [REDACTED]

Comment or Message:

Looking forward to hearing of the news for the road!!!

Hopefully Morneau's Fiscal Fall Statement includes road support funding and Rickford follows up...

HAGD

[REDACTED]

Would you like to sign-up for our mailing list? Yes

Wed, December 11, 2019 1:34 pm

From: [REDACTED]  
Date: Thu, Dec 12, 2019 at 8:03 AM  
Subject: Follow up from Martin Falls Community Access Road open House  
To: [REDACTED]  
[REDACTED] >

Aaniin Boozhoo Adam

Chi Miigwetch Adam and to your colleagues for taking the time to speak with me this. I hate that I am so bad at names, and hearing impaired. Which is why I need to meet in small groups... It was my pleasure to have connected with you at these two events and really get to know everyone's faces. It was also great to explain where I'm from and where I would like to see things head toward in holistic capacity building. As per our discussion here is some web links, documents and my article on Token Jobs. It is my hope that you find some of this information useful and see what motivates me.

Some of the free services I provide to help educate communities and young people about having a career in the trades (LiUNA), how the skills gained are a foundation and transferable into other occupations. I often speak and present at career fairs, trade shows and community engagement sessions etc.

On the economic side of things, we could assist in community engagement, training, collective agreement talks with potential JV partners or contractors, strategic planning. At LiUNA we believe in careers and moving beyond the project specific job cycle. We believe in real membership and that starts once a new employee starts to pay dues. This entitles the new member to a generous pension and benefits package that will follow them through their career regardless of the LiUNA signatory contractor that they work for.

If you could please send me the E copies of the maps and information so that I can share with my network to possibly assist in strategic planning and capacity building for the long term plans of this project and the region.

Please feel free to contact me with any questions that you may have so we can work on solutions together.

Chi Miigwetch, Thank You

[REDACTED]  
LiUNA Indigenous Relations Representative  
[REDACTED]

<http://www.liunalocal607.ca/>

<https://youtu.be/HF5WDOjoikQ> CCW Training with AETS

<https://youtu.be/T2WF4u1RsBQ> LiUNA Indigenous Training Program

[https://youtu.be/mqVM\\_Q9H6EM](https://youtu.be/mqVM_Q9H6EM) About LiUNA

<https://www.linkedin.com/in/shane-fugere-7777341a/> Shane Fugere LinkedIn Profile



## STATEMENT OF PARTNERSHIP

Between

Assembly of First Nations

and

Labourers' International Union of North America

# LiUNA!

("AFN")

("LiUNA")

### **PREAMBLE**

**WHEREAS** the AFN is the national First Nation organization that represents First Nations and all their citizens as represented by the duly elected National Chief, Perry Bellegarde;

**AND WHEREAS** LiUNA is represented by Terence M. O'Sullivan, LiUNA General President and Joseph S. Mancinelli, LiUNA International Vice President and Central & Eastern Canada Regional Manager;

**AND WHEREAS** LiUNA has been a strong advocate for training and employing First Nations peoples since the national body of LIUNA became one of the original signatories to the Assembly of First Nations strategy launched in 2007 that sought to engage corporate Canada to establish, enhance and increase their business activities with First Nations in order to realize the advantages of doing business with First Nations. Specifically, corporate Canada was challenged to: increase partnerships with First Nations government and business; increase and explore investment potential; establish and foster procurement practices that benefit First Nations; and develop and enhance human resources development, and labour force development activities with First Nations communities and people;

**AND WHEREAS** LiUNA wishes to reaffirm its partnership with the AFN;

**AND WHEREAS** LiUNA unequivocally support the United Nations Declaration on the Rights of Indigenous Peoples (the Declaration) and welcomes the opportunity to jointly sign the Declaration with the AFN as a display and affirmation of partnership;

**AND WHEREAS** partnerships, investments, procurement, and employment capacity are critical to First Nations economic growth;

**AND WHEREAS** First Nations and LiUNA share a common interest in ensuring private sector understanding of and support for the economic development rights and aspirations of First Nations;

**AND WHEREAS**, the AFN and LiUNA agree on the importance of developing a sustainable approach to enhance First Nations' economic development and infrastructure, particularly in the areas of access to employment opportunities both within and outside of First Nation communities and to create opportunities through the joint efforts of the AFN and LiUNA;

**AND WHEREAS** the AFN and LiUNA are committed to advocating and facilitating substantive economic participation by First Nations in Canada's national and global economy whereby LiUNA will continue to facilitate information, awareness and technical advice and skills development of First Nations peoples to capitalize on employment opportunities and third party partnerships and, where required, to provide the infrastructure to support business ventures within these communities as a means of promoting local economic development.

**AND WHEREAS** LiUNA will rely primarily on individual First Nations for information and direction regarding human resource development requirements and First Nations economic development, while the AFN will assist with strategic development.

### ***PRINCIPLES***

**The recognition of First Nations governments and related socio-economic development needs is a key principle of this Statement of Partnership:**

- Recognition of strong First Nations governments is important for sustainable economic and social development, and for improving the quality of life amongst First Nations peoples. Evidence from published academic studies on economics and Indigenous Nations in North America consistently point to good governance as a key component of developing strong, healthy and prosperous communities. A critical element of strong First Nations governments is the availability of access to capacity and resources that will enable First Nations to become self-sustaining. Partnerships between First Nations and other governments and the private sector will increase such social and economic opportunities for First Nations.
- LiUNA recognizes the constitutionally protected Aboriginal and Treaty Rights of First Nations, and communicates to its members to respect these rights, jurisdictions, and territories.
- LiUNA recognizes that this Statement of Partnership upholds First Nations as the only authority to represent First Nation matters, and that this Statement of Partnership is in no circumstances an endorsement of unionization in or of First Nations and the respective community service workforce.
- LiUNA unequivocally supports the United Nations Declaration on the Rights of Indigenous Peoples (the "Declaration").

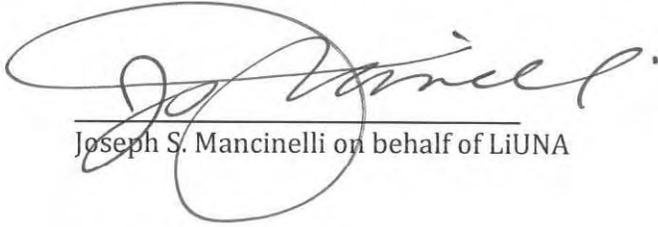
**The signatories of this Statement of Partnership acknowledge and agree that:**

1. LiUNA and the AFN will jointly sign the Declaration as a display and affirmation of partnership.

2. LiUNA will continue to build upon the AFN's economic development strategy to continue to help make a difference in support of economic development opportunities and the development of First Nation human resource potential.
3. LiUNA will assist the AFN by providing training opportunities for the trade of construction craft worker ("CCW") as well as employment opportunities with employers bound to a collective agreement with LiUNA and its affiliated Local Unions.
4. LiUNA will be invited to participate in relevant meetings coordinated by AFN to discuss corporate relations and other relevant subjects.
5. LiUNA and the AFN will prepare a joint two year work plan to engage, increase, and promote partnerships, investments, procurement and employment with respect to First Nations and their citizens. The results of this work will be reported on, at a minimum, once per year to the AFN's and LiUNA's respective authorities including:
  - a. All LiUNA Locals; and,
  - b. All pertinent Federal and Provincial government agencies and agents.
6. LiUNA recognize the jurisdictional authority of First Nation communities respecting First Nation territories and First Nation citizenry. This Statement of Partnership reaffirms that the source of authority of community based workforces is the local First Nation leadership.
7. Discussions pursuant to this Statement of Partnership are intended to enhance and support economic development processes and opportunities and are without prejudice to, and not intended to replace or supersede any existing initiative, agreement, or objective, between any First Nation and other key stakeholders.
8. This Statement of Partnership is not a legally binding agreement and, for greater certainty, does not create legally enforceable obligations for either AFN or LiUNA.
9. The actions contemplated in this Statement of Partnership will begin upon signing.
10. Either the AFN or LiUNA may terminate this Statement of Partnership upon the delivery of written notice to this effect.
11. This Statement of Partnership will be in effect, with action plans renewed every two years from the signing date, unless a written notice of termination is delivered to either LiUNA or the AFN

Signed in the unceded and traditional territories of the Musqueam, Squamish, and Tsleil-Watuth First Nations, Vancouver, British Columbia, Canada on this 6<sup>th</sup> day of June 2017.

Signed in the unceded and traditional territories of the Musqueam, Squamish, and Tsleil-Watuth First Nations, Vancouver, British Columbia, Canada on this 6<sup>th</sup> day of June 2017.



Joseph S. Mancinelli on behalf of LiUNA



Perry Bellegarde on behalf of the AFN

## Benefits

- Prescription Drugs
- Dental
- Legal
- Vision Care
- Physiotherapy and Occupational therapy
- Orthopedic Supplies
- Ambulance Service
- Private duty nursing
- Physiological Services
- Hearing Aids
- Artificial and Assistive Devices

### Members Only:

Life Insurance	\$100,000
Accidental Death and Dismemberment	\$100,000
Weekly Sick Pay (per week Class 2)	\$547

### Dependents Only:

Life Insurance Spouse	\$10,000
Unmarried Dependent Children	\$10,000

### Members and Dependents:

#### Supplementary Health Care

Deductible	\$10 per family per calendar year
Co-insurance	100% of balance after satisfaction of deductible

Lifetime Maximum \$100,000 per person  
Covered Expenses: for Details see Membership Health Benefits Book

#### Dental Benefits:

Deductible	\$25 per family per calendar year
Co-insurance	100% of balance after satisfaction of deductible.

Annual Maximum \$2500 per plan member

Orthodontics ( Braces) plan members and dependents up to age 21. \$2000 max.

Hearing Aids: \$1000 max per 24 months

#### Vision:

Eye exam	\$100 max per 24 months
Contacts	\$200 max per 12 months
Laser eye surgery	\$500 max per 12 months
Eye Glasses	\$500 max per 12 months

#### Legal coverage:

- Real Estate
- Wills
- Divorce and Domestic Proceedings
- Criminal Matters ( Limited)
- Bankruptcy
- Civil Litigation
- Automobile Related Matters
- Insurance Related Matters
- Consumer and Personal Property Law

### Examples of Legal coverage

Purchase of a dwelling	\$450 per plan member
Sale of a dwelling	\$450 per plan member
Divorce	\$850 per plan member
Immigration	\$600 per plan member

### Training Courses offered include:

Forklift/Skid Steer Loader  
Chainsaw Safety  
Working at Heights  
Elevated Work Platforms  
WHMIS, Confined Spaces Awareness  
Pipeline Construction Safety Training  
Oxy –Propane Cutting  
Basic Scaffold Erection  
Hoisting and Rigging  
Trenching  
Traffic Control  
Proper Respirator Handling  
Propane in Construction  
Hilti Powdered Actuated Tools

Construction Craft Worker level 1 and 2

Cement Finisher

House Framing

And many other custom tailored options at your request.

**LiUNA!** is a nonprofit Labour Solutions Provider. Let's work together for a stronger economy.

██████████  
Business Manager, **LiUNA! Local 607**

██████████  
Cell ██████████

Fax ██████████

██████████  
Assistant Business Manager, **LiUNA! Local 607**

Cell ██████████

██████████

██████████  
Indigenous Relations Representative, **LiUNA!**

██████████

██████████

We can meet you anytime, anywhere after hours if you wish to discuss this further. Simply call, text, or email us.

**LiUNA!**

## List of Local 607 Contractors

Tom Jones Construction (ICI General Contractor)

Contact: [REDACTED]  
[REDACTED]

Aecon (ICI General Contractor and Heavy Civil Contractor Roads & Bridges and Utility Contractor Power lines and fiber- optics)

Contact: [REDACTED] Business Development [REDACTED]

Syncor Contracting (ICI General Contractor) (Forming & Concrete Sub Contractor)

Contact: [REDACTED]  
[REDACTED]

Sodexo Canada (Camp & Kitchen Contractor)

Contact: [REDACTED]  
[REDACTED]

Summit Pipelines (Local Pipeline Contractor)

Contact: [REDACTED]  
[REDACTED]

Consbec Inc. (Ontario's Largest Drilling & Blasting Contractor)

Contact: [REDACTED]  
[REDACTED]

Peter Kiewit & Sons (ICI General Contractor and Heavy Civil Contractor Roads & Bridges and Utility Contractor Power lines and fiber- optics)

Contact: [REDACTED]  
[REDACTED]

BOT Construction Group / Clarkson (ICI General Contractor and Heavy Civil Contractor Roads & Bridges) [REDACTED]

Superior Drilling & Blasting (sdbl) (Local Drilling & Blasting Contractor)

Contact: [REDACTED]  
[REDACTED]

Ellis Don: (ICI General Contractor and Heavy Civil Contractor Roads & Bridges)

Stephen Damp Senior Vice President ([REDACTED])

Facca Incorporated (Heavy Civil Bridge Contractor)

Contact: [REDACTED]  
[REDACTED]

Vector Construction Ltd. (Masonry Contractor, Epoxy Injection Contractor, ICI General Contractor)

Contact: [REDACTED]  
[REDACTED]

Bird Construction (ICI General Contractor)

Contact: [REDACTED]  
[REDACTED]

Nor-Shore Ready Mix Concrete Products (Portable Concrete Batch Plants & Concrete Delivery Trucks)

Contact: [REDACTED]  
[REDACTED]

Tarvudd Construction Inc. (ICI Contractor Forming and Concrete Sub Contractor)

Contact: [REDACTED]  
[REDACTED]

Rink Tec (Arena Specialists)

Contact : [REDACTED]  
[REDACTED]

Toronto Zenith (Heavy Civil Bridge Contractor)

Contact: T [REDACTED]  
[REDACTED]

## RAILROAD CONTACT INFO

Accurate Railroad Construction Ltd.

[REDACTED]

[REDACTED]

Phone: ([REDACTED])

Fax: ([REDACTED])

Cell: ([REDACTED])

Attention: [REDACTED], President

E-mail: [REDACTED]

Additional Contact Info:

Attention: [REDACTED]

E-mail: [REDACTED]

Attention: [REDACTED]

E-mail: [REDACTED]

Black and MacDonald Limited

[REDACTED]

[REDACTED]

Attention: [REDACTED], Vice President

## Universal Rail Systems

[REDACTED]

[REDACTED]

Main: [REDACTED]

Fax: [REDACTED]

[www.universailrail.com](http://www.universailrail.com)

Attention: [REDACTED], General Manager Operations – Eastern Canada

E-mail: [REDACTED]

## Additional Contact Info:

Attention: [REDACTED], Human Resources Manager

E-mail: [REDACTED]

Attention: [REDACTED]

E-mail: [REDACTED]

Attention: [REDACTED]

E-mail: [REDACTED]

## PNR RailWorks Inc.

[REDACTED]

[REDACTED]

Phone: [REDACTED]

Fax: [REDACTED]

Cell: [REDACTED]

Attention: [REDACTED], VP Operations, Major Projects

E-mail: [REDACTED]

Attention: [REDACTED], Vice President Client Services

[REDACTED]

[REDACTED]

Phone: [REDACTED]

Fax: [REDACTED]

Cell: [REDACTED]

E-mail: [REDACTED]

Attention: [REDACTED] General Manager Signals & Communications

[REDACTED]

[REDACTED]

Phone: [REDACTED]

Fax: [REDACTED]

E-mail: [REDACTED]

Attention: [REDACTED], Operations Manager

E-mail: [REDACTED]

Rail Cantech Ltd.

[REDACTED]

[REDACTED]

Phone: [REDACTED]

Fax: ([REDACTED])

Cell: [REDACTED]

Attention: [REDACTED], General Manager

E-mail: [REDACTED]

Attention: [REDACTED], Comptable

Cell: [REDACTED]

E-mail: [REDACTED]

Platinum Track Services Inc.

[REDACTED]

[REDACTED]

Phone: [REDACTED]

Fax: [REDACTED]

Cell: [REDACTED]

Attention: [REDACTED], CPA, CMA

E-mail: [REDACTED]

Attention: [REDACTED]

E-mail: [REDACTED]

OWS Railroad Construction & Maintenance Inc.

[REDACTED]

[REDACTED]

[REDACTED]

Phone: [REDACTED]

Fax: [REDACTED]

Attention : [REDACTED]

E-mail: [REDACTED]

Attention: [REDACTED]

E-mail: [REDACTED]

## Lacroix Railroad

[REDACTED]

[REDACTED]

Phone: [REDACTED]

Fax: [REDACTED]

Attention: [REDACTED]

## Allied Track Services

[REDACTED]

[REDACTED]

Office: ([REDACTED])

Fax: [REDACTED]

Cell: [REDACTED]

Attention: [REDACTED], President and Chief Executive Officer

E-mail: [REDACTED]

Attention: [REDACTED], Vice President and COO

Fax: [REDACTED]

E-mail: [REDACTED]

Attention: [REDACTED] General Manager Eastern Canada

Office: [REDACTED]

Fax: [REDACTED]

E-mail: [REDACTED]

## Massey Office

[REDACTED]

[REDACTED]

[REDACTED]

Office: [REDACTED]

Fax: [REDACTED]

PGM Rail Services Ltd.

[REDACTED]

[REDACTED]

Attention: [REDACTED], President

Ph : ([REDACTED])

Fax: [REDACTED]

E-mail: [REDACTED]

E-mail: [REDACTED]

Attention: [REDACTED]

E-mail: [REDACTED]

York Railroad Construction Inc.

[REDACTED]

[REDACTED]

Attention: [REDACTED]

Phone: [REDACTED]

Fax: [REDACTED]

Cell: ([REDACTED])

E-mail: [REDACTED]

VIAS Canada Inc.

[REDACTED]

[REDACTED]

Attention: [REDACTED], President

Phone: ([REDACTED])

Fax: [REDACTED]

Cell: ([REDACTED])

E-mail: [REDACTED]

Attention: [REDACTED]

E-mail: [REDACTED]

Attention: [REDACTED]

E-mail: [REDACTED]

SEMA Railway Structures Inc.

[REDACTED]

[REDACTED]

Attention: [REDACTED]

Phone: [REDACTED]

Fax: [REDACTED]

Cell: [REDACTED]

E-mail: [REDACTED]

Additional Contact Info:

Attention: [REDACTED], Human Resource Director

Phone: [REDACTED]

E-mail: [REDACTED]

Laborers'  
International  
Union of  
North America

# LiUNA! Local 607

*Feel the Power*

**Laborers' International Union**  
of North America **Local 607**

730 Balmoral Street  
Thunder Bay, ON  
P7C 5V3

Ph: (807)622-0607  
info@liunalocal607.ca

Fax: (807)622-0454  
www.liunalocal607.ca

## Course Descriptions

Working At Heights teaches the participants about legislation, planning, hazard assessments and controls, fall arrest devices and components, consequences of a fall, calculations relating to fall distances and clearance required as well as a practical component where students must inspect, don, and adjust a harness prior to working at heights.

Small Tools introduces students to the variety of tools(hand, electric, pneumatic etc.) used by Construction Craft Workers and includes hands on experience.

Construction Basics introduces students to types of construction, the role of the Construction Craft Worker, construction terminology, PPE and OSHA and the Regulations(Green Book).

Ground Disturbance teaches legislation, types of ground disturbances hazard assessments and controls, soil terminology/types, power lines and safe limits of approach, Daylight utilities, ground disturbance documents and notification requirements.

Concrete Basics teaches students about concrete properties, applications, equipment and procedures, additives, tools, and problem solving.

Form Building teaches the student basic carpentry skills to properly build forms for various concrete placements.(flat slabs, walls, etc.)

Frame scaffolding erection students will learn about the hazards of working on or near scaffolds, and how to properly build them.

Flagging teaches participants the responsibilities of a flagger, correct flagging practices, clothing, equipment and procedures, how to communicate with other workers and the public, how to properly set up and evaluate a flagging station and how to deal with emergency vehicles.

Confined Space Entry and Hazard Recognition is designed for workers who will entering or monitoring confined and restricted spaces. The course consists of: definitions, legislation, entry requirements, hazard assessments and controls, atmospheric testing, planning, emergency response, and roles and responsibilities.

Equipment Training students will be trained on various pieces of equipment, which include Elevated Work Platforms, and Skid steers. Students will be instructed on how to do safety checks on the equipment, as well how to operate and maintain the equipment.

First Aid students also will be participating in First aid which includes AED training.

CH-02 (propane handling and use) this course teaches students about legislation as it pertains to propane, propane characteristics, and propane hazards. Students will also learn how to safely connect, use, and disconnect propane tools on a construction site.

WHMIS students will learn about safely working with and around hazardous materials plus an introduction to the Globally Harmonized System- GHS

Blueprint Reading students will be able to recognize what a blueprint is, and how to identify legend information pertinent to the structure. With the small home blueprint they will be able to build a small house.

Asphalt Works students will be introduced on asphalt safety, placing and paving, and asphalt repair.

Fire Safety students will learn about different kinds of fire extinguishers and their use.

Hoisting & Rigging teaches students about the various types and configurations of slings, wire ropes, knots, hoisting procedures and hand signals, and as well limits of approach when working near powerlines.

As evident we can provide a wide variety of training for your students which can benefit them in many ways. The skills and abilities the participants will acquire over the time of the course will certainly give them an advantage when seeking employment and help build the community.



# Labourers International Union of North America, Local 607

## LIUNA!

730 Balmoral Street, Thunder Bay, ON P7C 5V3

Phone (807) 622 0607 Fax (807) 6220454

## How to Be A Successful Apprentice!

Sometimes we take for granted what it means to be a good worker, especially when we are just starting out. Here are some tips to help you get recognized for being a great apprentice and eventually become the type of journeyman worker that is in demand.

- 1) Have your current contact information on file with your Union and/or ASETA (Aboriginal Skills and Employment Training Agency).
  - You cannot be dispatched for work if you cannot be reached. You may miss out on good job opportunities by simply not updating your information.
- 2) Always bring a void cheque or direct deposit form and all of your training tickets on the first day of work/ orientation.
  - Almost all payroll is done electronically; not by cheque or in cash.
  - Having all of your training cards/ certificates with you on the first day allows the company to input your skills right away and get you working. It is also good to have them in case you need proof of training in the field.
- 3) During an orientation/training session, show interest.
  - Pay attention and take notes. This shows that you are focused and will make a great first impression.
- 4) **Learn peoples' names and use them often.**
  - Not only will this show that you are interested but will also help you develop contacts among your coworkers and other people on site.
- 5) Be a sponge and absorb good habits.
  - Take your time to learn how to do things properly before worrying about being fast or efficient. As you do the work and gain experience you will get better and faster but also do things correctly.
- 6) **Pay attention to instructions and don't be afraid to ask questions and take notes.**
  - Employers want good workers that take pride in doing their jobs right. Nothing is worse than having to do a job over because too many mistakes were made.
- 7) If you are not sure about something ask questions.
  - New workers often try to do things without being clear in order to look smarter than they are or to impress the foreman. Your boss will be far more impressed that you ask questions than if you do something wrong and have to repair it or redo it.

- 8) Work on developing a good reputation.
  - Show up every day READY TO WORK. Make sure you have your work boots on as well as any other safety equipment you need like safety glasses, gloves and reflective clothing.
  - Leave your cell phone in your lunch box – not only is this usually part of the safety policy but it shows you are focused on work and staying busy.
  - Show some hustle and energy when asked to help or perform a task. Nothing makes a better impression than a good attitude and willingness to learn.
  
- 9) Keep a daily log.
  - Write down the hours you worked and what type of work you did. This will help if there are issues with payroll as well as keeping track of your apprenticeship hours.
  
- 10) Pay your dues/fees while you are working.
  - Pay your union dues and other fees in advance while you are working and have money coming in so when you are laid off you don't need to worry about them and keep your good standing.
  
- 11) Keep track of your training certificates and their expiry dates
  - Your ability to be able to perform certain work relies on your training being up to date. Don't forget to sign up for available training that may help you get other types of work during the off season as well. More skills = more work.
  
- 12) Be reliable and safe.
  - On construction crews, workers rely on each other to their jobs correctly and safely. If you don't work together you can compromise the whole crew and will stand out in a bad way. Workers that take chances and cut corners get a reputation for being a liability and can affect future opportunities.
  - Be a good brother/sister to your coworkers by supporting them when they need help and educate them when you see them doing something unsafe.
  
- 13) Be a hard worker.
  - Apprentices and aspiring apprentices need to work hard to show that they have what it takes to be a successful tradesperson. Nothing makes for a good reputation better than being able to put in an honest day's work.

Good luck out there and be safe. Remember what you have learned so far and do your best. Nothing will give you more pride than knowing you gave your all on every task and every job. The habits that you make today will stick with you forever and will set the course for your career in the trades.

**FEEL THE POWER!**

# LiUNA!

Aaniin Boozhoo

I would like to introduce myself. I am Shane Fugere LiUNA Indigenous Relations. I am originally from Pic Mobert First Nation and have since transferred to Pays Plat First Nation. I grew up in Pic Mobert in until the time I left for high school and college. So, I to have faced the same difficulties of growing up in poverty and with housing, low employment opportunities and social issues. So, I guess be default I grew up to be activists for change for our peoples.

With projects like Wataynikaneyap Power, Supercom Industries, and so many more it's an exciting time for Indigenous people to exert their inherent rights to ensure their people thrive and benefit long after the projects end. As a community member of Pays Plat I have seen firsthand how the time for change is now... The days of the short-term project specific jobs are over. The economic benefits are going to be generational with training and careers and not just a job.

Our goal at LiUNA is to help get more people into the trades and we offer non-profit training and to have full time membership with LiUNA long after any projects are completed. I wanted to present you with our Indigenous Package that LiUNA has developed. Some of the free services I provide to help educate communities and young people about having a career in the trades, how the skills gained are transferable into other occupations. I often speak and present at career fairs, trade shows and community engagement sessions etc.

On the economic side of things, we could assist in community engagement, training, collective agreement talks with potential JV partners or contractors, strategic planning. With LiUNA we believe in careers and moving beyond the project specific job cycle. We believe in real membership and that starts once a new employee starts to pay dues. This entitles the new member to a generous pension and benefits package that will follow them threw their career regardless of the LiUNA signatory contractor that they work for.

We are serious about building a great relationship with all Indigenous Communities and organizations to promote a better life for everyone. To help grow Indigenous businesses with either some mentoring or assisting in a joint venture with one of our many signatory contractors.

All our goals are the same... To see that people from all walks of life have a better future for themselves, their families and their communities.

Chi Miigwetch, Thank You

██████████  
LiUNA Indigenous Relations Representative

██████████

## List of LiUNA Local 607 Signatory Contractors

Skyway Canada- Scaffold etc.

Tom Jones Corporation- General Contractor

M Builds Construction- General Contractor

Finn Way Contractors- General Contractor

BNL Contracting-General Contractor

Vector Construction-Masonry/Refractory etc.

MJD Masonry- Masonry Contractor

Belkat Construction Ltd. Masonry/Refractory etc.

MMA Construction Masonry/Refractory etc.

Lilian Panontin #1358966 Ontario Ltd. Masonry/Refractory etc.

Superior Masonry Thunder Bay Ltd. Masonry/Refractory etc.

Creative Tile & Stone Masonry Contractor Tile & Terrazzo Contractor

A&I Contracting Tile & Terrazzo Contractor

North Shore Urban Development Tile & Terrazzo Contractor

Spaccamattuma Tile & Terrazzo Contractor

E.S. Fox Limited- Mechanical and Civil Contractor

Aecon Industrial- Mechanical and Civil Contractor

Peter Kiewit & Sons Co. Ltd.

PCL Constructors Canada Inc.

Syncor Contractor- Concrete and General Contractor

Makkinga Contracting- Heavy Civil (sewer & water) and Road Construction

Sodexo – Camp services

Castonguay Blasting - Drilling and Blasting

Superior Drilling and Blasting - Drilling and Blasting

Consbec Inc - Drilling and Blasting

Geo- Foundations a Division of Keller Foundations LTD

EBS Geostuctural Inc

BOT Construction Group – Civil

Facca Inc - Civil

# LiUNA!

We at LiUNA believe that everyone should have the opportunity to have a better life for themselves and their families. We offer our member's great wages with benefits and a pension plan that can start at age 55. We are an inclusive union that is a leader for change with social, political lobbying and petitioning for new legislation from our leaders and members. LiUNA's structure and the scope of our work allow for a better opportunity than many other trade unions for Aboriginal workers in particular. Rigid minimum requirements often make entry difficult while LiUNA believes in developing much needed newer workers and providing them with real, long term options.

LiUNA:

1. The minimum entry for apprenticeship is grade 10.
2. Our CCW apprentices move up the scale with every 600 work hours.
3. Completion of a 2,400 hours worked and 480 hours in school apprenticeship program to write the Red Seal exam.
4. If you have worked as a Construction Labourer with any previous employer but have not completed the Apprenticeship Program you may be eligible to qualify to write the Red Seal exam, or be credited with the amount of hours worked as a Journey person.

- Make workers legitimate members instead of "permit workers" leading to real post project opportunities in many different sectors and fields.
- We currently have agreements with OPG and Hydro One to provide Labourers. Our agreements also contains language to include First Nations Content Commitment.
- We currently have many active aboriginal members in all areas within our organization.
- We offer free training to our members and have offered at cost training to other organizations such as AETS and KKETS.

Other trade unions have minimum requirements of:

- "You MUST provide an Official High School Transcript (original or certified true copy) indicating successful completion of High School and that you were granted a High School Diploma.
- Minimum requirements are that you MUST have ONE credit from each Grade 12 high school subject listed.  
English: Grade 12  
Physics: Grade 12  
Mathematics: Grade 12 (with minimum 70%)."

Or another example requirements.

- Your resume and/or application form
- Proof of an Ontario Grade 12 or equivalent and transcript

**LiUNA!** is a nonprofit Labour Solutions Provider. We provide on demand skilled crafts people with a wide range of skills to offer. We also have the ability to accept your employees as members and to gain the same training that our members have.

With an ever expanding labour demand and shrinking skilled labour pool to draw from, valuable time and resources are spent on interviews, hiring, training and mentoring. This means an increased cost to you and your employees in the very short construction season.

As you know Construction or Industrial work can be an impossible task without skilled crafts people and their knowledge base, we are here to listen to your needs and provide solutions.

Here are some of the ways in which our nonprofit organization can assist you to thrive with many other industry leaders.

- **LiUNA!** is a nonprofit skilled labour force provider.
- We have a **Labourer's Code of Performance** that each of our members must adhere to.
- No lost production hours spent on training when you hire Journeyman Construction or Industrial workers.
- Our apprentices have received the latest extensive hands on and class room training.
- One stop shop for your employees to have a possible pension and benefits that will follow them throughout their career; which is one less administration burden and expense for your administration team. **LiUNA!** Has a self managed pension and benefits plan which may include your office admin staff as well.
- **LiUNA!** members have access to the latest industry training at no cost that is available during the slow season or when requested.
- Your company has the Right to Name hire back key employees and keep them with you as long as you wish, while they enjoy all of the benefits that a union member enjoys.
- Your Company does not need to retain construction / Industrial staff during a slow season while draining valuable resources that can be used to further benefit and expand your company.
- Your company can grow from a larger union bid process and take advantage of our Employer networks and extensive business knowledge.
- Getting the job done safely and efficiently is key to repeat business. **LiUNA!** Members are knowledgeable and trained to meet project needs and budgets.
- Your company will get promoted to our Indigenous Communities as a **LiUNA!** Signatory company.
- We offer creative solutions to help your company grow and expand.

Please feel free to contact us to set up an appointment for exploratory talks to see how we can assist your company.

## LABOURER'S CODE OF PERFORMANCE ACKNOWLEDGEMENT FORM

The goal of the Code of performance is to ensure that our membership meets the highest standards in our industries. Our aim is to deliver craftsmanship that exceeds the expectations of our contractors and their customers. We want to create and maintain a work force that makes contractors want to be Union and owners want to build union.

Meeting these goals requires that members understand and incorporate these values in their day-to-day performance. Accordingly, as a member of the Labourer's International Union of North America I agree to:

- Acquire the necessary skills through apprenticeship and/ or training programs.
- Report promptly upon referral to a job and show up for work on time, ready, willing and able to work.
- Be aware of and follow the Local Union's job referral rules.
- Avoid excessive absenteeism and excessive tardiness.
- Follow directions from supervisors.
- Do not be insubordinate;
- Give a fair day's work.
- Treat Employer's and the customer's tools and property and those of fellow workers with respect.
- Avoid disruptions on the job by using the established procedures to resolve disputes.
- Understand and use safe practices and safety equipment.

I acknowledge this responsibility and pledge my word to do the same and acknowledge that I have received, read and understand the Labourer's Code of Performance.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Name (Print)

\_\_\_\_\_  
Membership Number

\_\_\_\_\_  
Date

## LiUNA Local 607 - SKILLS SHEET UPDATE FORM

NAME: \_\_\_\_\_  
STREET: \_\_\_\_\_  
CITY: \_\_\_\_\_  
POSTAL CODE: \_\_\_\_\_ EMAIL: \_\_\_\_\_  
HOME PH: \_\_\_\_\_ CELL PH: \_\_\_\_\_

### CONSTRUCTION SECTORS

- |                                                                                |                                                |
|--------------------------------------------------------------------------------|------------------------------------------------|
| <input type="checkbox"/> CIVIL CONSTRUCTION<br>(Roads, Bridges, Water & Sewer) | <input type="checkbox"/> LANDSCAPING           |
| <input type="checkbox"/> GENERAL CONSTRUCTION                                  | <input type="checkbox"/> MASONRY CONSTRUCTION  |
| <input type="checkbox"/> INDUSTRIAL WORKER                                     | <input type="checkbox"/> PIPELINE CONSTRUCTION |
|                                                                                | <input type="checkbox"/> RAILROAD MAINTENANCE  |

### LICENCES AND CERTIFICATES

- |                                                             |                                                              |
|-------------------------------------------------------------|--------------------------------------------------------------|
| <input type="checkbox"/> AAW-CERTIFIED                      | <input type="checkbox"/> DRIVER'S LICENCES CERTIFICATE - C   |
| <input type="checkbox"/> ALL PURPOSE SAW OPERATION          | <input type="checkbox"/> DRIVER'S LICENCES CERTIFICATE - E   |
| <input type="checkbox"/> AMBULANCE                          | <input type="checkbox"/> DRIVER'S LICENCES CERTIFICATE - F   |
| <input type="checkbox"/> BASICS OF HEALTH & SAFETY          | <input type="checkbox"/> DRIVER'S CERTIFICATE - Z ENDRSMNT   |
| <input type="checkbox"/> BASICS OF TRENCHING SAFETY         | <input type="checkbox"/> ELEVATED WORK PLATFORM              |
| <input type="checkbox"/> CCW APPRENTICESHIP                 | <input type="checkbox"/> FIRST AID - STANDARD WITH CPR & AED |
| <input type="checkbox"/> CERTIFIED MEMBER                   | Expiry Date: _____                                           |
| <input type="checkbox"/> CHAINSAW CERTIFICATE               | <input type="checkbox"/> FORKLIFT - ON SLAB                  |
| <input type="checkbox"/> COMMON CORE CERTIFICATE            | <input type="checkbox"/> FORKLIFT- ROUGH TERRAIN             |
| <input type="checkbox"/> CONFINED SPACE AWARENESS           | Expiry Date: _____                                           |
| <input type="checkbox"/> COOK 1                             | <input type="checkbox"/> GHS (NEW WHMIS)                     |
| <input type="checkbox"/> COOK 2                             | <input type="checkbox"/> GROUND DISTURBANCE                  |
| <input type="checkbox"/> COOK 3                             | <input type="checkbox"/> HEALTH & SAFETY - Certified Worker  |
| <input type="checkbox"/> CHEF                               | <input type="checkbox"/> HEALTH & SAFETY REP I               |
| <input type="checkbox"/> CHEF - EXECUTIVE                   | <input type="checkbox"/> HEALTH & SAFETY REP II              |
| <input type="checkbox"/> DRIVER'S LICENCES CERTIFICATE - G  | <input type="checkbox"/> HEALTH & SAFETY REP III             |
| <input type="checkbox"/> DRIVER'S LICENCES CERTIFICATE - G1 | <input type="checkbox"/> HOISTING & RIGGING                  |
| <input type="checkbox"/> DRIVER'S LICENCES CERTIFICATE - G2 | <input type="checkbox"/> JHSC PT1                            |
| <input type="checkbox"/> DRIVER'S LICENCES CERTIFICATE - D  | <input type="checkbox"/> JHSC PT2                            |
| <input type="checkbox"/> DRIVER'S LICENCES CERTIFICATE - A  | <input type="checkbox"/> LABOURERS' CODE OF PERFORMANCE      |
| <input type="checkbox"/> DRIVER'S LICENCES CERTIFICATE - B  | <input type="checkbox"/> LOTO (Lock Out, Tag Out procedures) |

## LICENCES AND CERTIFICATES - con't

- |                                                          |                                                          |
|----------------------------------------------------------|----------------------------------------------------------|
| <input type="checkbox"/> MOL SUPERVISOR H/S 5 STEP       | <input type="checkbox"/> SECURITY GUARD LICENCE          |
| <input type="checkbox"/> MOL WORKER H/S 4 STEPS          | Expiry Date: _____                                       |
| <input type="checkbox"/> OPEN WATER ORIENTATION          | <input type="checkbox"/> SKID STEER LOADER CERTIFICATE   |
| <input type="checkbox"/> OPG SECURITY CERTIFICATE        | <input type="checkbox"/> SKIDDER OPERATOR CERTIFICATE    |
| <input type="checkbox"/> OPP SECURITY CLEARANCE          | <input type="checkbox"/> SOIL COMPACTION                 |
| <input type="checkbox"/> OXY-FUEL CUTTING CERTIFICATE    | <input type="checkbox"/> TRAFFIC CONTROLLER-BOOK 7       |
| <input type="checkbox"/> PIPELINE CONST. SAFETY TRAINING | <input type="checkbox"/> TRAFFIC CONTROL-TEMP.ZONE       |
| Expiry Date: _____                                       | <input type="checkbox"/> TRANS CANADA VERSION 4          |
| <input type="checkbox"/> PLEASURE CRAFT OPERATOR'S CARD  | Expiry Date: _____                                       |
| <input type="checkbox"/> PROPANE CERTIFICATE             | <input type="checkbox"/> VOICE TRAINING                  |
| Expiry Date: _____                                       | <input type="checkbox"/> WHMIS                           |
| <input type="checkbox"/> PROPANE HEATERS                 | <input type="checkbox"/> WORKING AT HEIGHTS NEW STANDARD |
| <input type="checkbox"/> SCAFFOLD HAZARDS AWARENESS      | Expiry Date: _____                                       |

## SKILLS

(CHECK ONLY IF YOU HAVE EXPERIENCE)

- |                                                        |                                                             |
|--------------------------------------------------------|-------------------------------------------------------------|
| <input type="checkbox"/> ASBESTOS REMOVAL WORKER       | <input type="checkbox"/> CHIPPER                            |
| <input type="checkbox"/> ATMOSPHERIC TESTING           | <input type="checkbox"/> COATING                            |
| <input type="checkbox"/> BACKHOE                       | <input type="checkbox"/> CONCRETE PUMP                      |
| <input type="checkbox"/> BATCHPLANT - Cement           | <input type="checkbox"/> CONCRETE SAW                       |
| <input type="checkbox"/> BATCHPLANT - Asphalt          | <input type="checkbox"/> CONCRETE WORKER (Placing, Grading) |
| <input type="checkbox"/> BENDING                       | <input type="checkbox"/> CORE DRILL                         |
| <input type="checkbox"/> BLUE PRINT READING            | <input type="checkbox"/> CURB MACHINE                       |
| <input type="checkbox"/> BOOM TRUCK                    | <input type="checkbox"/> CUTTING TORCHES                    |
| <input type="checkbox"/> BRICKLAYER TENDER             | <input type="checkbox"/> DAM CONSTRUCTION                   |
| <input type="checkbox"/> CAISSON WORK                  | <input type="checkbox"/> DAM REPAIR                         |
| <input type="checkbox"/> CARPENTER                     | <input type="checkbox"/> DEMOLITION WORKER                  |
| <input type="checkbox"/> CARPENTER / FORM BUILDER      | <input type="checkbox"/> DITCH CREW                         |
| <input type="checkbox"/> CARPENTER TENDER              | <input type="checkbox"/> DOZER (TYPE: _____)                |
| <input type="checkbox"/> CARPENTER TENDER - FORMS      | <input type="checkbox"/> DRILL DOCTOR                       |
| <input type="checkbox"/> CARPENTER TENDER - SCAFFOLD   | <input type="checkbox"/> DRILLER                            |
| <input type="checkbox"/> CAULKING                      | <input type="checkbox"/> DRILLER - AIRTRACK                 |
| <input type="checkbox"/> CEMENT FINISHER (4500+ Hours) | <input type="checkbox"/> DRILLER - DIAMOND DRILL            |
| <input type="checkbox"/> CEMENT FINISHER APPRENTICE    | <input type="checkbox"/> DRILLER - HYDRATRAC                |
| <input type="checkbox"/> CEMENT FINISHER FOREMAN       | <input type="checkbox"/> DRILLER - JOHN HENRY               |
| <input type="checkbox"/> CHAIN SAW                     | <input type="checkbox"/> DRILLER- JACKLEG                   |

## SKILLS - con't

(CHECK ONLY IF YOU HAVE EXPERIENCE)

- |                                                       |                                                          |
|-------------------------------------------------------|----------------------------------------------------------|
| <input type="checkbox"/> DUMP TRUCK                   | <input type="checkbox"/> LEAD ABATEMENT WORKER           |
| <input type="checkbox"/> ENGINEERING                  | <input type="checkbox"/> LOWERING IN                     |
| <input type="checkbox"/> EPOXY INJECTION              | <input type="checkbox"/> MANHOLE BUILDER                 |
| <input type="checkbox"/> FABRICATION                  | <input type="checkbox"/> MANHOLE GUARD TRAINING          |
| <input type="checkbox"/> FARM TRACTOR                 | <input type="checkbox"/> MASON TENDER                    |
| <input type="checkbox"/> FENCE ERECTOR                | <input type="checkbox"/> MASON TENDER - Refractory       |
| <input type="checkbox"/> FIBER OPTIC                  | <input type="checkbox"/> MASON TEND - Forklift           |
| <input type="checkbox"/> FIRE EXTINGUISHER OPERATIONS | <input type="checkbox"/> MAST CLIMBING SCAFFOLD -Erect   |
| <input type="checkbox"/> FORKLIFT- Rough Terrain      | <input type="checkbox"/> MAST CLIMBING SCAFFOLD -Inspect |
| <input type="checkbox"/> FORKLIFT- Zoom Boom          | <input type="checkbox"/> MAST CLIMBING SCAFFOLD -Operate |
| <input type="checkbox"/> FORKLIFT- On Slab            | <input type="checkbox"/> MECHANIC                        |
| <input type="checkbox"/> FORM BUILDER                 | <input type="checkbox"/> MECHANIC'S HELPER               |
| <input type="checkbox"/> FORM SETTER                  | <input type="checkbox"/> MINING                          |
| <input type="checkbox"/> FRAME SCAFFOLD               | <input type="checkbox"/> MORTAR MIXER                    |
| <input type="checkbox"/> FRONT END LOADER             | <input type="checkbox"/> PICKUPS                         |
| <input type="checkbox"/> GENERAL CLEANUP              | <input type="checkbox"/> PILE DRIVING                    |
| <input type="checkbox"/> GENIE BOOM                   | <input type="checkbox"/> PIPE GANG                       |
| <input type="checkbox"/> GRADER OPERATOR              | <input type="checkbox"/> PIPELAYER                       |
| <input type="checkbox"/> GROUTMAN                     | <input type="checkbox"/> PLASTIC PIPE FUSER              |
| <input type="checkbox"/> GROUTMAN - Pressurized       | <input type="checkbox"/> POWDERMAN                       |
| <input type="checkbox"/> GROUT PUMP                   | <input type="checkbox"/> POWDERMAN'S HELPER              |
| <input type="checkbox"/> GUNNITER                     | <input type="checkbox"/> POWER TROWEL                    |
| <input type="checkbox"/> HANDHELD AIR ROCK DRILL      | <input type="checkbox"/> PRECAST ERECTION/INSTALLATION   |
| <input type="checkbox"/> HAZARDOUS WASTE WORKER       | <input type="checkbox"/> PRE-STRESS ERECTION             |
| <input type="checkbox"/> HERMAN-NELSON HEATERS        | <input type="checkbox"/> DEWATERING PUMPS                |
| <input type="checkbox"/> HIGH PRESSURE WATERJET       | <input type="checkbox"/> RAILROAD MAINTENANCE WORKER     |
| <input type="checkbox"/> HOUSEKEEPER                  | <input type="checkbox"/> RAILROAD EQUIPMENT OPERATOR     |
| <input type="checkbox"/> HYDRO LINES                  | <input type="checkbox"/> READY-MIX TRUCK                 |
| <input type="checkbox"/> INDUSTRIAL CLEANER           | <input type="checkbox"/> REBAR                           |
| <input type="checkbox"/> INTERNATIONAL HAND SIGNAL    | <input type="checkbox"/> RESIDENTIAL FRAMING             |
| <input type="checkbox"/> JACKHAMMER                   | <input type="checkbox"/> RESPIRATOR                      |
| <input type="checkbox"/> KABOTA (SMALL BACKHOE)       | <input type="checkbox"/> RODMAN/CHAINMAN                 |
| <input type="checkbox"/> LABOUR FOREMAN               | <input type="checkbox"/> SAND BLASTER                    |
| <input type="checkbox"/> LASER LEVEL                  | <input type="checkbox"/> SANDBLASTING POT                |

## SKILLS - con't

(CHECK ONLY IF YOU HAVE EXPERIENCE)

- |                                                       |                                                            |
|-------------------------------------------------------|------------------------------------------------------------|
| <input type="checkbox"/> SCAFFOLD ERECTOR             | <input type="checkbox"/> TILE SETTER                       |
| <input type="checkbox"/> SCISSOR LIFT                 | <input type="checkbox"/> TILESETTER APPRENTICE             |
| <input type="checkbox"/> SCRAPER/ STRIPPER            | <input type="checkbox"/> TRACTOR TRAILER                   |
| <input type="checkbox"/> SET UP (PIPELINE)            | <input type="checkbox"/> TRACTOR TRAILER (LOW BOY)         |
| <input type="checkbox"/> SEWER & WATERMAIN - Open Cut | <input type="checkbox"/> TRAFFIC CONTROL- Direct Equipment |
| <input type="checkbox"/> SEWER & WATERMAIN - Tunnel   | <input type="checkbox"/> TRAFFIC CONTROL - Flagging        |
| <input type="checkbox"/> SHOTCRETE PUMP               | <input type="checkbox"/> TUBE & CLAMP SCAFFOLD COUPLER     |
| <input type="checkbox"/> SHOTCRETE NOZZLEMAN          | <input type="checkbox"/> TUGGER                            |
| <input type="checkbox"/> SKID STEER LOADER            | <input type="checkbox"/> UNION STEWARD                     |
| <input type="checkbox"/> SKIDDER                      | <input type="checkbox"/> VIBRATOR                          |
| <input type="checkbox"/> SLASHER                      | <input type="checkbox"/> WATERPROOFER                      |
| <input type="checkbox"/> STORES/ WAREHOUSE            | <input type="checkbox"/> WEIGHTS                           |
| <input type="checkbox"/> STRINGING/OFFLOADING         | <input type="checkbox"/> WELDER                            |
| <input type="checkbox"/> SURFACE BLASTER APPRENTICE   | <input type="checkbox"/> WELDER'S HELPER                   |
| <input type="checkbox"/> SURVEYOR                     | <input type="checkbox"/> WRECKING                          |
| <input type="checkbox"/> SWAMPER/ RIGGER              |                                                            |
| <input type="checkbox"/> SWINGSTAGE                   |                                                            |
| <input type="checkbox"/> TAMPERS                      |                                                            |
| <input type="checkbox"/> TERRAZZO INSTALLER           |                                                            |
| <input type="checkbox"/> TESTING                      |                                                            |
| <input type="checkbox"/> TIE INS                      |                                                            |

### ADDITIONAL SKILLS

<input type="checkbox"/>	_____

**SIGNATURE:** \_\_\_\_\_

**DATE:** \_\_\_\_\_

## Mobile training classroom ready to hit the road

42 m by: [Doug Diaczuk](#)



2 / 5 The unit can accommodate 16 students and includes video and height training equipment.

Bringing training directly to the apprentice will not only get more people prepared to enter skilled trades jobs, but workers believe it will also help boost local labour forces.

“There are a lot of small communities around here where people don’t have the option to even get the tickets to be a labourer,” said Alexander Marshall, who is training for a cement finishing apprenticeship. “You can go to a small community and get 15 to 20 people certified in a day and that instantly boosts the labour force.”

LiUNA Local 607 unveiled its new mobile training classroom on Aug. 6. The unit can offer classroom training to 16 students at a time and will be travelling to communities and job sites across Northern Ontario.

“I had this vision a while back to get this mobile training classroom because it would help us when we go and do our remote training,” said Terry Varga, business manager with [LiUNA Local 607](#).

“We can bring training to the job sites. Even the Ring of Fire would be in our jurisdiction. It is a good unit to have right now and I think we will be the leaders in training moving into the future when all these big projects start up.”

The mobile training classroom received \$182,000 in funding from the federal government under the Innovation in Apprenticeship Stream of the Union Training and Innovation Program.

The vehicle can tow equipment for training and includes a classroom inside with video and height training equipment.

“When I worked in construction, I wouldn’t mind if one of these rolled up on-site for some training,” Varga said. “Students in this class seem to love it. We can do any of the core training from our apprenticeships. You are still going to have to do some practical outside, but from the learning aspect, we can do inside.”

LiUNA Local 607 is partnering with several community organizations including [Anishnabek Employment and Training Services](#), Pays Plat First Nation, and the [Construction Association of Thunder Bay](#) to assist in the recruitment of students.

The first stop for the mobile training classroom will be Fort Frances, where Seven Generations Education Institute is looking to put on a program about construction.

Marshall said he hopes to see the mobile training classroom travel to as many communities as possible to give people interested in skilled trades an opportunity to pursue their career goals without having to face barriers like travel.

“If the Ministry hadn’t partnered with the local this year, I would have had to go to Southern Ontario to get this training,” he said. “I would have had to pay for living expenses, as well as the training. So the accessibility of this is going to be amazing.”

“I hope this goes to more northern communities. LiUNA is all about Indigenous support so I am going to be very happy to see more local people building in their own communities.”

*This story originally appeared on [TBNewsWatch.com](#).*

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## Comments (0)

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8/7/2019

Mobile training classroom ready to hit the road - Northern Ontario Business

Dialogue and debate are integral to a free society and we welcome and encourage you to share your views on the issues of the day. We ask that you be respectful of others and their points of view, refrain from personal attacks and stay on topic. To learn about our commenting policies and how our community-based moderation works, please read our [Community Guidelines](#).

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October 2018



"Living with Us" .. page 20



# MATAWA MESSENGER

The Power of Unity, The Dignity of Difference

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Photo: (L to R) Terry Varga - LiUNA Local Union 607 Business Manager, Shane Fugere - LiUNA Local Union 607 Indigenous Relations Representative, Roger Wesley - KKETS Executive Director, Joe Baxter - KKETS Board President

## KKETS and LiUNA Local Union 607 Sign Cooperation Agreement

On August 28, officials from Kiikenomaga Kikenjigewen Employment & Training Services (KKETS) and the Labourers International Union of America, Local Union 607 (LiUNA) signed a Cooperation Agreement committing to work together on economic/employment development strategies to develop Indigenous human resource potential within Matawa First Nations membership. Specifically, the Agreement commits to working together to provide training and apprenticeship opportunities for the trades of Construction Craft Worker and Cement Finisher as well as employment opportunities with employers bound to a collective agreement with Local 607 or other affiliated Local Unions of LiUNA.

KKETS and LiUNA Local 607 have been partners for a number of years, and more recently, have been working together over the past year leading up to the current Agreement so that Matawa First Nations members can receive training and unionization, where appropriate. Representing 120,000 Canadian workers, mostly in construction, LiUNA International is one of Canada's largest construction union and have accepted that construction projects will not proceed when First Nations are in opposition.

Of this Agreement, KKETS Executive Director Roger Wesley said: "The signing of this Agreement is another step in the right direction for KKETS as we continue to create a foundation in bettering our membership's lives. With it, we are building beyond "projects for work" to "life-long work in the trades and elsewhere" for our membership. LiUNA is a cutting-edge labour association, one with a proven track record of working and dealing with Indigenous organizations and communities with positive benefits and results. We are looking forward to developing our relations with LiUNA now and into the future."

### IN THIS ISSUE:

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Bursuary Recipients and  
MLC Canoe Trip

Four Rivers Colouring  
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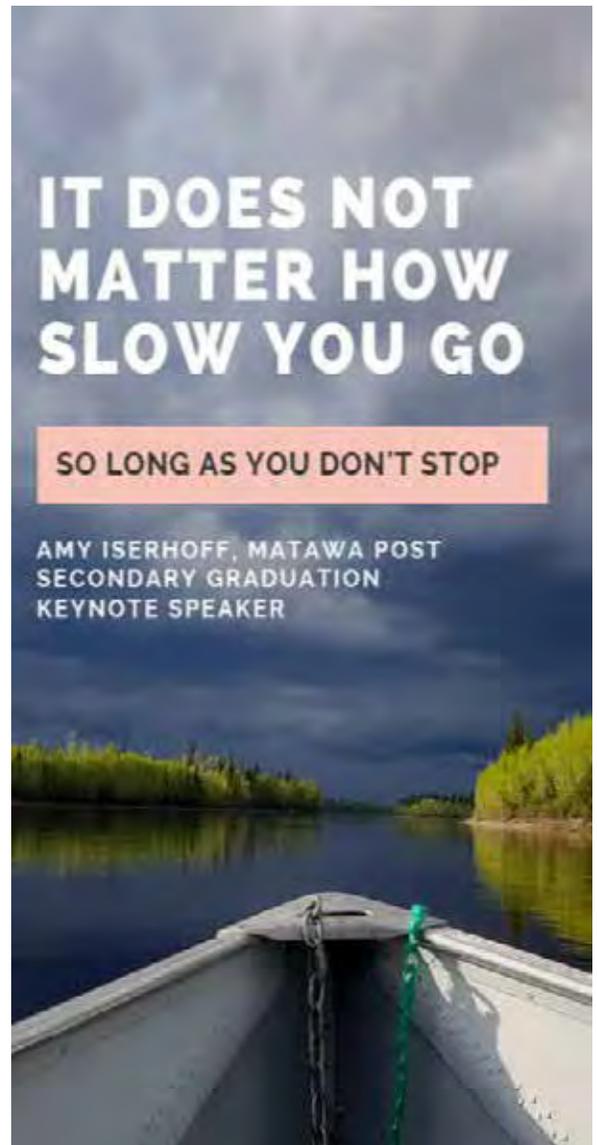
2018 AGM

Welcome New Staff and  
more....



# CONGRATULATIONS Matawa Post Secondary GRADUATES 2017-2018

Boucher, Billy	Mental Health & Addictions Worker
Charles, Debbie	Business Fundamentals
Cheechoo, Caitlyn	Welding Techniques
Echum, Cassandra	Business Fundamentals
Fortier, Alannis	Early Childhood Education
Gagnon, Douglas	HBed Aboriginal Education – Native Language Program
Gagnon, John	Native Language Program
Iserhoff, Amy	Nursing BSCN
Jabic, Britiny	Social Service Worker
Kakegamic, Chance	Native Access Program
Karhunen, Katelin	Honours Bachelor Social Work
LaBelle, Ashley	Marketing for Fashion and Entertainment
LaBelle, Camryn	Pre-Health Sciences Pathway
Mazinakouskang, Kerrie	Business Fundamentals
Mckay, Corrina	Interactive Media Development
Mendowegan, Karley	Personal Support Worker
Meshake, Glenda	Chemical Addiction Worker
Mekanak, Veronica	Native Child & Family Service
Mishquart, Kasey	Pre-Health Science Pathway
Moonias, Charla	Social Service Worker
Moonias, Natalie	Business Fundamentals
Nadon, Denyse	Master of Education in Leadership
Salmonson, Joseph	Construction Engineering Technology
Sanderson, Kianna	Travel and Eco-Adventure
Shebagabow, Peter	Native Language Instructor Program
Shewaybick, Shania	College Access Program
Sky, Reine	Bachelor of Arts Psychology
States, Larissa	Bachelor of Arts
Taylor, Christina	Early Childhood Education
Taylor, Sierra	Practical Nursing
Taylor, Summer	Arts & Design Foundation
Therriault, Cathy	Chemical Addiction Worker



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## 2017/2018 Post Secondary Graduation & Rotary Club Awards Banquet

On June 7, 2018, Matawa Post Secondary Student Services in partnership with the Bowmanville Rotary Club held their 10th Annual Post Secondary Graduation and Rotary Awards Banquet in Thunder Bay. Family and friends joined in celebrating the accomplishments of graduates and award recipients (see pictures from the event and Rotary Award Recipients on the next page). Georg Krohn and Renee Bos, rotarians from the Bowmanville Rotary Club attended to assist in presenting the awards and providing congratulatory remarks. Keynote speakers were Amy Iserhoff and Durrell Oskineegish. Dark River Drum provided the opening and closing songs. Remarks were made by David Paul Achneepineskum, Matawa CEO and Sharon Nate, Matawa Education Department Manager. Matawa First Nations community leaders and members working in education also attended to present awards.

During the event, an opportunity was taken to honour the memory of the late Ted Mann, a Bowmanville Rotary Club member who was involved with these awards over the past 10 years. This man of great kindness and generosity will be very missed.

## Elementary Categories

Junior Kindergarten to Grade 2 (Narrative / Story Book)  
SK Class - Johnny Therriault Memorial School Aroland

Grade 3 – 5 (Community Story)

1st Place Simon Legarde – Migizi Wazisin Elementary School

2nd Place Kiera Reuben – Johnny Therriault Memorial School

Grade 5 – 8 (Current Issue / Persuasive Letter)

1st Place April Reuben – Johnny Therriault Memorial School

2nd Place Derlyn Metasawagon - Johnny Therriault Memorial School

## Secondary Categories

Grade 9 – 12 (Creative Writing)

1st Place Durrell Oskineegish – Matawa Learning Centre

2nd Place Dylan Neshinapaise – Matawa Learning Centre

3rd Place Renee Lavoie – Matawa Learning Centre

Multi-Media Award

Logan Sagutch – Matawa Learning Centre

## Post Secondary & Adult Education Categories

Sherry Mendowegan – Adult Education - KKETS

Jamie-Lee Therriault – College Bursary - Fanshawe College

Amy Iserhoff – University Bursary – Lakehead University

Joshua Fisher – Continuing Post Secondary Education (GPA 3.00 and over) – Ryerson University

Academic Excellence Awards - GPA 4.00+

Caitlin Cheechoo – Confederation College

Corrina Mckay – Confederation College

Joshua Fisher – Ryerson University



# 14 Tips for Kids to Start the School Year Off in a Positive Way

1. Let your children know what time school begins and ends each day.
2. Ask your children about their feelings -- both the excitement and the concerns -- about starting school.
3. Ask your children questions about their days and have them provide you with a few details. Here are some ideas for great questions you can ask your kids:
  - What was your favourite part of the day?
  - Tell me one thing that you learned today?
  - How did somebody help you today?
  - When were you the happiest today?
  - Tell me something good that happened today.
  - What do you think you should do/learn more of at school?
  - Where do you play the most at recess?
  - If you got to be the teacher tomorrow, what would you do?
  - Where is the coolest place at school?
  - Tell me about something kind you did for someone today.
4. Visit the school with your children to see their new classroom, meet the new teachers at the start of school year and make visits throughout the year.
5. Point out the positive aspects of starting school. It will be full of fun learning and a chance to make new friends.
6. Let your children know that all kids are nervous about the first day of school.
7. Share some loving words with your children in the morning that will let them you'll be thinking of them while they're at school.
8. Reassure your children that if any problems arise at school, you will be there to help resolve them.
9. Walk to school with your children and be there for pick up, or arrange for your children to walk to school or ride together on the bus with students who are familiar to them.
10. Find out about after-school activities that your children can take part in. Will there be a sports team or after-school club they can join? Ask how you can be involved.
11. Set a time to turn off electronics and encourage your children to spend time reading and playing.
12. Try to get back into a good sleep routine. Set up a regular bedtime and morning time routine to help prepare your children for school. According to statistics for healthy development: Children between the ages of 3-5 years should be getting between 11-13 hours of sleep a night, while children ages 6-13 years should be getting between 9 -11 hours of sleep a night.
13. A healthy balanced diet is linked with academic achievement. Try to provide meals that include at least three of the main food groups. Here are the 4 main food groups that can be included in a healthy lunch or snack:
  - Fruits and crunchy vegetables (eg. carrots, celery, cucumbers, broccoli, cauliflower)
  - Yogurt, milk, or cheese
  - Meat or meat alternative like hard-boiled eggs or peanut butter  
(If your school has a nut-free policy, peanut butter and other nuts should not be included in your child's lunch)
  - Grain or cereal food like bread, a roll, or crackers
14. Making sure that children drink enough water is also very important. Water keeps children hydrated and helps with attention, memory recall and overall mental performance. It is recommended that children between the ages of 4 -8 years old should drink a minimum of 5 cups a day, while children between the ages of 9 – 14 should drink a minimum of 8 cups per day.



\*For more information, you can contact the school for ideas on healthy meals and snacks\*

*Best wishes to all students, families, and school staff for a great school year!*

In kindness,

Kelly Soulias ~ Junior Lead  
Matawa Education PASS Program

**TUNE IN EVERY 2ND TUESDAY  
FROM 4:00 - 4:30 EST  
(3:00 - 3:30 CST)**

www.wawataynews.ca/radio  
89.9 FM in Sioux Lookout  
106.7 FM in Timmins  
BellTV Channel 962

### **UPCOMING SHOWS**

October 9 and 23  
November 6 and 20  
December 4 and 18  
January 15 and 29



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## **Four Rivers News on Environmental Training**

This past summer from July 3rd to August 3rd Four Rivers conducted the Environmental Core Skills Program through BEAHR Training from ECO Canada to four successful Environmental Monitors through Greenstone Goldmine.

Anisa O’Nabigon of Long Lake #58 First Nation, Jason Chapais of Ginoogaming First Nation, Mason Shawayahamish of Beardmore and Steve Ouellet of Geraldton attended 4 weeks of classes on site in Geraldton and in the field at Greenstone Goldmine.

The Environmental Core skills Program is the foundational piece for further training in more specific and targeted areas in the Environmental field.

Trainees completed the 5 parts of the program within the 5 weeks of classes; Foundation skills, Introduction to the Environmental Sector, Technical skills, Local Knowledge, and Health and Safety as provided by Greenstone Goldmine which was mine site specific. The trainees now have the opportunity to further training in areas that are specific to Workforce Training Programs such as the Environmental Monitoring Coordinator, or Contaminated Sites Remediation Coordinator, leading to Technician Training Programs like the Certificate of Applied Environmental Techniques. The trainees were exposed to a multitude of hands on skills that they will be required to use on a daily basis within their area of employment as monitors within Greenstone Goldmine.



For Further Information please contact Dawn Desmoulin the Education and Training Coordinator for Four Rivers Environmental Services at (807) 629 5379.

# MLC Students Paddle the Kitchi Siipi from Eabametoong to Marten Falls

This summer nine Matawa Learning Centre students paddled 240 kilometres along the Kitchi Siipi (Albany River) connecting the Matawa Communities of Eabametoong First Nation and Marten Falls First Nation. The students aged 15-20 came from each of the communities along the river as well as Aroland First Nation. The instructor team consisted of an MLC teacher, A Local Guide / Knowledge Keeper, and two professional river guides from Boreal River Adventures each specializing in Science Education and white water safety.

Prior to the trip the group completed three days of training on the Kaministiquia River just west of Thunder Bay. Students prepared for the trip through hands-on activities including canoeing, and canoe rescues, swimming in rapids, along with developing as a team in order to work together on the expedition. Upon successfully completing the training the group boarded their flight to Eabametoong where they were warmly welcomed by family, friends, and community members. The group was excited to get onto the river as many students were eager to paddle a traditional route that has been travelled upon extensively by their families and ancestors.

The students encountered, and overcame several personal and group challenges on the trip as they developed both wilderness and leadership skills. The pathway along the Kitchi Siipi provided students an opportunity to experience flatwater and whitewater paddling as well as sailing across the entire length of Makokibatan Lake. Paddling each day while learning and connecting with their Traditional Territory, students learned about the area and its history from the expedition's local guide and Knowledge Keeper, Joe Baxter. The students caught loads of fish and each participated in preparing delicious camp meals.

Over the course of two weeks students developed skills and certifications in white water safety, white water canoeing, camping, and leadership all while earning a grade twelve credit. Highlights of the trip include successfully paddling down notorious rapids such as Frenchmans, and Marten Falls, sailing the length of Makokibatan length in a mega raft of canoes, taking time to explore significant landmarks along the river including Kagiami Falls, the original Marten Falls town site, and many other incredible moments along the river.

On July 19th, the group paddled in to the community of Marten Falls where the Ogoki and Albany Rivers meet. After receiving a very warm welcome from the community, they spent the final evening camping in the Pow Wow grounds wrapping up and reflecting on the amazing adventure.

Matawa Learning Centre would like to share a Chi Migwetch with both Eabametoong First Nation and Marten Falls First Nation as well as each of the community members that supported the expedition. Another Chi Migwetch to each of the students who participated, all of whom should be incredibly proud for completing the trip.



## KKETS - NEAT Training Completions

The KKETS/NEAT staff would like to congratulate participants who completed the 12 week training Pre-Trades Welder and Pre-Trades Heavy Equipment Mechanics programs that took place from June 4 - August 24, 2018 (see participants below). Both programs took place at Confederation College. Best wishes for continued perseverance and determination on their journey!

### Pre-Trades Welder Program



Photo: (L to R) Renee Wesley, Tyson Wapoose, Liana Achneepineskum, Wayne Junttola (Welding Instructor), Dennis Magiskan, Martina Waboose and Brian Basketawang. Missing - Denita Magiskan and Howard Jacob

### Pre-Trades Heavy Equipment Mechanics Program



Photo: (L to R) Megan Magiskan, Roxanne Wesley, Denise Magiskan, David Paul White, NEAT Program Support Officer Daren Sakanee, Rock Sagutch, Elias Whitehead. Missing - Iffet Kurtoglu

## Promoting Matawa Workforce at Northern Ontario Expo

On August 22nd & 23rd, 2018, KKETS staff took the opportunity to participate in the Northern Ontario Resource Expo and promote the Matawa aboriginal workforce. The goal was specifically to create and initiate employment opportunities with industry leaders in attendance at the Northern Ontario Resource Expo 2018 at the Valhalla Inn. This gathering has been beneficial to KKETS as it began to open up new doors and dialogue with interested service providers, employers, and individuals. This will lead to assist in creating additional employment and/or training opportunities for the Matawa membership.

On the 2nd day of the EXPO, Roger Wesley, KKETS Executive Director took part in the discussion forum 'Bridging the Gap: Aboriginal Workforce and Resource Development'. Also presenting in this forum was Shane Fugere, LiUNA Indigenous Relations Representative, and Roger Starr, Supcom Industries Project Coordinator.

*'The Northern Ontario Resources Expo presents a unique opportunity for First Nations, governments, producers and suppliers to discuss the challenges and opportunities for Northern Ontario's energy and resource-based economy, and to share and learn best practices for working together in a collaborative and beneficial manner to build and grow sustainable resource opportunities in Northern Ontario. Speaker presentations will offer industry insights and outlooks, professional growth and development. The Northern Ontario Resources Expo trade show will showcase some of the industry's key players and offer an abundance of informal networking opportunities for skill building, knowledge sharing, collaboration and idea generation.'* (<http://norepo.ca/>)



**Back row L to R:** Jason Bilcowski, KKETS Recruitment Officer; Roger Wesley, KKETS Executive Director; Colin Shawinimash, Employment Integration Service Coordinator. **Front row L to R:** Courtney Ward, KKETS Apprenticeship Officer; Elaine Keesick, SkillsAdvance Project Manager.



Roger Wesley, KKETS Executive Director addressing industry leaders and members of the public on KKETS initiatives.

## Language Revitalization

Matawa Education is pursuing an accredited community-based adult education language programme to ensure the revitalization of Ojibwe, Oji-Cree and Cree adult language speakers within each Matawa First Nation community, using the delivery methodology called 'Matawa Waka Tere' and community based tutors for dialectal purposes (*see Chiefs Council resolution on the next page*). Secured funding has allowed progress towards a Year 1 Certificate up to a Year 3 Bachelors Degree that commenced in mid March of this year with the arrival of two New Zealand (NZ) language specialists Mike Graham and Aroha Watene to work for Matawa Education for the next three years. They were past staff of Dr. Rongo Wetere who is assisting Matawa First Nations Management and Matawa Education with an accreditation recognition process. In June and August, internal introductory accelerated learning workshops on language revitalization for fluent speakers was held over two days at the Victoria Inn, in Thunder Bay, with a total of 40 participants representing all of the 9 First Nations communities. From these two successful trainings, participants were also invited to consider employment opportunities as a Language Specialist, where six people would be selected and based in Thunder Bay and be mentored by the NZ Language Specialists in the delivery methodology and development of the adult curriculums and resources, or be a tutor and or tutor assistant - these roles would be based within their community and or Thunder Bay. From the interested participants, we welcome Lawrence Therriault from Aroland First Nation and Nancy Ritch from Marten Falls First Nation as the Language Specialists for the Ojibwe language. The Oji-Cree and Cree language specialist positions will follow. It is planned that the Certificate Year 1 programme will commence in the fall 2019. Lastly, what you have to share about language revitalization is important and we would like to invite you to complete an online Language Revitalization Survey by going to one of the following links and by also sharing it with other Matawa Community members:

<https://www.surveymonkey.com/r/MATAWA-Language> or <https://www.surveymonkey.com/r/MatawaLanguageFB>



**Matawa Education Indigenous Language Revitalization Workshop - June 2018**

**Front Row L-R:** Cecil Meadowegan, Priscella Fisher, Betsy Towedo, Aroha Watene (facilitator), Pauline Gagnon, Mike Graham (facilitator), Anthony Towedo, Gloria Champagne, Victoria Nate, Lily Slipperjack. **Back Row L-R:** Joseph Meeseetawageesic, Roberta Wesley, Calvin Taylor, Daisey Slipperjack, Jeff Gagnon, Stella Bouchard, John Gagnon, Barb Wapoose, Judas Beaver, Nora Atlookan, Susan Sandau, Florrie Sutherland, Roy Bois. **Not in photo:** Lawrence Therriault, Jasmine Baxter, Carol Yellowhead, Rhonda Wabasse, Fred Jacob, Kevin Wabasse, Mairilyn Kashkesh, Ruth Baxter-Meier.



**Matawa Education Indigenous Language Revitalization Workshop - August 2018**

**Back Row – L to R:** Nancy Ritch (Ojibwe Specialist), Mike Graham (Facilitator), Jocelyn Bananish, Norman Shewaybick, Lawrence Therriault (Ojibwe Specialist), Barbara Munroe, Romeo O'Keesh. **Front Row – L to R:** Noreen Missewace, Joyce Ooshag, Mary O'Keesh, Victoria Ooshag, Aroha Watene (Facilitator), Allen Towegishig.



(L to R): Allen Towegishig, Jocelyn Bananish



Norman Shewaybick

*RESOLUTION #07-02-08-18 of the Matawa Chiefs passed at the 30<sup>th</sup> Annual Matawa Chiefs Assembly in Akwesasne First Nation to be effective June and after 1:00pm Eastern Standard Time on August 7, 2018*

**RESOLUTION #07-02-08-18**

**APPROVAL OF CERTIFICATE, DIPLOMA AND DEGREE PROGRAMS IN MATAWA INDIGENOUS LANGUAGES**

**WHEREAS** Matawa Chiefs' Resolution #1-30-07-15 – Language as a Nation Building Tool supports new or continuing language retention and renewal initiatives in individual Matawa First Nations communities; and;

**WHEREAS** Matawa Education is currently implementing a community-based language renewal and revitalization initiative in the three Matawa Indigenous Languages (Cree, Ojibwe and Ojibway) based on the successful Maori model of Aka Whaka Kore, and;

**WHEREAS** this initiative includes the training of community-based language teachers and the formal accreditation, in partnership with Six Nations Polytechnic Institute, for 1-year certificate, 2-year diploma and 3-year degree programs in Cree, Ojibwe and Ojibway; and;

**WHEREAS** it is anticipated that these accredited programs will be taught by Matawa teachers and will provide a revenue stream once the initial pilot program has been completed; so;

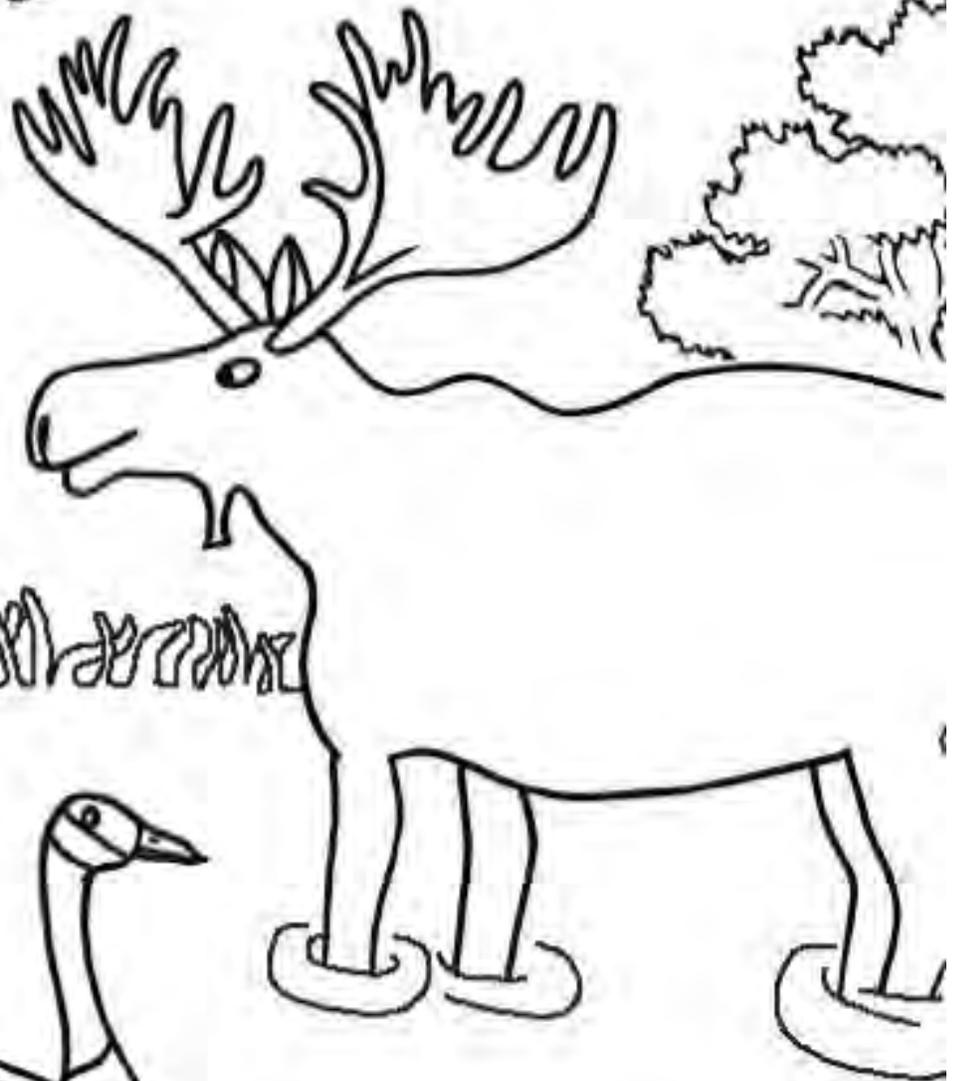
**THEREFORE, BE IT RESOLVED** that the Matawa Chiefs in Assembly approve and endorse the formal accreditation, in partnership with Six Nations Polytechnic Institute, for 1-year certificate, 2-year diploma and 3-year degree programs in Cree, Ojibwe and Ojibway; and;

**FINALLY, BE IT RESOLVED** that the Matawa Education Department provide ongoing quarterly reports to the Matawa First Nations on the implementation of this initiative; and;

**FINALLY, BE IT RESOLVED** that the Matawa Chiefs in Assembly direct the Matawa Education Department to provide annual reports to the Matawa Chiefs in Assembly on the status of this language retention and renewal initiative;

**MOVED BY:** Chief Bruce Achneepineskam, Marten Falls First Nation.  
**SECONDED BY:** Chief Wayne Moonlos, Neskanitaga First Nation  
**ABSTENTIONS:** None  
**CARRIED:** Yes (7)

This Moose &  
Goose are  
On the Loose!



## News from Matawa Membership Program



Earlier this year, Indigenous and Northern Affairs Canada (INAC) changed the way children under the age of 15 years of age or dependent adults can receive Indian status.

Changing from a 1 page application, it is now a 6 page application requiring more parental information including the need for both parents, the custodial parent, or legal guardian(s) to sign now. If parents are not together, it requires the most recent legal documents (like a divorce judgement, separation agreement, custody or guardianship order). In addition to this new 6-page form, INAC requires the completion of an addi-

tional application called the 'Guarantor Declaration' or a 'Statutory Declaration in Lieu of Guarantor.'

INAC also still requires the *original* long-form birth certificate with the name of both parents and 2 unaltered/identical passport-style photos (if it's going to be a Secure Certificate of Indian Status). Original long-form birth certificates are available through Service Ontario. For an illustration of this new INAC integrated registration process, go to Page 20.

To obtain the aforementioned INAC application forms, visit [canada.ca/indian-status](http://canada.ca/indian-status) or call 1-800-567-9604.

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Note: it is strongly recommended when a birth takes place that both new parent(s) fully participate in hospital birth registration processes so that long-form birth certificate be obtained when Indian status is being applying for. If the hospital birth registration process becomes affected, the process to obtain Indian Status becomes more complex such as having to pay additional processing fees, legal commissioning of documents, etc. which delays a child from being able to access important services like health care, etc.

## RFA-Watershed Partners Opening Event

On August 9, 2018, Regional Framework staff in conjunction with Watershed Partners hosted an RFA-Watershed Opening Event at the Nor'Wester Hotel. The event was successful and well-attended with Chiefs, Elders, Regional Framework Working Group (RFGW) Members and Youth. The main purpose of the event was to launch the beginning of the Matawa-member communities' journey with Watershed Partners, who are design facilitators based out of Victoria, British Columbia.

All nine Matawa Chiefs passed a Chiefs' Council Resolution, Collaboration with Watershed Partners (#01-05/07/2018), supporting the work with Watershed Partners to facilitate the development of the shared understanding and unity which will lead to a long-term vision, decision-making processes and moving forward to collaborate to develop the vision of a long-term community-based regional process.

Watershed Partners is a strategy design firm with a global reach. Since 2005, they have been helping individuals and organizations make genuine and meaningful transitions from old to new ways of working through systematic changes. They are a team of designers, implementors and planners. Their skills and expertise provide the necessary framework to support groups as they navigate their current conditions to design a new future.



Photo credit: Peter Rasevych

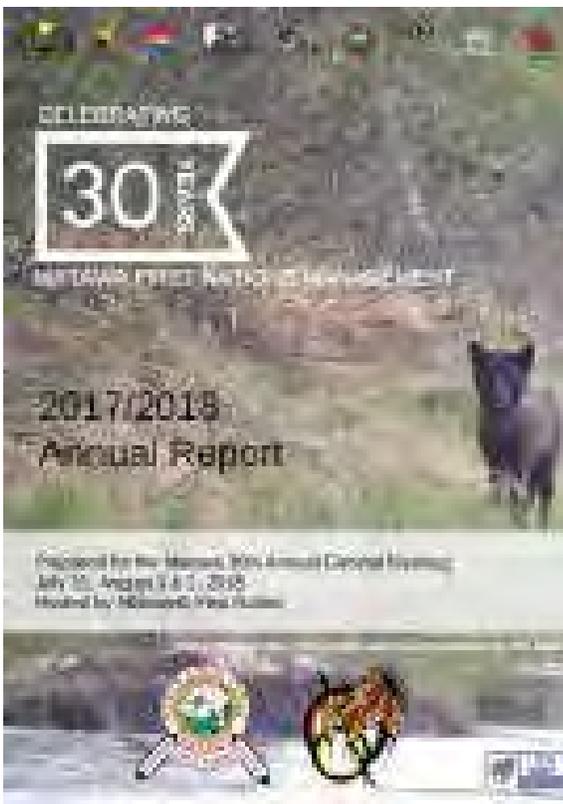
During the months of September and October, the Watershed Team along with staff from the Regional Framework department will be visiting each community for a duration of two to three days. Their visits will be designed based on the individual community's direction, and may include site visits, specific group discussions, capacity building through training and a "Discovery Day" which involves community member participation, engagement, discussions and feedback. Keep an eye out for flyers and notices in your community!



## AGM HIGHLIGHTS

From July 31, Aug 1 & 2, Chiefs and Elder/Women/Youth delegations from the 9 Matawa First Nations came together in Nibinamik First Nation. They met to make decisions on corporate business holding a Board of Directors (BOD) meeting on July 31 which included:

- Acceptance of Kiikenomaga Kikenjigewen Employment and Training Services and Matawa audits
- Acceptance of Matawa First Nations Management Department Reports, including the Matawa Non-Profit Housing Corporation, Matawa First Nations Property Inc., Matawa Project Management Group and Gathering of Rivers for Community Care
- Appointment of auditors
- Decision to host next AGM in Constance Lake First Nation from July 30, 31 and August 1, 2019
- Deferral of BOD election of Officers to September 19, 2018 which resulted in the following elected positions: Robinson Meshake (Aroland) newly elected BOD President, Frank Onabigon (Long Lake #58) re-elected BOD Vice President and Charlie Okeese (Eabametoong) re-elected BOD Secretary/Treasurer



This report, along with the Chiefs Council Report and the 2018 Audit, is available to download at: [www.matawa.on.ca](http://www.matawa.on.ca) under 'Download Reports'





They also held a Chiefs Council meeting on August 1 - 2. Some highlights included:

- Presentation by Sharon Nate, Matawa Education Manager on initiatives in education including the *Matawa Wake Tere: Revitalizing Matawa First Nations Languages program*
- Māori haka (traditional dance) by Mike Graham, Aroha and Taiapau Watene (Mike and Aroha are Indigenous Language Revitalization Specialists working with Matawa Education)
- Presentation by Hon. Bob Rae, Regional Framework (RF) Lead Negotiator and Kathy Brady, RF Project Manager
- Presentation from Frances Wesley, Matawa Health Cooperative Planner
- Presentation on free, prior and informed consent research project by Darren Thomas and Terry Mitchell of Wilfred Laurier University
- Presentation from members of Nibinamik Youth Council
- Presentations from Richard Seyers of Stantec and Sherry McCuller from Magellan Advisors on the broadband project
- Nightly social activities in the community
- Matawa 30th anniversary commemoration
- Prayers and presentation from Bishop Lydia Mamakwa, of the Indigenous Spiritual Ministry of Mishamikoweesh, a Diocese of the Anglican Church of Canada

**MEEGWETCH TO EVERYONE IN NIBINAMIK FIRST NATION FOR THEIR GRACIOUS HOSPITALITY!**



## Williams Gold Mine Tour in Hemlo, Ontario



*Open pit at the Williams Gold Mine in Hemlo*

On June 6-8, 2018, a group of Elders, Youth and Environmental Monitors from Long Lake #58 and Ginoogaming First Nations visited the Williams Gold Mine in Hemlo, ON. The group toured the operating mine site, which included the huge open pit, tailings ponds (where waste from the mine is treated), and water discharge areas (to a local creek after treatment). The group also got to see two adjacent closed mines that had been reclaimed, both recently (which was covered in short shrubs and grasses) and over 20 years ago (which had huge red pines and lots of raspberries & strawberries).

Jason Chapais, Environmental Monitor in Ginoogaming First Nation, commented that he was surprised by the size of the open pit and the waste rock piles, and felt that it was wild to think that it used to be just a forest before. He was happy to hear that although ducks and geese land regularly on the tailings ponds, local hunters in the area did not have any concerns with the meat or health of the waterfowl. He was also pleasantly surprised by how green the recently reclaimed area was, and that wasn't a moonscape like he would have expected.

Anisa O'Nabigon, Environmental Monitor in Long Lake #58 First Nation, said: "it was a great learning experience, to see the different stages of mining. It was an eye-opener to see how the tailings ponds look, and it gave the community members some peace of mind to see how the reclaimed site was successful, with vegetation growing back."

Everyone felt that the tour was really helpful, and that they now have a better understanding of Greenstone Gold's plan to develop a gold mine within their traditional homelands. Special thanks to Greenstone Gold and Four Rivers (Peter Moses) for helping to arrange the tour, and to Biigtigong Nishnaabeg First Nation for their hospitality.



*Long Lake #58 First Nation, Ginoogaming First Nation and Four Rivers worked collaboratively with Greenstone Gold Mines to arrange the tour*



*Jason Chapais (Ginoogaming First Nation) examining a recently reclaimed area at adjacent closed mine site*



*Peter Moses (Four Rivers) discussing the open pit mine design with Anisa O'Nabigon (Long Lake #58 First Nation)*



## Rockin' Recovery Day Celebrations



Each September, Canadians in recovery from addiction join with friends and family to build awareness, challenge societal stigma, and celebrate the role that recovery plays in improving the lives of individuals, families, workplaces and communities. This year, Matawa First Nations Management was thrilled to be a sponsor in support of the Rockin' Recovery Day celebrations held at Marina Park on Wednesday, September 5, 2018, in Thunder Bay. The Matawa Learning Centre's (MLC) involvement with the Drug Awareness Committee of Thunder Bay developed our awareness of this meaningful celebration and we were happy to participate. Sarah Moonias, MLC Elder, shared opening remarks and introduced the MLC drum. Our Matawa Education booth was visited all evening by young and old, curious about Matawa services and communities. A huge thank you to MLC staff including Sarah (Elder), Joey (First Aid tent), Steve, Elmer, Marcel (MLC Drum), Brittany, Jackie and Matawa youth who volunteered (Breanna, Bethany and Madeline). Thank you also goes out to Education Department Manager, Sharon Nate, for supporting this initiative. Recovery Day is passionate about supporting people from all walks of life in their recovery and believes that recovery does save lives. We look forward to next year's celebration.

Jackie Corbett, Vice Principal  
Matawa Learning Centre



# JOIN OUR INDIGENOUS INTER-PROFESSIONAL PRIMARY HEALTH CARE TEAM

Matawa Health Cooperative



The 9 First Nations of Matawa First Nations Management recently established the Matawa Health Cooperative (MHC), the first in Canada. Its purpose is to provide collaborative and accountable health services to the each of these First Nations. These First Nations, who are members of the MHC set the direction based on the unique nature of each community. The MHC is flexible in how services are implemented, which must reflect the priorities, capacity and diversity of each First Nation.

**In establishment of the Inter-Professional Primary Health Care Team, MHC is seeking professionals to submit their resumes and 3 employment references for the following positions:**

- Physician (1 Full Time and 1 Half Time)
- Nurse Practitioners
- Registered Nurse with CDE
- Registered Nurses
- Mental Health Case Managers
- Mental Health Workers

These positions will require extensive travel to the Matawa First Nation communities to perform the roles and responsibilities as outlined in each of the job descriptions. Complete job descriptions can be found at: [www.matawa.on.ca](http://www.matawa.on.ca)

**For more information, contact:**

Frances Wesley, Matawa Health Cooperative Planner  
Matawa First Nations Management  
233 Court Street South, 2nd Floor  
Thunder Bay, ON Canada P7B 2X9

Tel: (807) 344-4575 Ext. 6527 Cell: (807) 633-8837

Toll free: 1-800-463-2249 Fax (807) 344-2977

Email: [careers@matawa.on.ca](mailto:careers@matawa.on.ca)

[www.matawa.on.ca](http://www.matawa.on.ca)



# Indspire 2018 Guiding the Journey: Indigenous Educator Awards



On November 8, 2018 hundreds of educators and supporters of Indigenous education from across Canada will gather at a ceremony in Edmonton, Alberta to celebrate the ten recipients of the *2018 Guiding the Journey: Indigenous Educator Awards*.

The awards are presented by Indspire, a national Indigenous organization that invests in the education of Indigenous people by connecting educators of K-12 Indigenous students with programs, resources, and a professional learning community to improve educational outcomes, increase high school completion rates, and support sustained systemic change. The awards recognize the achievements of outstanding educators of Indigenous students who are leading the positive systemic change to education for our young people.

*Guiding the Journey* honourees are acknowledged for having innovative and impactful teaching practices, advocating for resources and culturally-based curricula, and helping Indigenous students reach their full potential. Their hard work and dedication will lead Indigenous youth to success at school and ultimately to becoming the next generation of leaders across the country.

Rachel Mishenene, Eabametoong First Nation member (pictured above) is one of the ten recipients of this award under the Community Service category.

BIO  
COMMUNITY SERVICE



**Rachel Mishenene - Eabametoong and Mishkeegogamang First Nations, Ontario**  
**Executive Assistant - First Nations, Métis and Inuit Education, Elementary Teachers' Federation of Ontario**

As an educator, author and curriculum developer, Rachel Mishenene is committed to improving outcomes for Indigenous learners. As an executive assistant with the Elementary Teachers' Federation of Ontario, she works to ensure Indigenous members are supported and involved in developing culturally relevant education resources and programming.

Before moving to her current position, she established herself as a leader in Indigenous learning in Thunder Bay. Teaching at all levels of education, she also developed resources for educators, school boards and the City of Thunder Bay. Through the City of Thunder Bay, she created five facilitator guides to accompany the Walk a Mile Film Project to address racism and educate the public on reconciliation.

Rachel has received much recognition for her work, including receiving the 2013/14 Nanabijou Aboriginal Graduate Enhancement Role Model Award for her academic achievements at Lakehead University, and being highlighted in the book: *40 Fabulous Feminists and Amazing Activists of Northwestern Ontario*. As a PhD candidate at Lakehead University, she is focusing her research on First Nations parent engagement.

Rachel says, "*my work is two-fold: (a) empowering Indigenous people to feel proud of their identity and; enabling non-Indigenous people to know and understand the histories, culture, and struggles of First Peoples.*" She also says, "*Education is key – we need to educate one another in order to move forward and create a more equal and inclusive Nation.*"

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Matawa First Nations Management offers our congratulations to Rachel on receiving this award!

# Matawa First Nations Management Welcomes New Staff

## Matawa Education

### Post-Secondary Student Support Worker, Carly Perras



Hello ~ Boozhoo! My name is Carly Perras and I am thrilled to have joined the Matawa Education department as the Post-Secondary Student Support Worker. I am from Nipigon, ON and a member of Flying Post First Nation. I have an Honours Bachelor of Arts in Linguistics and Psychol-

ogy from Carleton University and a Bachelor of Education from Lakehead University. I taught for 5 years at an Elementary School in Thompson, MB and now my husband Chris and I, along with our two young boys, are so happy to have moved back to Thunder Bay. Here we are close to our families and back on the land where I have always felt at home. I am honoured to have the opportunity to work with our Post-Secondary Students and support them as they achieve their educational goals. I look forward to working with you all! Thank you ~ Miigwetch!

## Matawa Education

### Student Activities Coordinator, Hope Kuzma



Hello everyone my name is Hope Kuzma, I am very pleased to be one of the new Student Activities Coordinators at Matawa Education Centre. I was born and raised in Thunder Bay, I graduated from Confederation College in the Recreation Therapy program in 2014 some of my work experience in this field include working for agencies in the community such

as Shelter House, Community Living Thunder bay, Canada Games Complex and The Boys and Girls clubs. Many of these positions I was in charge of organizing and implementing activities for participants while providing them a safe and fun environment to learn and grow. I am very excited to get started here at Matawa Education with all the youth this 2018-2019 school year.

## Regional Framework (RF)

### RF Logistics Coordinator, Rosanna Peever



Hello everyone! My name is Rosanna Peever and I am a band member of Ginoogaming First Nation. I've been with Matawa First Nations Management for the past four years; working in the Economic Development and the Regional Framework departments. My work will continue with the Regional Framework in a new position - as the Regional Framework

Logistics Coordinator. My education includes a diploma in Aboriginal Community Advocacy from Confederation College, as well as a certificate in Aboriginal Canadian Relations. I look forward to continuing to learn and grow with the Matawa family.

## Matawa Education

### Transition Coordinator, Steve St. Jean



My name is Steve St. Jean and I am the new Transition Coordinator at the Matawa Learning Center. I was born, raised, and educated here in Thunder Bay. I graduated from the Concurrent Education Program at Lakehead University where I received my Bachelor of Education, in addition to my Bachelor of Arts. I am a Qualified Intermediate/Senior Teacher in Ontario

with teachables in Mathematics and Social Studies. I have also begun working towards my Special Education Additional Qualifications. Immediately after graduating, I began my teaching career in the wonderful community of Aroland First Nations. For two years, I had the pleasure of working at Johnny Therriault School with amazing staff and students and I cherished my time learning about the Ojibwe language and culture. While teaching a grade eight transition course, I developed an understanding of the unique challenges that First Nations students face while transitioning from their home communities into secondary school. For students coming to the MLC, these challenges are amplified by the size of our city and being away from their familial supports. I believe I possess a great mix of leadership abilities, strong communication skills, and capacity for relationship building. I am eager to use these tools to guide our students as they transition seamlessly into our programming.

I spend my free-time engaging in a balance of activities to maintain my holistic health. I am big hockey fan and although cheering for the Canadiens may not be good for my sanity or cardiovascular health, I am a loyal fan. I have played hockey competitively my whole life and I also play tennis, golf, and football regularly. I love being outdoors so I take advantage of the fishing and camping our region has to offer. I am also a huge rock and roll music fan and I have been playing guitar for 12 years. I look forward to working with all staff and supporting our students on their path to success.



## Matawa Health Cooperative

### Clinical Coordinator, Carmen Blais

Boozhoo, I was recently hired as the Clinical Coordinator of the Matawa Health Co-op. I have gained clinical experience over the past 30 years working in the Health Care Sector. I am looking forward to assisting the Health Co-op in implementing crucial health services in the Matawa communities to ensure that our people are receiving the highest level of necessary care.

## Matawa Health Cooperative

### Human Trafficking/Anti-Violence Support Worker, Nicole Stewart



Boozhoo, I have worked in the Human Services field since 2008 in a variety of different capacities including group home worker, mental health counsellor, day treatment child and youth worker, clinical services case manager and homelessness coordinator. I look forward to the opportunity to work with people from diverse back grounds and welcome any learning opportunity I am fortunate enough to experience.

## Matawa Tech Services Hub - Nibi Services

### Water and Wastewater Support Operator, Neil Neegan



Neil Neegan from Constance Lake First Nation recently joined Nibi Services Team under Technical Services. Neil is a Class 2 Water Treatment Operator with 10 plus years operating experience as a water and wastewater plant operator in his community. Neil started on August 27 and has already been sent to Nibinamik, Ginoogaming, Long Lake, and Aroland First Nations. The Matawa communities will become familiar with him in short time. Welcome Neil!



On August 24, Matawa staff took some time to say farewell to our 10 summer students who spent 7 weeks with us in various positions. We thanked them for their service and dedication and wished them well in their educational endeavours!

*Pictured (L to R):* Arianna Atlookan, Miranda Waboose, Mathew Wapoose, Malcom Sagutch, Star Moonias, Lucille Atlookan, Emma Gaudie.

*Missing from the picture:* Ryann Okeese, Joey Baxter, Lynette Williams

== ★★ ==  
MATAWA FIRST NATIONS MANAGEMENT

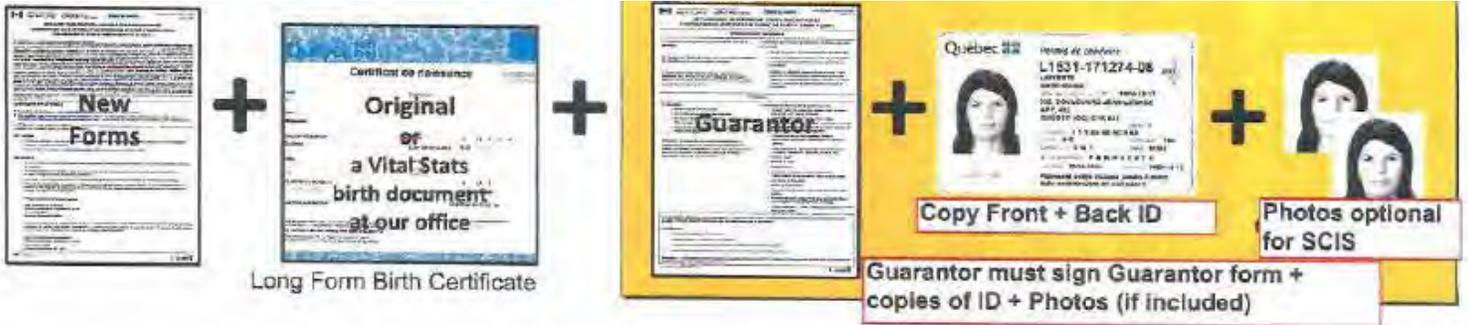
**2018 SUMMER STUDENTS**

== ★★ ==



  
**KEEP CALM AND FINISH STRONG**

# INAC Integrated Registration Process - Cont'd from Page 11



## Living with Us... Moose

### Moose (Moos)

The moose is the largest and heaviest member of the deer family. Moose love the boreal forest and areas with mixed forests in the North. Their diet consists of both land and water vegetation. The moose has a few predators, including wolves, bears and humans. Moose do not travel in herds, and spend the majority of their lives living all by themselves. Moose are usually slow-moving animals, but they can also be very aggressive and move quickly if they get angry or scared.

Matawa wishes all hunters a successful fall hunt and offers best wishes to communities holding festivals!



Here are some examples of how LiUNA's \$7 Billion dollar Pension funds are invested. Fengate is the real estate investments holding company partner

<https://www.prnewswire.com/news-releases/virgin-hotels-announces-its-headed-to-las-vegas-300622303.html>

<https://www.newswire.ca/news-releases/starseed-medicinal-launches-unique-medical-cannabis-supply-and-service-model-across-canada-684047951.html>

<https://globalnews.ca/news/3854542/how-liuna-wants-to-reshape-part-of-hamiltons-downtown-core/>

<http://urbantoronto.ca/news/2018/03/diamond-schmitt-designed-liuna-hqs-coming-vaughan>

<http://urbantoronto.ca/news/2017/11/two-30-storey-towers-coming-downtown-hamilton-0>

<https://smallcappower.com/news/market-news/canopy-growth-corporation-subsidiaries/>

<https://privatecapitaljournal.com/liunafengate-invests-nrstor/>

<http://www.liunaopdc.ca/wp-content/uploads/2016/11/LiUNA-Infocus-brochure.pdf>

<http://fengate.com/>

<https://www.pehub.com/canada/2017/07/3465186/#>

<https://www.newswire.ca/news-releases/nrstor-inc-announces-equity-investment-from-labourers-pension-fund-of-central-and-eastern-canada-612872403.html>

<http://www.liunastation.com/>

<https://www.businessinfocusmagazine.com/2017/09/a-model-that-addresses-infrastructure-demand-2/>

<http://www.lpfcec.org/> Labourers' Pension Fund of Central and Eastern Canada

<http://www.lecet.org/> Laborers-Employers Cooperation and Education Trust (LECET)

<http://www.liunaopdc.ca/links/>

<https://www.globalbankingandfinance.com/hilton-expands-presence-in-las-vegas-with-signing-of-virgin-hotels-las-vegas-to-curio-collection-by-hilton/>

<https://www.pehub.com/canada/2019/01/nrstor-ci-secures-more-financing-from-fengate-liuna/#>

<https://renx.ca/fengate-oakville-oak-west-corporate-flex-office/>

<https://www.mediaevents.ca/empireclub-20181108/> Joseph Mancinelli International Vice President, LiUNA P3s, The Economy and The New Face of Labour

Banister Pipelines

[REDACTED]

[REDACTED]

[REDACTED]

O.J. Pipelines

[REDACTED]

[REDACTED]

[REDACTED]

Consbec Inc.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

NPL Canada Ltd.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Robert B. Somerville Co. Limited

[REDACTED]

[REDACTED]

[REDACTED]

Castonguay Blasting Ltd.

[REDACTED]

[REDACTED]

[REDACTED]

Louisbourg Pipelines Inc.

[REDACTED]

[REDACTED]

[REDACTED]

Caren Clearing & Spraying Inc.

[REDACTED]

[REDACTED]

[REDACTED]

Summit Pipelines

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Aecon Utilities (Aecon Constructors)

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

## RAILROAD CONTACT INFO

Accurate Railroad Construction Ltd.

[REDACTED]

[REDACTED]

Phone: [REDACTED]

Fax: [REDACTED]

Cell: [REDACTED]

Attention: [REDACTED], President

E-mail: [REDACTED]

Additional Contact Info:

Attention: [REDACTED]

E-mail: [REDACTED]

Attention: [REDACTED]

E-mail: [REDACTED]

Black and MacDonald Limited

[REDACTED]

[REDACTED]

Attention: [REDACTED], Vice President

Universal Rail Systems

[REDACTED]

[REDACTED]

Main: [REDACTED]

Fax: [REDACTED]

[www.universalrail.com](http://www.universalrail.com)

Attention: [REDACTED], General Manager Operations – Eastern Canada

E-mail: [REDACTED]

Additional Contact Info:

Attention: [REDACTED], Human Resources Manager

E-mail: [REDACTED]

Attention: [REDACTED]

E-mail: [REDACTED]

Attention: [REDACTED]

E-mail: [REDACTED]

PNR RailWorks Inc.

[REDACTED]  
[REDACTED]

Phone: [REDACTED]

Fax: [REDACTED]

Cell: [REDACTED]

Attention: [REDACTED], VP Operations, Major Projects

E-mail: [REDACTED]

Attention: [REDACTED], Vice President Client Services

2 [REDACTED]  
[REDACTED]

Phone: [REDACTED]

Fax: [REDACTED]

Cell: [REDACTED]

E-mail: [REDACTED]

Attention: [REDACTED], General Manager Signals & Communications

[REDACTED]  
[REDACTED]

Phone: [REDACTED]

Fax: [REDACTED]

E-mail: [REDACTED]

Attention: [REDACTED], Operations Manager

E-mail: [REDACTED]

Rail Cantech Ltd.

[REDACTED]  
[REDACTED]

Phone: [REDACTED]

Fax: [REDACTED]

Cell: [REDACTED]

Attention: [REDACTED], General Manager

E-mail: [REDACTED]

Attention: [REDACTED], Comptable

Cell: [REDACTED]

E-mail: [REDACTED]

Platinum Track Services Inc.

[REDACTED]  
[REDACTED]

Phone: [REDACTED]

Fax: [REDACTED]

Cell: [REDACTED]

Attention: [REDACTED], CPA, CMA

E-mail: [REDACTED]

Attention: [REDACTED]

E-mail: [REDACTED]

OWS Railroad Construction & Maintenance Inc.

[REDACTED]  
[REDACTED]  
[REDACTED]

Phone: [REDACTED]

Fax: [REDACTED]

Attention : [REDACTED]

E-mail: [REDACTED]

Attention: [REDACTED]

E-mail: [REDACTED]

Lacroix Railroad

[REDACTED]  
[REDACTED]

Phone: [REDACTED]

Fax: ([REDACTED])

Attention: [REDACTED]

Allied Track Services

[REDACTED]

[REDACTED]

Office: [REDACTED]

Fax: [REDACTED]

Cell: [REDACTED]

Attention: [REDACTED], President and Chief Executive Officer

E-mail: [REDACTED]

Attention: [REDACTED] Vice President and COO

Fax: [REDACTED]

E-mail: [REDACTED]

Attention: [REDACTED], General Manager Eastern Canada

Office: 9 [REDACTED]

Fax: [REDACTED]

E-mail: [REDACTED]

Massey Office

[REDACTED]

[REDACTED]

[REDACTED] [REDACTED]

[REDACTED]

Fax: [REDACTED]

PGM Rail Services Ltd.

[REDACTED]

[REDACTED]

Attention: [REDACTED], President

Ph : [REDACTED]

Fax: ([REDACTED])

E-mail: [REDACTED]

E-mail: [REDACTED]

Attention: [REDACTED]

E-mail: [REDACTED]

York Railroad Construction Inc.

[Redacted]  
[Redacted]

Attention: [Redacted] P.Eng.

Phone: [Redacted]

Fax: [Redacted]

Cell: [Redacted]

E-mail: [Redacted]

VIAS Canada Inc.

[Redacted]  
[Redacted]

Attention: [Redacted], President

Phone: [Redacted]

Fax: [Redacted]

Cell: [Redacted]

E-mail: r [Redacted]

Attention: [Redacted]

E-mail: [Redacted]

Attention: [Redacted]

[Redacted]

SEMA Railway Structures Inc.

[Redacted]  
[Redacted]

Attention: [Redacted] P.Eng., Vice President

Phone: [Redacted]

Fax: [Redacted]

Cell: [Redacted]

E-mail: [Redacted]

Additional Contact Info:

Attention: [Redacted], Human Resource Director

Phone: [Redacted]

E-mail: [Redacted]

Shane Fugere is originally a member of Pic Mobert First Nation but is now a member of Pays Plat First Nation. He grew up in Pic Mobert in the 80's and 90's during his adolescent years but has since lived in many areas of Northwestern Ontario, including Longlac, Pays Plat, and Thunder Bay.

Shane has faced many barriers trying to get into the trades from a young age due to lack of direction, role models, funding, and experience. He began to self-teach welding in 1999 and eventually decided to take a welding course with Confederation College in 2001. In 2012 is when Shane became a professional welder while working at Bombardier Transportation in Thunder Bay. It wasn't until he became a journeyman welder that he found out about trade unions and how they assist people to get into the trades.

It was after joining LiUNA in 2015 that he got noticed and asked to become a Regional Organizer with LiUNA 607. From there he learned more about LiUNA Indigenous Statement of Partnership with the AFN. He made it his mission to reach out to Indigenous communities and organizations across Ontario to help facilitate Generational Change for Indigenous peoples and try to inspire others to learn from his hard-learned lessons.

Shane Fugere became an Indigenous Relations Representative for LiUNA in January 2018 and regularly speaks with communities and organizations across Ontario to share his story.

## THE DRIFT: A vested interest in natural resources

Mar 22, 2019 10:00 AM by: Ian Ross



*GMS Camps and Accommodations, a spinoff company operated by Pic Mobert First Nation's White Lake Limited Partnership, provides accommodations and catering to transient workers employed by Harte Gold's Sugar Zone Mine, north of White River. (Supplied photo)*

For generations, [Pic Mobert First Nation](#)'s economic situation was no different than many Indigenous communities across Canada: on the outside looking in at natural resource development.

The northwestern Ontario Ojibwe community of 300 was surrounded by an abundance of valuable minerals and forestry on their traditional territories, but as with most Indigenous communities, they were shut out of employment and ownership opportunities.

[White Lake Limited Partnership](#) CEO Norm Jaehrling recalls making that observation 25 years ago when he was working with the community on provincial negotiations over the locations of some hydroelectric dams on their lands.

"The community was in the midst of this various rich, prosperous and busy resource zone with the biggest gold mines in the world down the road (Hemlo) and this large forestry operation (in nearby

White River), and the community was effectively shut out of most of it.”

When Domtar closed the sawmill in nearby White River in 2007, it provided an avenue for Pic Mobert to get its foot in the door.

Pic Mobert and the Township of White River stepped up and acquired the shuttered mill to keep the physical asset and its forest licence intact.

“It took adversity for us to be able to step in and say, okay, we want to be part of the solution in protecting and restarting this industry,” said Jaehrling.

As part of a three-way partnership of investors, they brought retired Tembec founder Frank Dottori aboard as CEO to run the operation, which was reopened and re-equipped under the new banner of White River Forest Products. To supply fibre to the mill, the community mobilized a logging company in 2015.

When Dottori acquired the former Haavaldsrud sawmill in Hornepayne, Pic Mobert and two other communities grabbed a 30 per cent ownership stake.

The investment put Indigenous workers on the floor, and in the bush as harvesters.

“We never cut a stick of wood. Now we co-own a company that’s one of the two largest suppliers of round wood to the White River operations,” said Jaehrling.

“We were going to own a piece of the action, we were going to have a seat at the board table, and we would have agreements and remove those obstacles to getting people to work in the mill.”

Jaehrling’s relationship with Pic Mobert began in the early 1990s, when he was economic development officer with the nearby township of White River.

He befriended the late Chief James Kwissiwá and assisted the community in tough provincial negotiations for the right to develop three hydroelectric dams on their traditional lands.

The revenue generated from these sites has allowed Pic Mobert to spin off a number of community-owned enterprises.

Jaehrling said the complexity and level of detail involved in navigating the various phases of environmental assessment, engineering and design, permitting, financing, construction and dispute resolutions proved to be teaching moments for the band.

“One of the most valuable assets the community gained from the power station deals was gaining the confidence and skill to undertake complex business deals.”

But additional leverage came from a string of landmark court victories across Canada on the government’s duty to consult and accommodate First Nations on resource projects.

Impact benefit agreements (IBAs) with Barrick Gold’s Hemlo complex provided some labour contracts for Pic Mobert, but there was an absence of local entrepreneurial capacity to become true business partners in the resource sector.

“An IBA is just an open door. You still have to deliver a quality, reliable service in a cost-effective manner,” said Jaehrling.

White Lake Limited Partnership is the business development corporation of Pic Mobert First Nation (Netmizaaggamig Nishnaabeg).

Created in 2009, the entity has fostered the creation of a diverse mix of business lines, either wholly owned or through joint ventures, in contracting, civil construction, work camp accommodations, contract labour, diamond drilling, forestry, renewable energy, transmission, trucking, security services, among other interests.

All told, these ventures employ north of 60 people, said Jaehrling – not shabby for a community with an on-reserve population of 300.

Partnerships with established companies have been essential in serving as training vehicles to build capacity and encourage locals to become entrepreneurs.

“It’s still an important part of our business mix to bring in skill sets, systems and expertise needed to get ourselves into enterprises, but in that realm we’ve evolved as well.”

One successful joint venture was with NorPro Security and Investigations from Sault Ste. Marie, which, after the successful execution of two contracts, resulted in the creation of their Indigenous-owned security firm, Anishinabek Total Security Solutions LP.

There’ve been niche service and supply opportunities in the resource industry, particularly in providing accommodations and catering to transient workers employed by Harte Gold’s Sugar Zone Mine, north of White River.

GMS Camps and Accommodations is a collaborative effort with neighbouring Pic River First Nation and the Morris Group of Sudbury, a modular housing provider, that’s expanded its presence to

Marathon and figures to play a role in the upcoming construction of the east-west transmission line project.

Their latest venture is a trucking division run through their 50 per cent-owned contracting company, BMC Contracting.

With a roster of 10 drivers and six trucks engaged in material hauls, Jaehrling said negotiations are underway to expand into forestry, hauling logs, chips and possibly finished products to market.

“There’s a real void in the realm of trucking in both the mining and forestry. Nobody is there for the long haul in our region.”

To become a sustainable, year-round operation that can keep its core staff continuously employed, expansion and diversification is warranted to ride out the down cycles in various resource sectors.

That’s largely the plan for all their business interests over the next three to five years, not only in capitalizing on opportunities locally but in extending their customer base across Canada.

“We started on our doorstep and now are aggressively pursuing contracts outside of our immediate area,” said Jaehrling. “It’s a major emphasis for us. We’re always in business development mode.”

*The Drift magazine, a new publication from Northern Ontario Business, features profiles on the people and companies making important contributions to the Northern Ontario mining service and supply industry.*

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## Comments (0)

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Dialogue and debate are integral to a free society and we welcome and encourage you to share your views on the issues of the day. We ask that you be respectful of others and their points of view, refrain from personal attacks and stay on topic. To learn about our commenting policies and how our community-based moderation works, please read our [Community Guidelines](#).

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## Token Jobs and Anger growing up on the reserve as a kid

I sometimes talk of how growing up on the reserve as a kid in the 80's and 90's we were angry and wanted fancy things like running water and a decent home. How we used our anger to become the leaders that we would have wanted growing up. Our leadership at the time lacked the laws, modern tools and sometimes legal education to exert our rights to a better economic benefits and careers. Instead many of the economic benefits came by way of a few real jobs and many token jobs from a major development or project within our traditional territory.

To a non-indigenous person that may come off wrong... I agree with that prospective... They lack the back ground history, how things take decades to get changed and different focus of our leadership at the time. It's not part of their culture or even taught in schools for that matter. So when I talk about lacking the tools and education there are some of the examples. So there is the reason for our anger. Our tools and legal education only came about recently so that we could see real benefits from all of our resources. The internet and social media has given us so many cost savings and ability to spread our voice.

Before the *Canadian Constitution* was made law in 1982. The focus was on our very legal existence; with getting the wording of Section 35 of the *Constitution Act* put in place.

Ending the Residential School system which the last one only closed in 1996. For us growing up in Pic Mobert, the Nuns ended their control of the school in 1987. All too often nobody wanted to talk or hear about what our elders had endured in that environment and the devastating effects it would have on us. Luckily the movie "*Where the Spirit Lives 1989*" came out on CBC to raise awareness to what had happened to them. I feel that help lead to Indigenous based social organizations and healing programs which helped to jump start the reconciliation process which would still take decades.

1987 Canada was in the process of negotiating the *Meech Lake Accord*. Once again Indigenous leaders were left out of the discussion. In 1990 during ratification Elijah Harper raised an eagle feather and began a filibuster which prevented the assembly from adopting the required motion to be ratified. He went on to say,

*"Well I was opposed to the Meech Lake Accord because we weren't included in the Constitution. We were to recognize Quebec as a distinct society, whereas we as Aboriginal people were completely left out. We were the First Peoples here - First Nations of Canada - we were the ones that made treaties with the settlers that came from Europe. These settler people and their governments didn't recognize us as a Nation, as a government and that is why we opposed the Meech Lake Accord."*

We had the Oka crisis in 1990 which started a nation wide awakening of our indigenous people with protests across Canada to say "**Enough!**" The event brought the media into our world for the 1<sup>st</sup> time to see the huge disparity between us in our own lands and the rest of Canada. How we didn't have the fancy things like running water a decent home and overcrowding. Often the water plant was the size of a small shed with a pump. Housing on the reserves was overcrowded and substandard lacking indoor bathrooms. One summer as a kids we lived at the powwow grounds because of lack of housing until it got to cold. Then we all lived with my great grandmother in her house. Over 12 of us in a house with only 1 bathroom not bigger than 1000

sqf. with a basement. All with Canada's largest gold deposit less the 40 minutes away from our community.

Then the focus was on getting the laws changed so that we could have economic benefits and development on our lands. *It stated with the Supreme Court ruling in 1999, the court of appeal heard the Marshall case. The court of appeal indicated that the trial judge had made an error in law and, therefore, overturned the decision. The appeal Judge Justice Binnie stated that the trial judge's error was in not focusing attention on the Maliseet–British treaty of 1 February 1760.*

Then in 2004 we had the Supreme court ruling in the **Haida Nation v British Columbia (Minister of Forests)**, [2004] 3 S.C.R. 511 is the leading decision of the [Supreme Court of Canada](#) on the Crown duty to consult Aboriginal groups prior to exploiting lands to which they may have claims.

So when I say that, "We grew up angry, got educated and became the leaders that we would have wanted growing up." It's not to say that our past leaders were incompetent or lacked caring for our people. They lacked the Laws and modern day tools that we take for granted each day like the internet to do research and social media to expand our collective knowledge and message. This saves a community a lot in legal fees alone.

Their fight was for our legal rights and case law. Today's generation fight is for a better share of the economic benefits of our resources and careers instead of a few token jobs that end after a project is done.

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**From:** [REDACTED]  
**Sent:** Wednesday, December 18, 2019 9:12 PM  
**To:** info@martenfallsaccessroad.ca; [REDACTED]  
**Subject:** Access Road  
**Attachments:** All Season Community Access Road.docx

Boozhoo

Here is my feedback. Is this considered as being "consulted" when we answer this? Let it be known this is a notice to the federal, provincial, and corporate entities that this comes from an Anishinaabay entity.

Meegwaych

[REDACTED]  
Matawa Member

## All Season Community Access Road

### Marten Falls Nation

Why now? The economic benefits from our ancestral lands consist of valuable minerals that mining corporations want. They are already saying they own the minerals and are already doing mineral surveys and studies. There is a trillion dollars' worth of minerals in our Treaty 9 territory. We have chromite just north of Marten Falls and just 300 km northwest of us there is uranium.

These two elements make nuclear energy. In other countries one country will have chromite while another country will have uranium. One country will need to pay for the element needed for nuclear energy through their teeth. This is the only place on the planet that these two elements are this close. Canada and Ontario want these elements to be mined so they will get the financial benefits through taxes and permits.

Our Anishinaabay communities will be invaded by low paid immigrants to mine the minerals and our communities will become Ontario communities. Why do we have poor housing conditions? Why do we have poor drinking water? Why do we have a high rate of suicide? We have this vast amount of economic potential for our nations and we can't mine it ourselves? We can do it in a sacred manner. We can ask for investors from all over the world and have to follow our own plans and our own Anishinaabay laws. This will be our own Anishinaabay framework that no one will rip up.

Let it be known that I and with all my relations (past, present and the future) were, are, and will be Anishinaabay landowners of Treaty 9 territory. As an ancestral land owner I want the road access to be monitored by us and I want it to be owned by us. I want total control held by us Anishinaabayg of Treaty 9.

We want to have funds from our minerals as collateral to start the study on social, economic, health, educational, spiritual, and political assessment that will change our way of life forever. The whole process will need to be done in our language as we all know we can only tell the truth when the Anishinaabaymowin is used.

We can have the road but we have to have total control of access into our territory.

Meegwaych

██████████

Matawa Member

Noo-pih-meeng May-in-gun

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**From:** [REDACTED]  
**Sent:** Monday, December 30, 2019 9:00 PM  
**To:** [REDACTED]  
**Subject:** Ring of Fire Consultation: Road Access

Boozhoo

The federal, provincial governments along with the mining corporations and all the non-native economic development businesses are already planning their bounty from all our natural resources. I believe we can do all of the economic development ourselves and keep the benefits that will go back into our Anishinaabay communities in Treaty #9. How else are we going to keep our beautiful ancestral lands and waters healthy?

Here are a few newspaper articles to read and discuss. They cover the facts that the whole consultation system is a sham as the federal government and the province have already made plans to go ahead with the mining and the road access. Financial deals are already made with investors that are outside our Anishinaabay territory. Other First Nations out west are going through this but we don't consult with them to see how we can work together to figure this economic development. In another story I read it says we are thought of as inferior and we can't do this ourselves. Yeah right! Of course we can, we are Anishinaabayg! Let's get together and figure this out the Anishinaabay way. We need a huge Anishinaabay gathering in our territory! Here are the articles to read and discuss:

<https://www.canada.ca/en/impact-assessment-agency/services/public-participation/participant-funding-application-environmental-assessment.html>

<https://ringoffirenews.wordpress.com/>

[https://thetyee.ca/Analysis/2019/12/19/TMX-Pipeline-Hearing/?fbclid=IwAR0nFd2n\\_4BCWHnOKH-uTiqhmSn-mFCvb561ZhJu8x0I9oRiKYphLTRCy-g](https://thetyee.ca/Analysis/2019/12/19/TMX-Pipeline-Hearing/?fbclid=IwAR0nFd2n_4BCWHnOKH-uTiqhmSn-mFCvb561ZhJu8x0I9oRiKYphLTRCy-g)

Neen

[REDACTED]  
Matawa Member

---

**From:** [REDACTED]  
**Sent:** Monday, January 6, 2020 2:30 PM  
**To:** info@martenfallsaccessroad.ca  
**Subject:** Road Funding Idea

Hello Marten Falls,

The other day I was thinking of the situation in Martin Falls and the many needs for the access road. It seems ridiculous to me that the Prov and Fed Gov's cannot get this project underway in a respectful manner that meets the needs of all concerned . I thought "if only there was a way to kick start this thing". Then it hit me. What about a privately sourced fund dedicated to providing schooling, medical assistance, employment and most of all year round access to Marten Falls. I don't imagine that the entire cost be covered, however an intelligent, caring and much needed media campaign would help get the ball rolling. If there is some significant donation, the Prov and Fed Gov's would have to take notice. There has been community/charity pages set up on Gofundme.com in the past and some have been quite successful. If successful, this could be the early injection you need to get this ball rolling. Here is the link for your consideration.  
[https://ca.gofundme.com/?utm\\_source=google&utm\\_medium=cpc&utm\\_campaign=GoFundMe\\_CA\\_EN\\_BMM&utm\\_content=gofundme%20account&utm\\_term=%2Bgofundme%20%2Baccount\\_b\\_c\\_&gclid=CjwKCAiA0svwBRBhEiwAHqKjFp\\_vKclBuT-AszPp\\_12BZaTrkP2kvbGAwdyAm9vsf-OgUcLqx1RsA5RoCohMQAvD\\_BwE](https://ca.gofundme.com/?utm_source=google&utm_medium=cpc&utm_campaign=GoFundMe_CA_EN_BMM&utm_content=gofundme%20account&utm_term=%2Bgofundme%20%2Baccount_b_c_&gclid=CjwKCAiA0svwBRBhEiwAHqKjFp_vKclBuT-AszPp_12BZaTrkP2kvbGAwdyAm9vsf-OgUcLqx1RsA5RoCohMQAvD_BwE)

I will be reading the latest updates as I always do and hope your project comes to fruition as soon as possible.

Warmest regards;

[REDACTED]

---

**From:**

**Sent:**

**To:**

[REDACTED]  
Sunday, January 12, 2020 4:17 PM

**Subject:**

**Attachments:**

Marten Falls Community Access Road Project  
Marten Falls Community Access Road Project.docx

Boozhoo Ka-kih-na

Here is my impact statement about the road project into our Anishinaabay territory. Let it be known that the whole Anishinaabay Nation will be involved in this "project".  
Pass this on and share.

Meegwaych

[REDACTED]  
Anishinaabay Nation

**Marten Falls Community Access Road Project**

**Sun. Jan.-12-20**

**Matawa Member:** [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

My feedback on specific factors to be addressed for environmental studies and how the public should be engaged during the process:

- Anishinaabay ancestral land owners to be impacted. These lands are owned by Anishinaabay way before the Ministry of Natural Resources designated them as “traplines”. Us ancestral land owners will be in charge of the process
- Land and water rights will be issued by us Anishinaabayg as they are in our Anishinaabay Pah-git-tin-nih-gay-win-nun (LAWS)
- Anishinaabayg to get funds now and placed in a heritage fund to be used later to repair the mining damage to the lands and water
- It is said by the road will be shared with industry so this means we can use the road and we will benefit financially from the road. The industry will share its profits with us 50/50
- Noront Resources is the largest claimholder but the Anishinaabayg are the largest rightful land holders
- The Impact Assessment Agency of Canada (formerly known as the Canadian Environment Assessment Agency) has invited feedback but why should we trust our feedback is going to matter as this present agency will eventually change its name to make these comments useless when their name changes again
- Public engagement is the whole Anishinaabay Nation to give its consent on how we move forward in our own terms in our own language

A-mee-way-tih pin-na-maa

[REDACTED]

Matawa Member

---

**From:**

**Sent:**

**To:**

[REDACTED]  
Monday, January 13, 2020 10:32 PM

**Subject:**

[REDACTED]  
Hole in the Ground

<https://www.timminspress.com/news/local-news/court-sides-with-environmental-groups-in-ongoing-de-beers-lawsuit>

This is what is going to happen to our lands with mining in our territory. This is why we demand our full leadership in how we mine our natural resources. Who ever we let do the mining let it be known that they can't leave our land in this condition. If the are serious and say this will not happen then we demand 5 billion dollars up front to be set aside in a Swiss bank account and not be used until it's time for a clean up or just leave the minerals in the ground! Study and discuss this lawsuit!

This is what we need to discuss and have Anishinaabayg lead the process with real political power that is in our language.

A-pah-chi-too-taa A-nish-naa-bay-moh-win chi min-noh-say-yung!

[REDACTED]  
Anishinaabay Nation

---

**From:**

**Sent:**

**To:**

[REDACTED]  
Sunday, January 19, 2020 8:30 AM

**Subject:**

[REDACTED]  
Ring of Fire Road Access Project

Boozhoo

A-nish-naa-bay Pah-git-tin-nih-gay-win-nun Nih-a-bah-chi-toon

I am using the Anishinaabay Laws within this access road project. If the Anishinaabay language is not used in this project then our truths will not be used making the road access project unlawful.

Our ancestral lands will be used to make the access road but you don't have the exact locations of our burial sites in our territory. Our ancestors will be destroyed in their resting places.

Our Northern Clan Mothers have not been heard yet!

[REDACTED]  
Anishinaabay Nation

---

**From:** BAYVIEW MOORE <[REDACTED]>  
**Sent:** Monday, January 20, 2020 11:21 AM  
**To:** info@martenfallsaccessroad.ca  
**Subject:** access road info

came across this....

## 1. PROPOSED FIRST NATION EQUAL PARTNER – SOUTHERN ALTERNATE EAST WEST ALL-SEASON ROAD SYSTEM



The GreenForest Management Road Study

“We went to the forestry guys and the First Nations and asked them where do you want a road and where can you build one.”

“Our route is about one-third of the price and goes where the First Nations think it should go and where the forestry guys say they can build it.” said KWG Resources CEO Frank Smeenk.

– Sudbury Mining Solution 12/01/2014

As part of efforts to develop the mineral potential in Northern Ontario’s Ring of Fire and to allow for safe road-based access to northern First Nation communities, KWG Resources Inc. retained GreenForest Management Inc. (GFMI) to conduct [\(Click here\) a preliminary scoping exercise to locate an all-weather access road corridor and provide an associated cost projection.](#) This scoping exercise focused on the location of the most cost effective, feasible and efficient location of all-weather roads in the project area.

**Projected Cost (\$ millions) of Primary All-Weather West to East Road to the Ring of Fire**

Road Section / Route	Distance (km)	Construction Cost Range	
		Low	High
Section A-B	218	\$ 27.5	\$ 41.1
Section B-C	86	\$ 16.1	\$ 18.8
Total Route A-B-C - Excluding Attawapiskat R. Bridge	304	\$ 43.6	\$ 59.9
<b>Total Route A-B-C - Including Attawapiskat R. Bridge</b>	<b>304</b>	<b>\$ 83.6</b>	<b>\$ 99.9</b>

**Projected Cost (\$ millions) for Potential All-Weather Access Roads to the Communities**

Road Section / Route	Distance (km)	Construction Cost Range (\$M)	
		Low	High
E1 - Eabametoong First Nation	13	\$ 1.5	\$ 2.1
N1 - Neskantaga First Nation	39	\$ 4.9	\$ 6.1
W1 - Webequie First Nation	90	\$ 39.2	\$ 44.8
W2 - Webequie First Nation	92	\$ 21.6	\$ 27.4
W3 - Webequie First Nation	60	\$ 14.0	\$ 17.8
M1 - Marten Falls First Nation	71	\$ 15.7	\$ 20.1

GreenForest Management Inc., a company with experience building logging roads, put the price to access the Ring of Fire chromite deposits between \$83.6-million to \$99.9-million, connecting the proposed First Nation & KWG owned and operated north-south rail line with an existing road near Pickle Lake, about 305 kilometres west.

Trunk roads to four reserves, Eabametoong First Nation (Fort Hope), Neskantaga First Nation (Lansdowne House), Webequie First Nation and Marten Falls First Nation (Ogoki Post), would add another \$36.1 million to \$73.1 million (depending on which route to Webequie First Nation is selected).

In total, to connect the four area First Nations to the alternative all-weather east-west road system and to access the deposits would cost \$173-million instead of \$559-million.

KWG Resources alternative road study notes that additional trunk roads to connect Nibinamik, Kingfisher, and Wunnumin Lake are also feasible but required further research for construction budgeting purposes.

Ring of Fire infrastructure corridor development should be;

- planned for the long-term from the very beginning
- environmentally and economically sustainable for entire region
- beneficial and acceptable to the local affected communities

Name: [REDACTED]

Email: [REDACTED]

Comment or Message:

A big concern to the remote tourism industry would be that all current road restrictions remain in place. This road should not become a public road, if the road was to become public it would have detrimental affects on remote tourism operations where fly-in access is required. Example is the current no access restriction at the terrier Causeway. We would ask that these restrictions remain in place to protect the tourism industry.

Would you like to sign-up for our mailing list? Yes

Mon, January 20, 2020 3:39 pm

---

**From:** [REDACTED]  
**Sent:** Tuesday, February 18, 2020 3:47 PM  
**To:** info@martenfallsaccessroad.ca  
**Subject:** Interest in work on supply road  
**Attachments:** LH Crane line up & services.pdf; crane & operator letter.pdf

Good Afternoon

LH Crane & LH North would be interested in being involved in areas of the construction of the supply road when it is ready to proceed.

Do you have any knowledge as to a possible start date of the project.

LH Crane is our crane service division and I have attached info on it.

LH North is our heavy civil construction division and information regarding this division can be found at [www.lhnorth.com](http://www.lhnorth.com)

Feel free to contact me at any time to discuss the project and how we can be involved.

Regards



[REDACTED]  
Business Deve  
4 Cooper Roac  
Rosslyn, ON P

**From:** [REDACTED]  
**Sent:** Thursday, February 27, 2020 4:38 PM  
**To:** info@martenfallsaccessroad.ca; info@webequie.ca  
**Subject:** Road Project EA/IA Fact Sheet  
**Attachments:** 200211\_RoadEA\_FactSheet\_Final.pdf

Hello,

Please find attached a fact sheet that we have created to explain the Road Project Environmental/Impact Assessments at our community outreach events. We welcome any feedback/edits/advice you may have to further improve the content moving forward.

Thank you so much for your review and guidance as we strive to create approachable and informative materials,

[REDACTED]  
[REDACTED]  
Environmental Services Coordinator <P ALN7Δ° ΛJΔΓ9Δα° bααbfD>  
[Four Rivers Environmental Services Group](#) σ▷ ΓΛ°b <P ALN7Δ° ΔΓ"Δ▽Δ° ΔαΡαβα°  
Matawa First Nations Management LC< CJPΔα° ▷PLΔ°  
233 Court Street South 2<sup>nd</sup> Floor, Thunder Bay, ON, P7B 2X9

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## How do you do an Environmental/Impact Assessment?

The Government of Canada's Impact Assessment Act outlines the details of how a federal Impact Assessment (IA) is completed. They are overseen by the Impact Assessment Agency of Canada (IAAC), which is part of Environment & Climate Change Canada. More information: [www.canada.ca/IAAC](http://www.canada.ca/IAAC).

The Province of Ontario's Environmental Assessment Act outlines the details of how a provincial Environmental Assessment (EA) is completed. They are overseen by the EA & Approvals Branch of the Ministry of Environment, Conservation & Parks. More information: [www.ontario.ca/page/environmental-assessments](http://www.ontario.ca/page/environmental-assessments).

While the requirements in provincial EAs and federal IAs are not the same, efforts are made to harmonize the processes and there are **similar steps common to all EA/IAs**:



- All EA/IAs start with the proponent sharing their Project Description with the government and interested groups. Government regulators determine if an EA/IA is required, as well as the type of assessment.
- A plan is then put together outlining what needs to be studied (provincial: Terms of Reference; federal: Tailored Impact Statement Guidelines). Government then approves/adjusts the plans as needed.
- Following the approved plan, the proponent assesses the potential effects of the project by collecting baseline data in the field (on the land, water, fish, birds...) and in communities (on traditional land use, valued areas, health, infrastructure...) to determine the current state of the environment. They then examine how the project could interact with the environment (+ and -) and identify options to adjust the project to enhance or decrease the effects. The final impacts of the project are discussed in relation to how significant/large they will be.
- The results of the EA/IA are presented in written reports, presenting the assessment process and conclusions.
- The federal and provincial governments review the EA/IA reports, including feedback received from communities and the public, and issue a 'decision statement' outlining if/how the project can proceed (including terms or conditions of approval).
- After the project EA/IA has been approved, follow-up programs are implemented to confirm that the predicted impacts were accurate, and to detect any unanticipated impacts requiring further project adjustments. Government enforcement measures are often included to ensure compliance.

Community participation and engagement is included throughout the EA/IA processes to ensure that the assessments are accurate and inclusive of everything and everyone. **Your involvement is key!**

**Questions?**  
 Email: [info@fourrivers.group](mailto:info@fourrivers.group)  
 Phone: 807-285-9400



# Road Project Environmental & Impact Assessments

*In the face of unprecedented environmental changes from proposed industrial and infrastructure developments, as well as an unpredictably changing climate, how do we ensure the lands and waters are protected for future generations?*

Every major project has to go through some form of Environmental Assessment (EA) and/or Impact Assessment (IA) process before the project begins. **EA/IAs are planning and decision-making tools** to assess and predict the environmental impacts of a proposed project, so that the project can be adjusted to enhance the positive effects and decrease the negative impacts.

An EA/IA **examines the interactions between a proposed project and aspects of the environmental, health, social and economic conditions that are important to you and your community.** It includes everything surrounding us (birds, bees, land, water, plants, air...), as well as the people and our interactions with our surroundings (our communities, businesses, our health and well-being, how we use the land...).

## Environmental Assessment (EA)/Impact Assessment (IA) Processes

EA/IAs are part of government regulatory processes (provincial and federal), which means that there are extensive rules outlining how the assessments are done. An EA/IA leads to a decision on if/how a large project can go ahead, with enforceable mitigation and monitoring requirements, and are often the first step of government approval before they issue the multiple permits required for construction.

The EA/IA process is also a vital planning tool for the proponent (i.e. group/company proposing the project), so they will often start their EA/IA process early in their project planning to get feedback and guidance from everyone potentially affected by the project.

**The goal of every EA/IA is to protect the environment for future generations.**

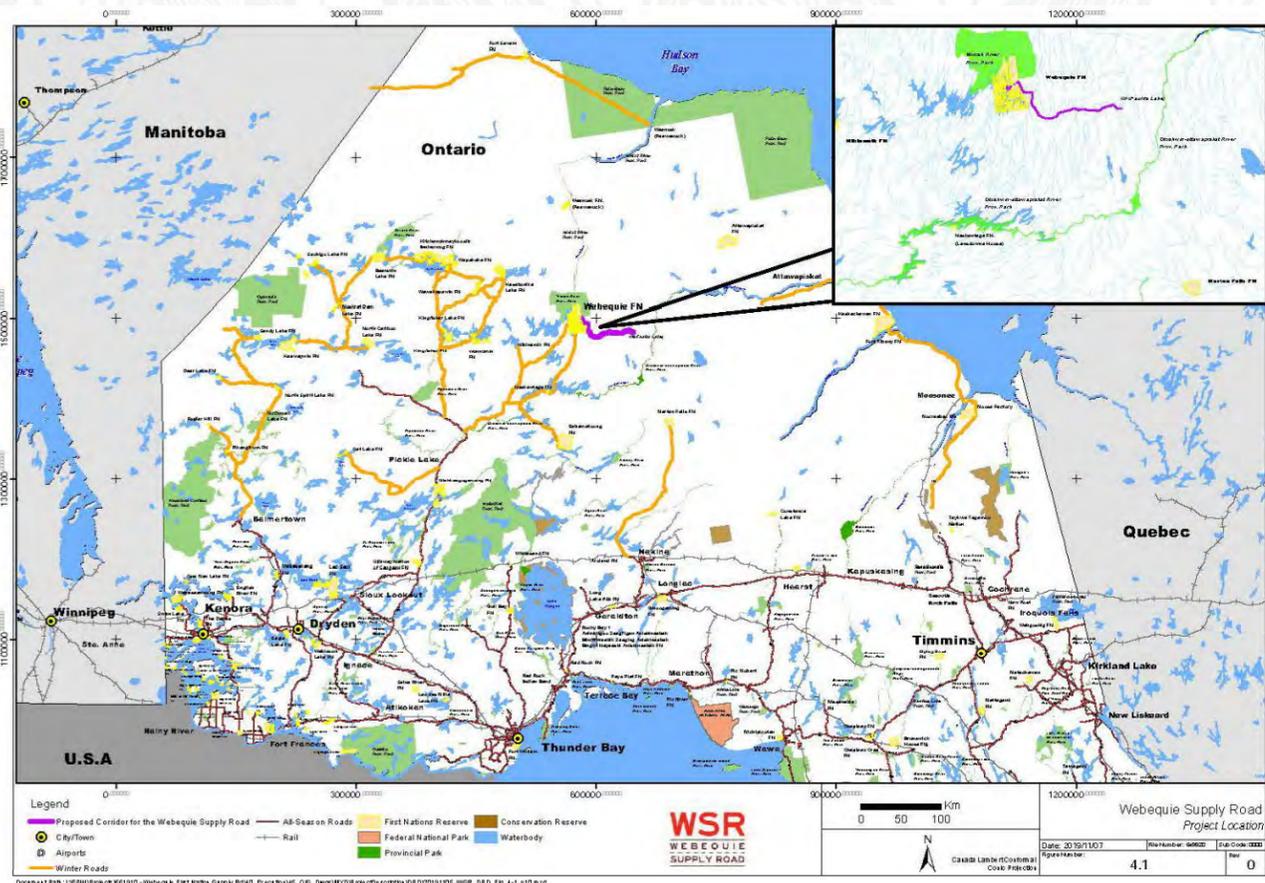


# Webequie Supply Road Project

Webequie First Nation proposes to construct a permanent 107 km all-season road from the Webequie Airport (just south of the community) to the McFaulds Lake area (in the Ring of Fire).

The purpose of the proposed road is to realize opportunities to improve Webequie First Nation's (WFN) economic and social well-being through a connection to existing mineral exploration and potential future mining activities in the Ring of Fire. WFN is a remote community (only connected to the provincial highway system seasonally through a winter road) with no road connection to the Ring of Fire. The two-lane, gravel surface all-season road would accommodate a range of traffic types to move materials, supplies, equipment and people from WFN to the McFaulds Lake area. It will have a 35 m right of way, and the first 17 km of the road are within WFN reserve lands.

Road construction will take 3-4 years, and will include culverts, bridges (three major waterbody crossings at the Muketei River, Winiskis Channel and Winisk Lake), permanent access roads to aggregate sources, borrow pits and temporary infrastructure (camps, access trails...). It is expected that there will ultimately be an all-season road connection between the McFaulds Lake area and the provincial highway system, however this is outside of the scope of the project. Road uses and access controls will be determined between WFN and Ontario, especially for the on-reserve portion of the road and if/when the road is connected to the provincial highway network.



The Webequie Supply Road project is undergoing both a provincial Environmental Assessment and a federal Impact Assessment process.

For more information on the project, please visit the following:  
 The proponent's project page: [www.supplyroad.ca](http://www.supplyroad.ca)  
 Project provincial EA page: [www.ontario.ca/page/webequie-supply-road-project](http://www.ontario.ca/page/webequie-supply-road-project)  
 Project federal IA page: [www.ceaa-acee.gc.ca/050/evaluations/proj/80183?culture=en-CA](http://www.ceaa-acee.gc.ca/050/evaluations/proj/80183?culture=en-CA)

The above information was sourced from the listed websites and associated project documents..

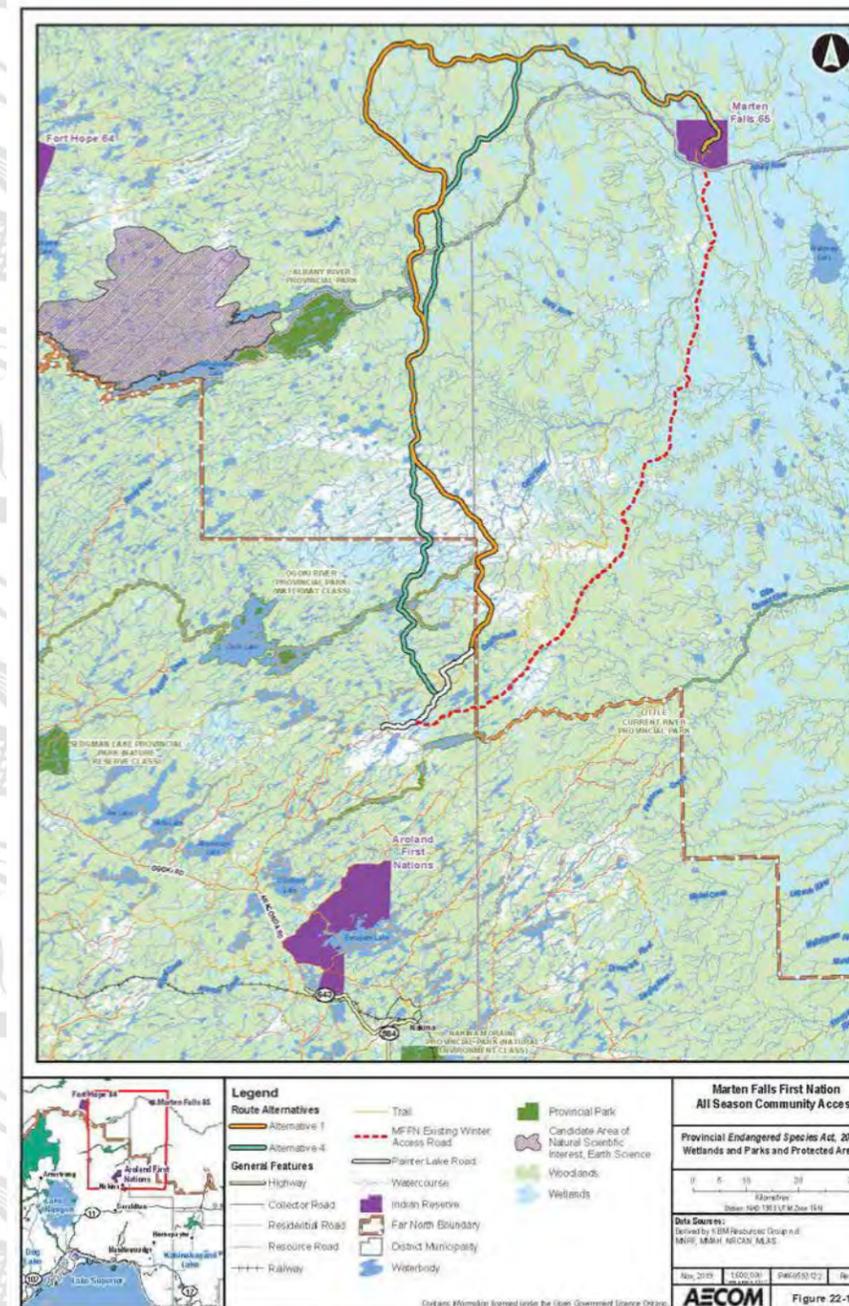


# Marten Falls Community Access Road Project

Marten Falls First Nation proposes to construct a permanent 190 to 230 km all-season road connecting the community to the northern end of Painter Lake Road (just north of Aroland First Nation).

The purpose of the proposed road is to provide reliable all-season multi-purpose ground access between Marten Falls First Nation (MFFN) and the provincial highway network. MFFN is a remote community (accessible via air or winter road), which has been experiencing a much less reliable winter road in recent years (due to climate change and other factors). The two-lane, gravel surface all-season road would increase travel safety, reduce the price of food, fuel and supplies, and provide future economic development opportunities for the community. It will have a 100 m right of way (cleared to a width of 60 m), be built for commercial/industrial use, and will take 3 years to construct. The new all-season road will connect to the current Painter Lake Road; improvements on this forestry road are expected to be completed by Aroland First Nation.

The road will include borrow areas, temporary access roads/crossings, temporary work areas and up to four camps (more details will be available once the final route is decided). While there are ongoing discussions and studies related to roads leading to the Ring of Fire, the location, timing, ownership, funding and feasibility of those potential future roads are all unknown and are outside of the scope of this project. Negotiations between MFFN and Ontario regarding who will be responsible for the construction, operation & maintenance of the road are ongoing.



The Marten Falls Community Access Road project is undergoing both a provincial Environmental Assessment and a federal Impact Assessment process.

For more information on the project, please visit the following:  
 The proponent's project page: [www.martenfallsaccessroad.ca](http://www.martenfallsaccessroad.ca)  
 Project provincial EA page: [www.ontario.ca/page/marten-falls-community-access-road-project](http://www.ontario.ca/page/marten-falls-community-access-road-project)  
 Project federal IA page: [www.ceaa-acee.gc.ca/050/evaluations/proj/80184?culture=en-CA](http://www.ceaa-acee.gc.ca/050/evaluations/proj/80184?culture=en-CA)

The above information was sourced from the listed websites and associated project documents.



**From:** [REDACTED]  
**Sent:** Wednesday, April 15, 2020  
**To:** info@martenfallsaccessroad.ca  
**Subject:** Suspension of EA processes on MFCAR

Dear MFFN project team,

I am writing to urge you to suspend all work and consultations on the MFCAR project until the COVID-19 state of emergency is resolved. I have just received notice that the IAAC is suspending the work towards a Regional Assessment in light of the evolving situation, which seems to me the only viable decision. It is simply not possible to expect people to participate by "online methods and conference calls" as suggested in your recent newsletter. The consultations will not meet the legal standard expected of a proponent if they are allowed to continue at this time, people are simply too occupied to be able to direct meaningful attention to this. It does not make sense to move forward which will only invite litigation that may necessitate a return to earlier steps in the process later.

I urge you to exercise good judgment and take the responsible decision in this exceptional moment, which is to suspend all work.

Sincerely,

[REDACTED]

-----

[REDACTED]

York Research Chair in Environmental Law  
& Justice in the Green Economy Associate Professor  
Osgoode Hall Law School and the Faculty of Environmental Studies  
York University | 4700 Keele St | Toronto, ON | M3J 1P3  
Treaty Lands and Territory of the Mississaugas of the New Credit First  
Nation and the Dish with One Spoon Wampum

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Thursday, July 23, 2020 2:47 PM  
**To:** info@martenfallsaccessroad.ca  
**Cc:** [REDACTED]  
**Subject:** RE: Marten Falls Community Access Road  
**Attachments:** Appendix 1\_Resources\_WCSCanada.docx

Hello,

Thanks for getting back to us. Please note my telephone number has now changed from our initial outreach on the project. You can reach me at [REDACTED]

There are a number of WCS Canada resources around species research and cumulative effects modeling that could be useful for the MFFN Planning Team and these are easily accessed through our website as Story Maps, Reports, and Peer-Reviewed Publications (<https://www.wcscanada.org/Resources12.aspx>). I've also attached a document with a more comprehensive list of materials. that are easily accessed on our website

The Story Maps provide a good overview of our work in visual way, highlighting research, available data, and map products and spatial tools. They can be found here: <https://www.wcscanada.org/Maps.aspx>

The more relevant reports and publications include:

- [GETTING IT RIGHT IN ONTARIO'S FAR NORTH- THE NEED FOR A REGIONAL STRATEGIC ENVIRONMENTAL ASSESSMENT IN THE RING OF FIRE \(WAWANGAJING\)](#)
- [ASSESSING THE POTENTIAL CUMULATIVE IMPACTS OF LAND USE AND CLIMATE CHANGE ON FRESHWATER FISH IN NORTHERN ONTARIO](#)
- [A FORK IN THE ROAD, FUTURE DEVELOPMENT IN ONTARIO'S FAR NORTH](#)

Bowman, J. Ray, J.C. , Magoun, A.J., Johnson, D.S. and Dawson, F.N. 2010. [Roads, logging, and the large mammal community of an eastern Canadian boreal forest](#), Canadian Journal of Zoology 88: 454-467.

Poley, L. G., Pond, B. A., Schaefer, J. A., Brown, G. S., Ray, J. C., & Johnson, D. S. (2014). [Occupancy patterns of large mammals in the Far North of Ontario under imperfect detection and spatial autocorrelation](#). Journal of Biogeography, 41(1), 122-132. <https://doi.org/https://doi.org/10.1111/jbi.12200>

Ray, J. C., Poley, L. G., Magoun, A. J., Chetkiewicz, C.-L. B., Meg Southee, F., Neil Dawson, F., & Chenier, C. (2018). [Modelling broad-scale wolverine occupancy in a remote boreal region using multi-year aerial survey data](#). Journal of Biogeography, 00, 1-12. <https://doi.org/https://doi.org/10.1111/jbi.13240>

Scrafford, M.A. and Boyce, M.S. 2018. [Temporal patterns of wolverine \(Gulo gulo luscus\) foraging in the boreal forest](#), Journal of Mammalogy 99(3): 693-701.

Scrafford, M.A., Avgar, T., Heeres, R. and Boyce, M.S. 2018. [Roads elicit negative movement and habitat-selection responses by wolverines \(Gulo gulo luscus\)](#), Behavioural Ecology 29(3): 534-542.

We are happy to discuss any of this material and would welcome an opportunity to consider how best to share this information with the MFFN Planning Team (e.g., a presentation and Q&A session). Please let us know what may be most useful for you at this stage of the environmental assessment.

Please do add myself and Dr. O'Connor to your mailing list.

Warm Regards,

[REDACTED]



[REDACTED]  
**Conservation Scientist**  
Wildlife Conservation Society (WCS) Canada  
[REDACTED]  
[REDACTED]

-