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A1.1 July 2024 E-Blast





MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

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Marten Falls First Nation (MFFN) Community Access Road

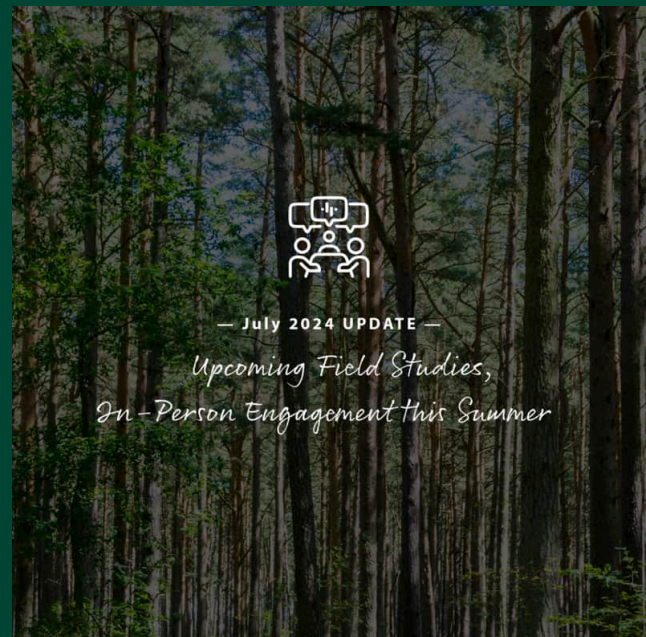
July E-Blast 2024

Current and upcoming activities

Welcome to the Marten Falls First Nation (MFFN) Community Access Road July 2024 E-Blast with updates on current and upcoming activities.

This E-Blast features:

- **Upcoming Field Studies**
- **In-Person Engagement this Summer**
- **Connect with the Team**



Summer 2024 Field Studies

To kick off the summer, the MFFN Community Access Road will be completing field studies on the Geotechnical Investigation, and Groundwater and Geochemistry, Programs.

Geotechnical Investigations

Field crews will conduct geotechnical investigations of aggregate sites and water crossings along the proposed route for the Community Access Road. This work will be undertaken in three phases:

Groundwater and Geochemistry Program

This program will continue into the summer season. Water samples will be collected from monitoring wells along the proposed route alternatives; these are important for evaluating groundwater health in the area. Groundwater

Phase 1 – From July 19 – 21, 2024, helicopter fly-overs were used to assess aggregate sites and water crossings, and to accurately locate test hole locations and gather information related to permit applications.

Phase 2 – the fall geotechnical work is expected to begin mid-September 2024 and completed by the end of October 2024.

Phase 3 – remaining investigations related to aggregate sites and water crossings will continue in the Spring of 2025.

samples are tested for things like minerals, dissolved metals, volatile compounds and radiological content.

The groundwater program is expected to begin on August 8, 2024, and be completed by August 16, 2024.

If you are located in the study area, you may notice an increase in air traffic as the sampling sites will be accessed by helicopter. Crews may need to remove naturally fallen trees or branches from existing helipad sites to allow safe helicopter access.

For full details on this field program, please find the notice here: https://www.martenfallsaccessroad.ca/wp-content/uploads/2024/07/SummerFieldNotice_July2024.pdf



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In-Community Engagement Activities



The MFFN Community Access Road Project Team hit the road this past month, hosting in-Community meetings in MFFN and Aroland First Nation and in Thunder Bay to provide updates on the Community Access Road and discuss the technically preferred route recommendation. Click [here](#) to watch the video!

Community members had the opportunity to review and share their input and feedback on the final technically preferred route recommendation, existing conditions reports and cumulative effects, as well as receive updates on the schedule and submission of the Draft EA / IS.

A big thank you to everyone who came out to speak with us. If your community would like to learn more about the road, please contact us.

Watch for upcoming announcements regarding Public Information Centre #6 taking place in September!

Follow us on social media!

We are now on [Facebook](#), [LinkedIn](#) and [Instagram](#)! Follow us to stay up to date on the Community Access Road.

Please contact us at any time with questions or comments, or to schedule a meeting. Meetings can be arranged in-person in any community, in the Thunder Bay area, or online. We want to hear what you have to say!

Questions or comments? Contact us at 1-800-764-9114 or info@martenfallsaccessroad.ca.



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A1.2 August 2024 E-Blast





Marten Falls First Nation (MFFN) Community Access Road

August E-Blast 2024

Current and upcoming activities

Welcome to the Marten Falls First Nation (MFFN) Community Access Road August 2024 E-Blast with updates on current and upcoming activities.

This E-Blast features:

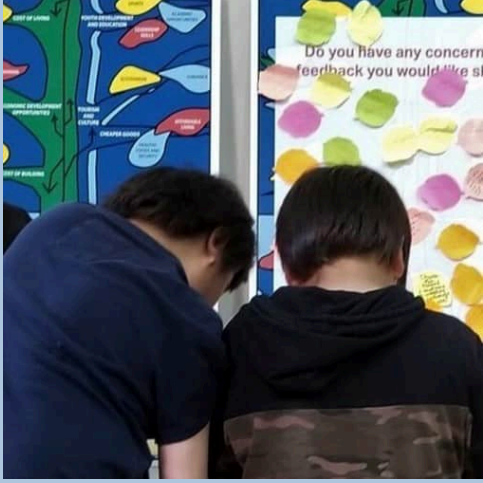
- [The Draft EA / IS](#)
- [MFFN in the News](#)
- [Powwow Weekend in MFFN](#)
- [Completion of Summer Field Programs](#)
- [Coming Soon: Fall Public Information Centres](#)
- [Connect with the Team](#)



What you Need to Know about the Draft EA / IS

Are you ready? The MFFN Community Access Road will be circulating the Draft Environmental Assessment / Impact Statement (Draft EA / IS) in late Fall 2024.

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



Input on the Draft EA / IS - including on specific technical documents, proposed impact management and follow up measures, cumulative effects assessment, EA / IS conclusions, and confirmation that input was captured appropriately - will help us prepare the Final EA / IS.

Updates and information to help you prepare for the circulation of the Draft EA / IS will be shared shortly. We encourage you to reach out to us at 1-800-764-9114 or info@martenfallsaccessroad.ca with any questions you might have.

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MFFN in the News: Recent Updates to the Affordable Housing Fund

On August 1, 2024, the federal government announced more than \$84 million in contributions and low-cost loans through the Affordable Housing Fund (AHF). This money will go towards building and repairing 4,966 homes in Northern Ontario, many of which will be in Indigenous communities.

The projects receiving funding under the AHF include Marten Falls First Nation Repair and represents a positive step towards improving the quality of life for community members.

To read more about this recent announcement, click the link here:

<https://www.cmhc-schl.gc.ca/media-newsroom/news-releases/2024/canada-helps-build-more-homes-faster-ontario>



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Powwow Weekend in Marten Falls

Marten Falls First Nation powwow is held annually, bringing the community together. The powwow took place August 23-25, 2024, and is a time when Community members reconnect with their traditions, ceremonies and culture.

As the drum echoes through the community and the dancers gather, people come together to share laughter, festivities and food including traditional bannock and fresh fish prepared by a Community member as well as meal provided by the Band Office.

With the summer powwow season ending, MFFN is looking forward to Fall Hunting Week!



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Summer Field Programs are Complete

The MFFN Community Access Road Summer Field Programs are complete for the season! The summer groundwater monitoring was completed on August 15, 2024.

Groundwater crews will once again be in the field collecting samples in Fall 2024 - stay tuned for updates!

If you are interested in groundwater and geochemistry, or physiography, terrain, and soils, you can view [webinars recordings](#) and [videos](#) about each on our website.



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Coming Soon: Fall Public Information Centres

Watch for upcoming opportunities to engage with the Community Access Road Project Team this fall in Thunder Bay and Geraldton. We look forward to seeing you soon!



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Connect with the team!

We are now on [Facebook](#), [LinkedIn](#) and [Instagram](#)! Follow us to stay up to date on the Community Access Road.

Please contact us at any time with questions or comments, or to schedule a meeting. Meetings can be arranged in-person in any community, in the Thunder Bay area, or online. We want to hear what you have to say!

Questions or comments? Contact us at 1-800-764-9114 or info@martenfallsaccessroad.ca.



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A1.3 September 2024 E-Blast





Marten Falls First Nation (MFFN) Community Access Road

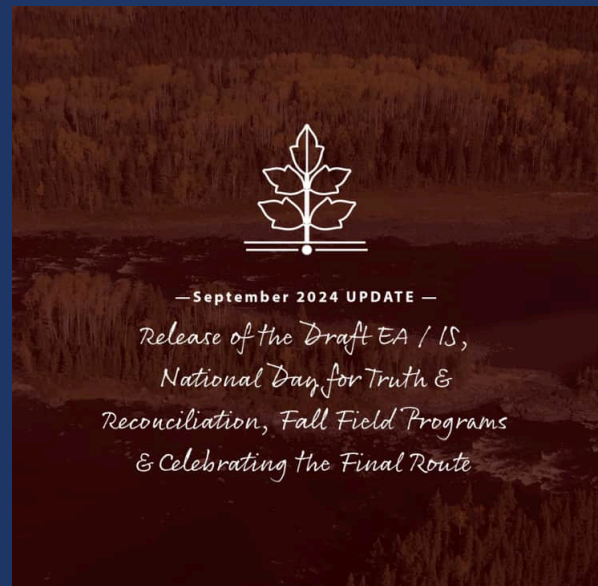
September E-Blast 2024

Current and upcoming activities

Welcome to the Marten Falls First Nation (MFFN) Community Access Road September 2024 E-Blast with updates on current and upcoming activities.

This E-Blast features:

- Release of the Draft EA / IS to Indigenous Communities
- National Day for Truth & Reconciliation
- MFFN in the News
- Fall Field Programs
- Celebrating the Final Route
- Connect with the Team!



Release of the Draft EA / IS to Indigenous Communities

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

A letter has been provided to Indigenous communities outlining the Draft EA / IS, supporting documents and the review process to help ensure they have the capacity and resources to support this review.

If you have any questions, please contact the MFFN CAR Project Team at info@martenfallsaccessroad.ca.

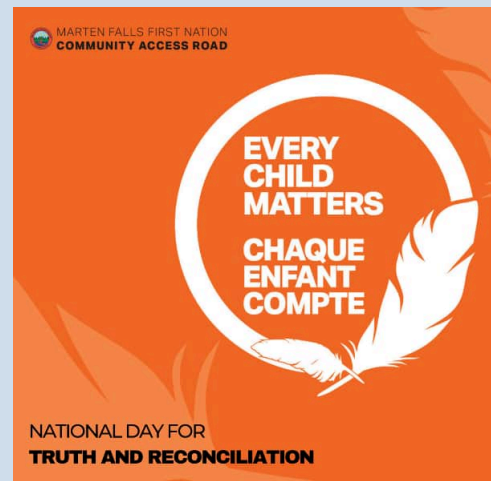
National Day for Truth and Reconciliation

September 30th marks the National Day for Truth and Reconciliation, a significant occasion for reflecting on the painful legacy of residential schools endured by Indigenous Peoples across Canada. This day serves as a reminder of the ongoing impacts of this system, which sought to erase Indigenous cultures and identities. The time for reconciliation is now. This day not only symbolizes reconciliation, it symbolizes the importance of land back, revitalizing language and traditions, and honouring treaties. This day is a call to action to all of Canada and showcases how crucial Indigenous sovereignty is. Truth and Reconciliation must carry on day-after-day. For more information regarding Truth and Reconciliation or more information on the specific actions recommended, visit the full document below: [Truth and Reconciliation Commission of Canada: 94 Calls to Action](#)

Former residential school survivors can call [1-866-925-4419](tel:1-866-925-4419) for emotional crisis referral services and information on other health supports from the Government of Canada

Indigenous peoples across Canada can also go to The Hope for Wellness Help Line 24 hours a day, 7 days a week for counselling and crisis intervention.

Call the toll-free Help Line at [1-855-242-3310](tel:1-855-242-3310) or connect to the online chat (Please use Google Chrome).



MFFN in the News

The federal government has announced a \$7 million investment aimed at enhancing the northern Ontario economy, specifically targeting initiatives that support job creation and economic development. This funding will particularly benefit communities like the Matawa First Nations, as it is designed to support infrastructure projects and enhance local capacity. The investment of \$300,000 is a non-repayable grant that reflects a commitment to fostering sustainable economic growth in the region, ensuring that Indigenous communities are included in the development process. The funding for this initiative will also support the creation of five economic development corporations and cooperatives in partner with First Nation communities including Marten Falls First Nation, Webequie First Nation, and Neskantaga First Nation.

For more information, please visit the link below:

<https://www.timminstoday.com/local-news/7m-from-feds-aimed-at-boosting-northern-economy-9558676>



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Fall Field Program

The Groundwater and Geochemistry Program is on now and focusses on the testing for minerals, dissolved metals—including mercury—and volatile organic compounds. Field crews are in the area now until October 5, 2024, completing the final groundwater sample collections associated with the Environmental Assessment / Impact Statement (EA / IS).

In addition, geotechnical investigations are being planned to explore potential aggregate sites along the route for the Community Access Road. Following an aerial survey conducted in July, permitting for this investigation is currently in progress, with work anticipated to begin later this fall if approved.

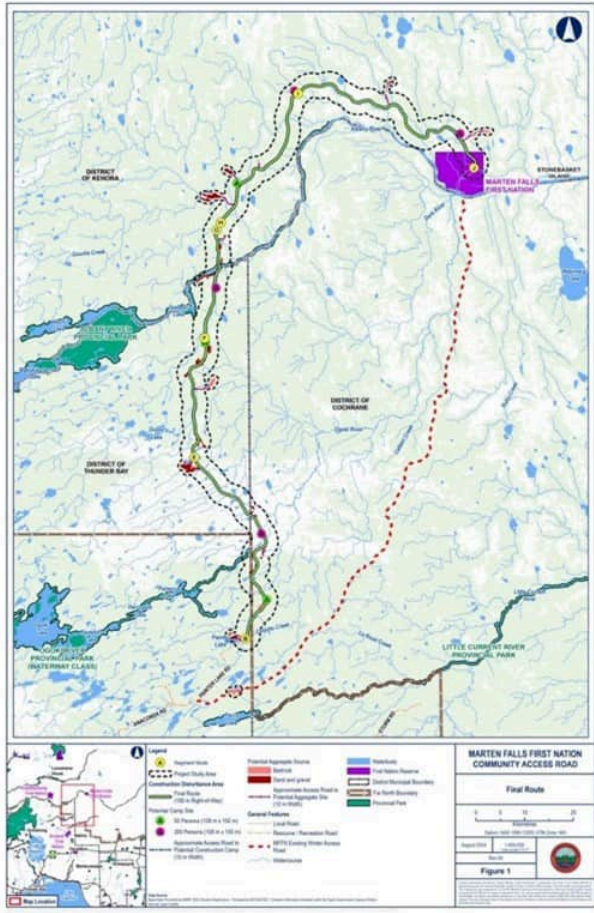


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Celebrating the Final Route

Join us as we celebrate the proposed final route of the Community Access Road!

Watch your inboxes for upcoming videos and webinars that will include additional details on the final route, a message from Chief Bruce Achneepineskum and the next steps in the EA / IS process.



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Connect with the team!

We are now on [Facebook](#), [LinkedIn](#) and [Instagram](#)! Follow us to stay up to date on the Community Access Road.

Please contact us at any time with questions or comments, or to schedule a meeting. Meetings can be arranged in-person in any community, in the Thunder Bay area, or online. We want to hear what you have to say!

Questions or comments? Contact us at 1-800-764-9114 or info@martenfallsaccessroad.ca.



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A1.4 October 2024 E-Blast





Marten Falls First Nation (MFFN) Community Access Road

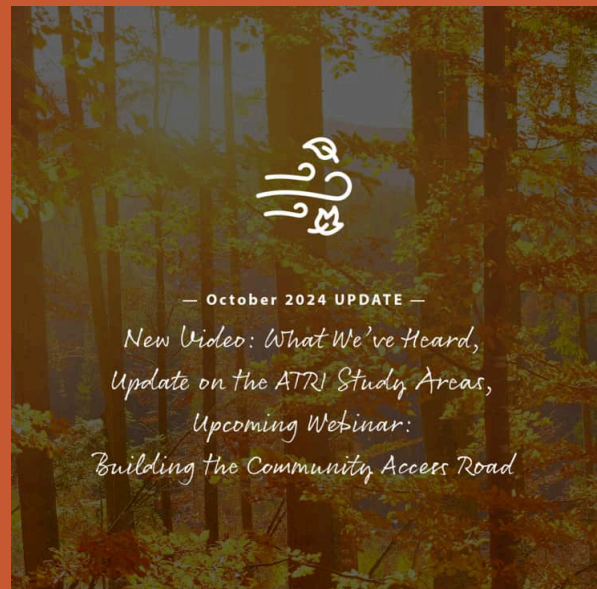
October E-Blast 2024

Current and upcoming activities

Welcome to the Marten Falls First Nation (MFFN) Community Access Road October 2024 E-Blast with updates on current and upcoming activities.

This E-Blast features:

- New Video: What We've Heard
- Update on the ATRI Study Areas
- MFFN Community Meeting
- Upcoming Webinar: Building the Community Access Road
- Connect with the Team!



New Video: What We've Heard

It has been a long road (no pun intended), but Marten Falls First Nation has selected its final route for the Community Access Road. After reaching this significant milestone in the Environmental Assessment / Impact Assessment (EA / IA) process, we wanted to share with you some of Marten Falls First Nation members' unique perspectives regarding the route and what it could mean for the community.

[Click here to watch the video.](#)



MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD



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Update on the Study Areas for the Aboriginal and / or Treaty Rights and Interests Impact Assessment

The Project Team wants to understand Aboriginal and Treaty Rights and Interests (ATRI) related to the project. Indigenous Knowledge and information on Indigenous Land and Resource Use will help us better understand and appreciate the environment with respect to the identity, culture, and heritage of Indigenous Communities.

The ATRI study areas for the Community Access Road have recently been updated. **Read the full update [here](#).**

Your Knowledge and Input is Important to Us! If your community has Indigenous Knowledge or information that you would like to share or if you would like to learn more about the Indigenous Knowledge Program and / or share information on ATRI, please do not hesitate to reach out to Bob Baxter at 1-807-628-7553 or bbaxter48@gmail.com or Andrea Nokleby at 1-604-417-5332 or anokleby@dillon.ca .

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MFFN Community Meeting

On Tuesday, October 15, 2024, the Project Team met with members of Marten Falls First Nation in Thunder Bay to provide the latest updates on the road including:

- Design and construction details and timelines; Draft Environmental Assessment / Impact Statement (EA / IS) review process;
- Potential effects and mitigations measures;
- Climate change challenges and impacts for the Community Access Road; and
- Next steps and future opportunities to get involved.

During the meeting, attendees were able to speak with the Project Consultants at various booths to share feedback, concerns and interest on the above topics.

Unfortunately, the meeting planned in-community was cancelled due to unforeseen circumstances within the community. We look forward to holding more in-person meetings this winter.

Learn more about upcoming public meetings, webinars and how you can get involved at

<https://www.martenfallsaccessroad.ca/get-involved/>



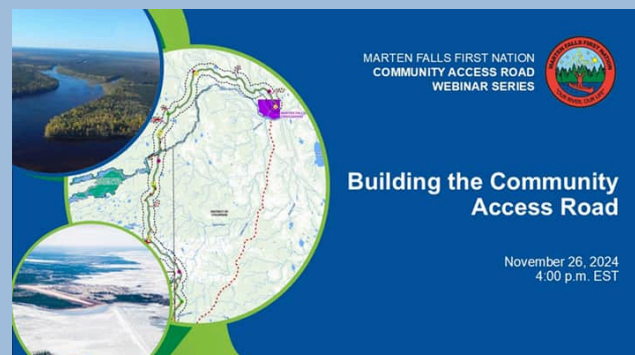
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Upcoming Webinar: Building the Community Access Road

Join us on **Tuesday, November 26, 2024, at 4:00 p.m. EST** for our webinar on Building the Community Access Road!

With the final route selected, the team will discuss the final route, design features of the road and details on how it will be constructed.

[Register for the Webinar](#)



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Connect with the team!

We are now on [Facebook](#), [LinkedIn](#) and [Instagram](#)! Follow us to stay up to date on the Community Access Road.

Please contact us at any time with questions or comments, or to schedule a meeting. Meetings can be arranged in-person in any community, in the Thunder Bay area, or online. We want to hear what you have to say!

Questions or comments? Contact us at 1-800-764-9114 or info@martenfallsaccessroad.ca.



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A1.5 Year In Review 2024 E-Blast





Marten Falls First Nation (MFFN) Community Access Road

2024 Year In Review

Current and upcoming activities

As another year comes to a close, we want to share the latest updates and progress on the Marten Falls First Nation (MFFN) Community Access Road. This Year-In-Review 2024 provides updates on current and upcoming activities.

This update features:

- Greeting on the Holidays: Message from Chief Bruce Achneepineskum
- 2024 Year In Review
- New Video: Final Route Selection
- Update on the Draft Environmental Assessment / Impact Statement
- Connect with the Team!



Greeting on the Holidays

As 2024 draws to a close, we would like to share a message from Chief Bruce Achneepineskum:

"Marten Falls First Nation has been committed to advancing its vision of building a sustainable and thriving community in the north. Developing a road that connects our remote northern community to the provincial highway network and the rest of Ontario is a key element of this vision. After years of effort, we have reached the point where a preferred route for the Marten Falls Community Access Road has been selected."



This is a major milestone for Marten Falls First Nation as we continue to make progress towards the development of the Community Access Road. Our community looks forward to continuing our conversation with neighbouring First Nations and other stakeholders on our preferred route, on other next steps in the Environmental Assessment / Impact Assessment process and on further advancing our vision and development goals."



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2024 Year-In-Review

Reflecting on the past year, 2024 has been marked by significant milestones for the Community Access Road including selecting a Final Route to the community, meeting more often virtually and in-person with those who are interested in development of the Community Access Road and preparing for the circulation of the Draft Environmental Assessment / Impact Statement report.

As we close out this year, we want to express our deepest gratitude to everyone who has shared their input and feedback and has taken part in the Community Access Road. We are particularly grateful for the valuable insights shared by Marten Falls First Nation members of all ages and the surrounding Indigenous communities. Your perspectives have been crucial in guiding our decisions throughout the planning process.

Here are some key highlights from 2024:

Final Route Selection

The Project team presented the Final Route Recommendation to MFFN community members and Aroland First Nation community members this past summer. The recommendation was refined based on key input from MFFN community members and feedback from neighbouring Indigenous communities and the public. MFFN Chief and Council signed the Band Council Resolution in August 2024 to accept the Final Route recommendation. With a Final Route confirmed, we could move towards having more in-depth conversations relating to residual effects, mitigations and cumulative effects.

If you are interested in learning more about the Final Route watch our latest videos on [What We Heard](#), [the Final Route](#) and [Building the Community Access Road Webinar](#).



Community Meetings

The MFFN CAR Project Team was on the road this year, hosting in-community meetings in MFFN, Aroland First Nation and in Thunder Bay to provide updates



on the Community Access Road, the Final Route and the upcoming submission of the Draft EA / IS.

We also met with other communities, including Elders, virtually to discuss the Community Access Road. Your insights and feedback are crucial elements of this ongoing engagement, and the MFFN CAR Project Team is grateful to everyone who came out to speak with us and share your feedback and questions.



We look forward to more conversations in the new year. If your community would like to learn more about the road and / or schedule a meeting, please contact us at info@martenfallsaccessroad.ca.

Watch for upcoming announcements regarding Public Information Centre #6 taking place in early 2025!



Three Road Projects Gathering & Expo

The Three Road Project Gathering & Expo was held from June 11 – 13, 2024, in Thunder Bay, Ontario, and provided a space for Indigenous communities to come together and discuss topics of importance to communities about the three distinct proposed road projects—Marten Falls First Nation Community Access Road, Webequie Supply Road and the Northern Road Link.

The event included subject matter experts from each Project and the Government of Ontario (Ministry of the Environment, Conservation and Parks, Ministry of Natural Resources, and Ministry of Mines) and the Impact Assessment Agency of Canada. It provided information on the proposed common approach for communities to review the Draft EA / IS that will be submitted for Marten Falls First Nation's Community Access Road and the Webequie Supply Road in early 2025.

Watch for an announcement about the next Three Road Projects Gathering & Expo in February 2025.



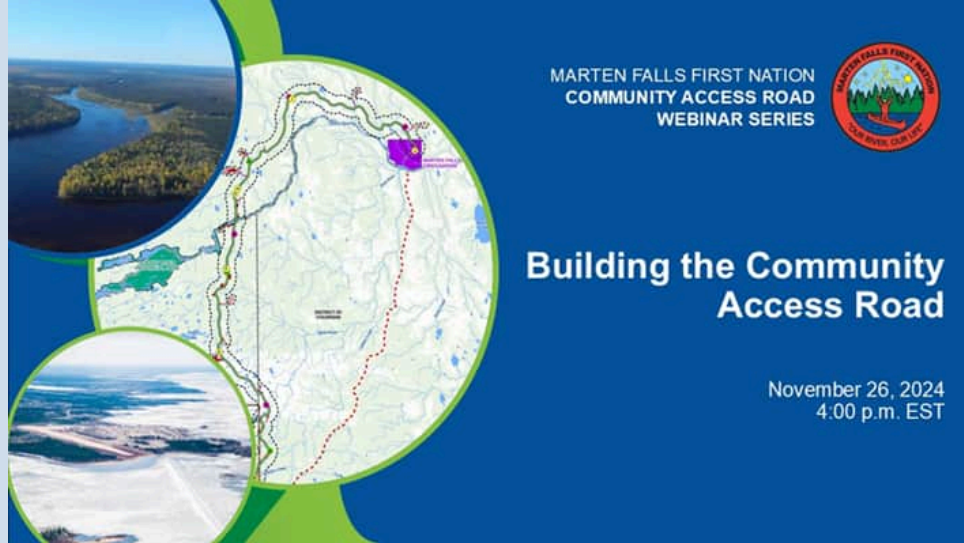
Webinars

The Community Access Road held two live webinars including, [Climate Change Adaptation and the Community Access Road](#) and [Building the Community Access Road](#).

The Building the Community Access Road webinar was held on November 26, 2024. The team discussed the final route, design features of the road and details on how it will be constructed.

Upcoming webinars will include The Draft Environmental Assessment / Impact Statement and The Road & You – Staying Safe with a New Road to the Community.

Curious about what we are studying for the community access road? Check out previous webinars here and watch your inbox for updates on upcoming webinars. Follow us on [Facebook](#), [Instagram](#), [LinkedIn](#) or visit the [website](#) for details.



Preparing for the Draft Environmental Assessment / Impact Statement

This fall, neighboring Indigenous communities were provided information on the upcoming circulation of the Draft Environmental Assessment / Impact Statement with information explaining the purpose of the EA / IS, what to expect and how to submit comments. Some Indigenous communities have indicated that they would like time to review documents in advance of public release, so we're providing Indigenous communities early access to the Draft Environmental Assessment / Impact Statement this winter with a review period of 120 days. We will be sharing more about the release of the Draft Environmental Assessment / Impact Statement in January 2025.

We're Here to Help!

The MFFN Community Access Road Project Team is available to support your community during the Draft EA / IS review process. Please reach out for more information.

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NEW Video: Final Route Selection

Check out the latest on the Final Route for the MFFN Community Access Road, including an overview of the final route selection, how feedback helped shape the final decision, and what's next in 2025.

Click [HERE](#) to watch the video!



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Update on the Draft Environmental Assessment / Impact Statement

As we draw closer to the release of the Draft EA / IS in early 2025, the MFFN CAR Project Team is looking forward to meeting with Indigenous communities and the public to discuss and receive feedback on the Draft EA / IS and its accompanying documents, including Technical Supporting Documents and Records of Engagement and Consultation. Plain-language summaries (including translations) of Technical Supporting Documents and the Draft Environmental Assessment / Impact Statement will also be available.

Indigenous communities will have 60 days, in advance of the public release, to review the Draft EA / IS followed by an additional 60 days during the public review period.

If you have any questions on the review process, please contact the Project Team at info@martenfallsaccessroad.ca.

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Connect with the team!

We are now on [Facebook](#), [LinkedIn](#) and [Instagram](#)! Follow us to stay up to date on the Community Access Road.

Please contact us at any time with questions or comments, or to schedule a meeting. Meetings can be arranged in-person in any community, in the Thunder Bay area, or online. We want to hear what you have to say!

Questions or comments? Contact us at 1-800-764-9114 or info@martenfallsaccessroad.ca.



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A1.6 January 2025 E-Blast





Marten Falls First Nation (MFFN) Community Access Road

January E-Blast 2025

Current and upcoming activities

Welcome to the MFFN Community Access Road January 2025 E-Blast with updates on current and upcoming activities.

This E-Blast features:

- Draft Environmental Assessment / Impact Statement
- 2025 Three Road Projects Gathering and Expo
- New Video: Understanding Project Effects and Mitigation
- Winter 2025 Field Notice: Caribou Collar Update
- Indigenous Knowledge Program
- Connect with the Team!



Draft Environmental Assessment / Impact Statement

The Draft Environmental Assessment / Impact Statement is a large document that presents the potential environmental impacts of the proposed MFFN Community Access Road. The Draft Environmental Assessment / Impact Statement documents include:

- The evaluation of alternative routes considered for this Community Access Road and presents the proposed Final Route;
- The environmental impacts, including potential cumulative effects, proposed mitigation measures, engagement and consultation undertaken and environmental commitments made by Marten Fall First Nation, the proponent; and,
- The engagement and consultation that has taken place so far as part of the Environmental Assessment / Impact Assessment process.

The Draft Environmental Assessment / Impact Statement will be shared for review and feedback with Indigenous communities first, followed by members of the public. Indigenous communities will have 60 days to review in advance of the public release, followed by an additional 60 days during the public review period. Your input on the Draft Environmental Assessment / Impact Statement will help us prepare the Final Environmental Assessment / Impact Statement by allowing us to consider concerns and incorporate your feedback on the proposed Community Access Road.

Stay tuned for updates on the release of the Draft Environmental Assessment / Impact Statement!

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2025 Three Road Projects Gathering and Expo

This February, Marten Falls First Nation Community Access Road will be participating in the Three Road Projects Gathering and Expo led by with support from the Province of Ontario. The Three Roads Projects Gathering and Expo will be a dedicated space for Indigenous community representatives to meaningfully engage and consult with the Marten Falls First Nation Community Access Road, Webequie Supply Road and the Northern Road Link project teams.

The event will run in Thunder Bay from February 19 - 20 and in Timmins from February 25 - 26, 2025. Event highlights include: Project overviews, opportunities for individual community breakout sessions, panel discussions regarding the consultation process and Aboriginal and / or Treaty Rights and Interests, and a project expo including information to assist with review of the Draft Environmental Assessment / Impact Statement for the Marten Falls First Nation Community Access Road and Webequie Supply Road.



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New Video: Understanding Project Effects and Mitigation

Part of the Environmental Assessment / Impact Assessment process involves investigating valued components that fall into three categories: water, land and people. With Indigenous Knowledge and western science, the assessment process considers the potential effects of the Community Access Road on people and the existing environment and identifies ways to prevent or mitigate these effects.



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Understanding Project Effects and Mitigations



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Winter 2025 Field Notice: Caribou Collar Update

Field programs will be continuing into the 2025 winter season to support the provincial Environmental Assessment and federal Impact Assessment for the MFFN Community Access Road.

Field work has been scheduled to manually remove atigwag / caribou GPS radio tracking collars between February 10 and February 28, 2025. A specially trained caribou capture team will be deployed to manually remove collars without harming the animal.

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

Please note that the completion of this field work marks the end of the field work related to the Environmental Assessment / Impact Assessment process. Any future field work will not be included in the Draft or Final Environmental Assessment / Impact Statement.



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Indigenous Knowledge Program

Indigenous Knowledge is a vital tool for informing the Environmental Assessment / Impact Assessment process for the Community Access Road. By including Indigenous Knowledge received, the field studies team will be able to provide a more complete, robust and accurate picture of the study area.

As such, we welcome community members to share Indigenous Knowledge with the Community Access Road Project Team throughout the review of the Draft Environmental Assessment / Impact Statement.

If your community has knowledge or information on Indigenous Land and Resource Use related to the Community Access Road that you would like to share, or if you would like to learn more about the Indigenous Knowledge Program visit <https://www.martenfallsaccessroad.ca/indigenous-knowledge-program/> or reach out to the Project Team for more information at 1-800-764-9114 or info@martenfallsaccessroad.ca.

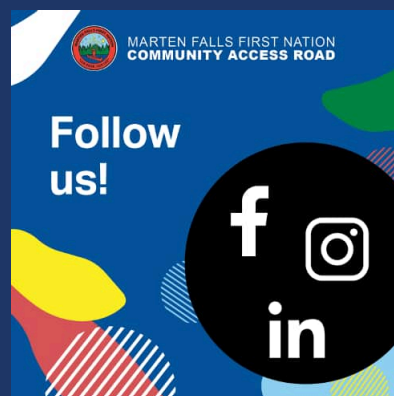
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Connect with the team!

We are now on [Facebook](#), [LinkedIn](#) and [Instagram](#)! Follow us to stay up to date on the Community Access Road.

Please contact us at any time with questions or comments, or to schedule a meeting. Meetings can be arranged in-person in any community, in the Thunder Bay area, or online. We want to hear what you have to say!

Questions or comments? Contact us at 1-800-764-9114 or info@martenfallsaccessroad.ca.



A1.7 February 2025 E-Blast





Marten Falls First Nation (MFFN) Community Access Road

Road

February E-Blast 2025

Current and upcoming activities

We want to share the latest updates and progress on the Marten Falls First Nation (MFFN) Community Access Road. This February 2025 E-Blast provides updates on current and upcoming activities.

This E-Blast features:

- Draft Environmental Assessment / Impact Statement– Release for Indigenous Review!
- Community Meetings with Marten Falls First Nation
- 2025 Three Road Projects Gathering and Expo
- Upcoming Engagement Opportunities
- Connect with the Team!



— February 2025 UPDATE —

*Draft EA/IS –
Release for Indigenous Review,
Community Meetings
with Marten Falls First Nation,
2025 Three Road Projects Gathering and Expo*



MARTEN FALLS FIRST NATION ALL SEASON COMMUNITY ACCESS ROAD

Draft Environmental Assessment / Impact Statement

Indigenous Review Period: February 18 - June 23, 2025

Public Review Period: April 22 - June 23, 2025

The MFFN CAR Project Team is happy to announce that the Draft Environmental Assessment / Impact Statement for the Marten Falls Community Access Road was released on February 18, 2025, for Indigenous community review!

Indigenous communities and groups we are engaging have early access to the Draft Environmental Assessment / Impact Statement with the public review period starting 60-days later, on April 22, 2025. This means that Indigenous communities and groups have 120 calendar days to review and provide their comments. The review period for Indigenous communities and groups, the public and regulators ends on June 23, 2025.

The Draft Environmental Assessment / Impact Statement for the Marten Falls First Nation Community Access Road describes how the Preferred Route was chosen and identifies how construction and the long-term use (i.e., operations and maintenance) of the proposed road may affect people and the environment.

What is Included?

The Technical Supporting Documents of the Draft Environmental Assessment / Impact Statement provide an in-depth analysis of each of the valued components, including information on the current state of the environment, what effects the project may have, and how we can reduce any negative effects while maximizing positive outcomes. These documents also consider how the project might overlap with other projects in the area (also known as Cumulative Effects) to create bigger and / or additional effects.

'Valued components' provide the foundation for the Assessment Process that the Community Access Road follows. Valued components are aspects of the human and natural environment that might be affected by the Community Access Road and are important to Indigenous communities, government agencies and interested persons. They relate to water, land, people, engineering and Indigenous Knowledge, and can be physical (air, water, soil) or socio-economic (land use, cultural heritage).

Given the length of the Technical Supporting Documents included in the Draft Environmental Assessment / Impact Statement, we have summarized each technical report into an easy-to-understand Plain Language Summary that highlights key areas of study and the assessment process for each valued component.

Visit <https://www.martenfallsaccessroad.ca/draft-ea-is/> to learn more about the public release of the Draft Environmental Assessment / Impact Statement, and stay connected on Facebook, LinkedIn and Instagram.

Community Meetings with Marten Falls First Nation

On February 12 and 19, 2025, the MFFN Community Access Road Project Team met with Marten Falls community members in Marten Falls First Nation and Thunder Bay to deliver the Draft Environmental Assessment / Impact Statement in advance of the official release to Indigenous communities.

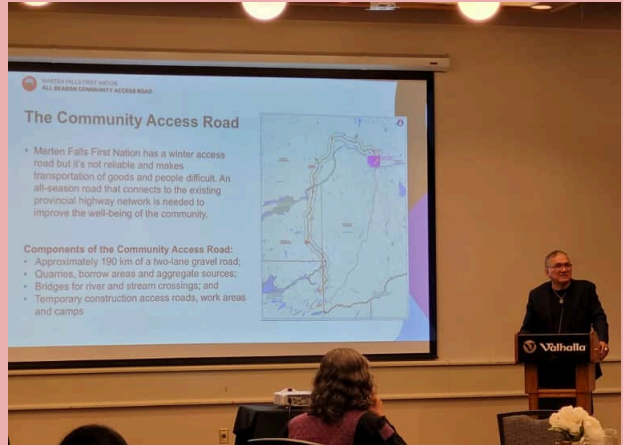
The meetings were conducted in an open house style, where attendees could explore a hard copy of the Draft Environmental Assessment / Impact Statement and engage with the Project Team, who were on hand to guide them through the extensive document, discuss the review process and address any questions.



February 2025 Three Road Projects Gathering and Expo

During the month of February, the MFFN Community Access Road Project Team attended the Three Road Projects Gathering and Expo in Thunder Bay and Timmins from February 19 to 20 and February 25 to 26, 2025, respectively. The Community Access Road was one of three participating road projects, along with Webequie Supply Road (WSR) and Northern Road Link (NRL).

The forum consisted of project overviews, panel discussions, expo booths and breakout sessions covering topics ranging from Aboriginal and / or Treaty Rights and Interests to cumulative effects. Senior Community Member Advisor and MFFN Councilor Bob Baxter and MFFN Community Coordinator Rowena Moonias represented the Community Access Road on the Aboriginal and / or Treaty Rights and Interests panel, sharing their experiences and unique perspectives as community members and as Project advisors.



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Upcoming Engagement Opportunities

There are more ways to get involved in the Community Access Road coming up. Stay tuned for updates on the following activities:

- **Public Information Centre (PIC) #6**
 - PIC #6 will be held in Thunder Bay and Geraldton this spring and will share details on the Draft Environmental Assessment / Impact Statement.
- **Webinars**
 - Webinars on the Draft Environmental Assessment / Impact Statement, Community Safety, and Understanding Project Effects and Mitigations will take place this spring.

Check the [Get Involved page](#) for updates.

Get in Touch!

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Connect with the team!

We are now on [Facebook](#), [LinkedIn](#) and [Instagram](#)! Follow us to stay up to date on the Community Access Road.

Please contact us at any time with questions or comments, or to schedule a meeting. Meetings can be arranged in-person in any community, in the Thunder Bay area, or online. We want to hear what you have to say!

Questions or comments? Contact us at 1-800-764-9114 or info@martenfallsaccessroad.ca.



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A1.8 March 2025 E-Blast





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Marten Falls First Nation (MFFN) Community Access Road

March E-Blast 2025

Current and upcoming activities

We want to share the latest updates and progress on the MFFN Community Access Road. This March 2025 E-Blast provides updates on current and upcoming activities.

This E-Blast features:

- Preparing for the Public Release of the Draft Environmental Assessment / Impact Statement
- PDAC 2025 Convention
- Spring 2025 Webinars
- Get in Touch!



Preparing for the Public Release of the Draft Environmental Assessment / Impact Statement

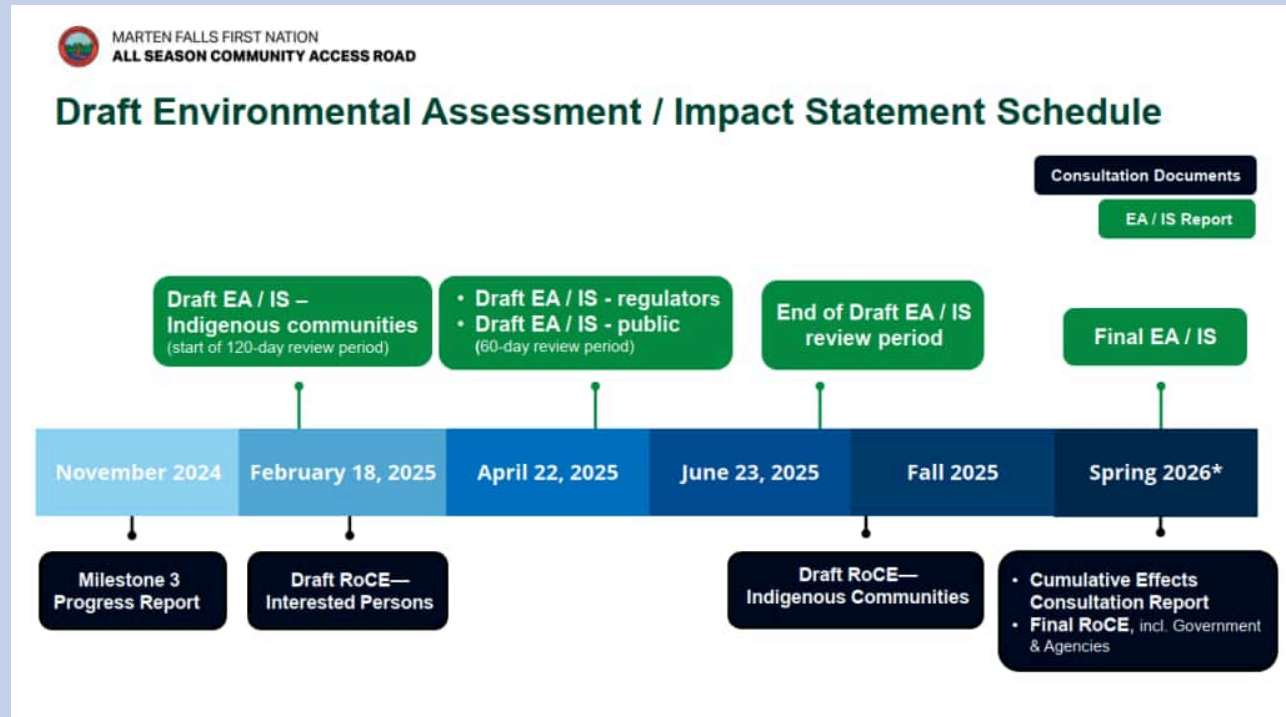
The MFFN Community Access Road team is thrilled to announce that the Draft Environmental Assessment / Impact Statement will be available for public review on **April 22, 2025**. With the Indigenous review period already underway, the Draft Environmental Assessment / Impact Statement will be available to the public for 60 days, ending on **June 23, 2025**.

Your input and feedback on the Draft Environmental Assessment / Impact Statement will help inform the preparation of the Final Environmental Assessment / Impact Statement related to the proposed Community Access Road.

The Draft Environmental Assessment / Impact Statement and accompanying documents will be made available online to view and download, and at select locations for in person viewing. Keep an eye on your inbox, and our socials, for information on

the review process and an announcement detailing the public viewing locations. Feedback can be shared with the Project Team via eainput@martenfallsaccessroad.ca.

The image below depicts the timeline and document release dates of the Draft Environmental Assessment / Impact Statement Indigenous and public review period.



Visit [Draft EA / IS](#) to learn more about the public release of the Draft Environmental Assessment / Impact Statement.

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Prospectors & Developers Association of Canada (PDAC) 2025 Convention

The MFFN Community Access Road Project Team presented at PDAC 2025, in Toronto, on March 2 and 3 alongside representatives of Webequie Supply Road and Northern Road Link. The annual convention attracts over 25,000 attendees from more than 135 countries and is known to be the world's premier mineral exploration and mining convention.

Highlights of the two days of presentations included opening remarks from the Chiefs of both Marten Falls and Webequie First Nations, project updates and discussions on Indigenous leadership in infrastructure development.



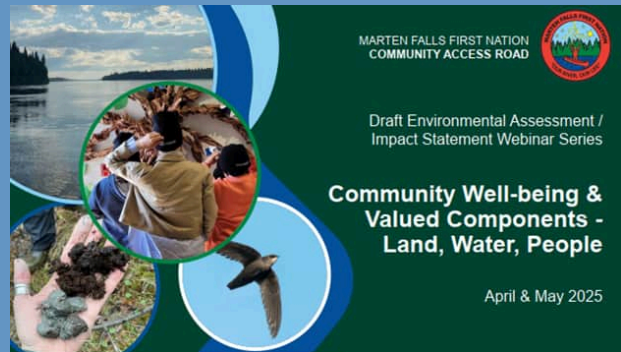
Spring 2025 Webinars

We are excited to announce MFFN Community Access Road's upcoming webinar series beginning in April and May 2025!

The first webinar in the series will cover Community Well-being and the Identified Project Effects and Proposed Impact Management Measures as they apply to the valued components Socio-Community, Economics, and Human Health. This webinar will also provide insight into the Draft Environmental Assessment / Impact Statement as the public begins their review period.

Valued components can be defined as aspects of the human and natural environment that might be affected by the Community Access Road and that are important to Indigenous communities, government agencies and interested persons.

Watch your inbox for updates on upcoming webinars, and follow us on [Facebook](#), [LinkedIn](#) and [Instagram](#) for more details. Curious about what we have studied in preparation of the Draft Environmental Assessment / Impact Statement? Check out our previous webinars on building the access road [HERE](#).



Get in Touch!

We are on [Facebook](#), [LinkedIn](#) and [Instagram](#)! Follow us to stay up to date on the Community Access Road.

Please contact us at any time with questions or comments, or to schedule a meeting. Meetings can be arranged in-person in any community, in the Thunder Bay area, or online. We want to hear what you have to say!

Questions or comments? Contact us at 1-800-764-9114 or info@martenfallsaccessroad.ca.



A1.9 April 2025 E-Blast





MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Marten Falls First Nation (MFFN) Community Access Road

April E-Blast 2025

Current and upcoming activities

We want to share the latest updates and progress on the MFFN Community Access Road. This March 2025 E-Blast provides updates on current and upcoming activities.

This E-Blast features:

- Public Release of the Draft Environmental Assessment / Impact Statement
- New Video: Introduction to the Draft Environmental Assessment / Impact Statement
- Webinar - Valued Components: Impact of the Community Access Road on Ungulates
- Public Information Centre #6
- Get in Touch!



Public Release of the Draft Environmental Assessment / Impact Statement





MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

Draft Environmental Assessment / Impact Statement

Indigenous Review Period: February 18 - June 22, 2025

Public Review Period: April 22 - June 23, 2025

As of April 22, 2025, the Draft Environmental Assessment / Impact Statement is now available to the public for review!

The Draft Environmental Assessment / Impact Statement, and its supporting documents, can be accessed online to download and view at <https://eais.martenfallsaccessroad.ca/>, with hard copies available in-person at select locations found within the notice of publication [HERE](#).

Your input and feedback on the Draft Environmental Assessment / Impact Statement will help inform the preparation of the Final Environmental Assessment / Impact Statement related to the proposed Community Access Road. Questions and feedback can be shared with the Project Team via:

- Email: eaisinput@martenfallsaccessroad.ca
- Website: <https://eais.martenfallsaccessroad.ca/>
- Mail: AECOM Canada Ltd.
C/O Joanne Wang,
105 Commerce Valley Drive West, 8th Floor,
Markham, ON L3T 7W3

The review period for the Draft Environmental Assessment / Impact Statement ends on June 23, 2025.

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New Video: Introduction to the Draft Environmental Assessment / Impact Statement

To accompany the release of the Draft Environmental Assessment / Impact Statement, we've created a short informational video to support your review and feedback.



MARTEN FALLS FIRST NATION
ALL SEASON COMMUNITY ACCESS ROAD

Draft Environmental Assessment / Impact Statement Update

April 2025

04:36



In the video we cover:

- What to expect in the Draft Environmental Assessment / Impact Statement;
- Consultation and engagement activities;
- How to submit your feedback; and
- Important deadlines for review.

We encourage you to check out this video online [HERE](#) before you begin your review of the Draft Environmental Assessment / Impact Statement.

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Webinar - Valued Components: Impact of the Community Access Road on Ungulates

MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD
Webinar Series

**Valued Components:
Impact of the Community
Access Road on Ungulates**

Thursday, May 15, 2025
4:00 p.m. EST

Click the link to register!

Join us for our Webinar on the Value Components: Impact of the Community Access Road on Ungulates on **Thursday, May 15, 2025, at 4:00 p.m. EST!**

This webinar will also provide insight into the Draft Environmental Assessment / Impact Statement, as the public review period begins, and the Identified Project Effects and Proposed Impact Management Measures as they apply to Ungulates.

Click the link below to register today:

https://us06web.zoom.us/webinar/register/WN_QtKMSr-SQpekNYJIBBJow

Register for our upcoming webinars at the links below:

- **Water: Fish and Fish Habitat** - Thursday, May 22 - [Register Here](#)
- **People: Land and Resource Use** - Thursday, June 5 - [Register Here](#)

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Public Information Centre #6: Draft Environmental Assessment / Impact Statement

The MFFN CAR Project Team invites you to join us for our upcoming Public Information Centre #6 with TWO opportunities to participate!

Thunder Bay

Monday, May 26, 2025
5:00* to 8:00 p.m.
Superior Inn
555 Arthur Street W.
Thunder Bay, Ontario P7E 5R5

Geraldton

Thursday, May 29, 2025
4:00* to 7:00 p.m.
Geraldton Recreation Centre
200 Wardrope Ave E.
Geraldton, Ontario P0T 1M0

***Please note that the first hour of each Public Information Centre will be open exclusively to Indigenous Community members.**

Please visit our website for details <https://eais.martenfallsaccessroad.ca/get-involved/>, and we look forward to meeting you.



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Get in Touch!

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Please contact us at any time with questions or comments, or to schedule a meeting. Meetings can be arranged in-person in any community, in the Thunder Bay area, or online. We want to hear what you have to say!

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A1.10 May 2025 E-Blast





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Marten Falls First Nation (MFFN) Community Access Road

May E-Blast 2025

Current and upcoming activities

We want to share the latest updates and progress on the MFFN Community Access Road. This May 2025 E-Blast provides updates on current and upcoming activities.

This E-Blast features:

- Review of the Draft Environmental Assessment / Impact Statement Ends June 23, 2025
- Explore the Environmental Assessment / Impact Statement: Watch Our Webinars
- Public Information Centre #6: Materials Now Online
- National Indigenous History Month
- Get in Touch!



**Review of the Draft Environmental Assessment / Impact Statement
Ends June 23, 2025**



Have you had your say? The review period of the Draft Environmental Assessment / Impact Statement ends on June 23, 2025!

We encourage you to review the Draft Environmental Assessment / Impact Statement, and its supporting documents, and submit your questions or feedback. The Draft Environmental Assessment / Impact Statement, and its supporting documents, can be accessed online to download and view at <https://eais.martenfallsaccessroad.ca/> with hard copies available in-person at select locations found within the notice of publication [HERE](#).

Your input and feedback on the Draft Environmental Assessment / Impact Statement will help inform the preparation of the Final Environmental Assessment / Impact Statement related to the proposed Community Access Road. Questions and feedback can be shared with the Project Team via:

- Email: eaisinput@martenfallsaccessroad.ca
- Website: <https://eais.martenfallsaccessroad.ca/>
- Mail: AECOM Canada Ltd.
C/O Joanne Wang,
105 Commerce Valley Drive West, 8th Floor,
Markham, ON L3T 7W3

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Explore **the Environmental Assessment / Impact Statement:** **Watch Our Webinars and Videos**

As the Draft Environment Assessment / Impact Statement review period comes to a close, the Community Access Road team is offering different ways to learn more about the report.

Webinars

The Draft Environment Assessment / Impact Statement Webinar series looked at different valued components and studies related to Land, Water and People and shared information on potential effects, mitigation measures, residual effects and cumulative effects. The topics covered include: Community Well-Being, Ungulates, Fish & Fish Habitat and Land & Resource Use.

Thank you to everyone who joined us to learn about these fascinating topics.

The webinar series has concluded, but you can view these (and all our past webinars) [HERE](#).

Videos

Check out our current videos on the Draft Environmental Assessment / Impact Statement on our [website](#), and watch for new content including an additional video on Cumulative Effects, is coming soon.

Stay up to date on all our content by visiting us online at <https://www.martenfallsaccessroad.ca/>.

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Public Information Centre #6: Materials Now Online



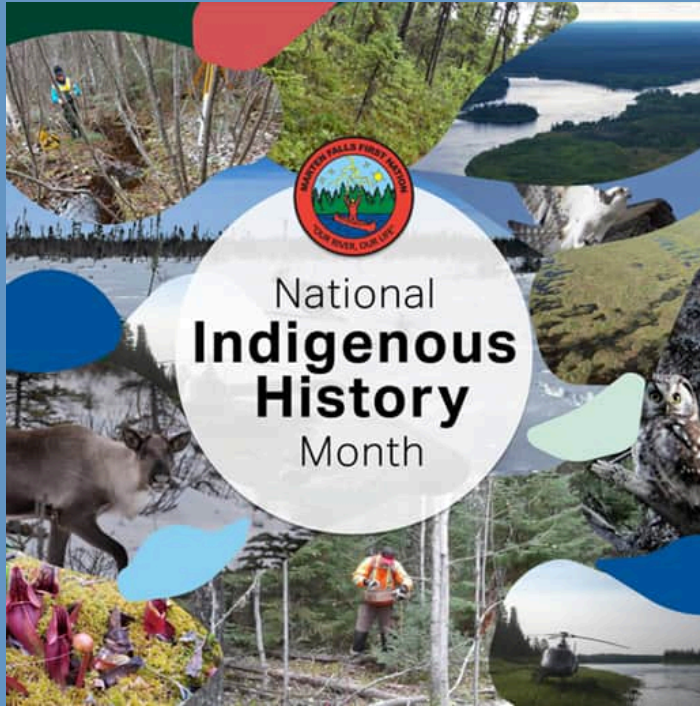
The Marten Falls First Nation Community Access Road Project Team hosted two Public Information Centres in Thunder Bay and Geraldton on May 26 and May 29, 2025, respectively, and Community meetings with Marten Falls and Aroland First Nations.

Thank you to everyone who was able to join us! We appreciate you taking the time to come speak with the Project Team and discuss your questions, concerns and feedback relating to the Draft Environmental Assessment / Impact Statement and Cumulative Effects.

If you were unable to attend, don't worry! Public Information Centre #6 materials are now available [HERE](#) for your review.

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National Indigenous History Month



June is National Indigenous History Month — a time to honour the rich cultures, histories and contributions of First Nations, Inuit and Métis Peoples across Canada.

Marten Falls First Nation Community Access Road's Project Team, celebrates the strength and resilience of the Community and all Indigenous Peoples. This month, explore where you live to learn about Indigenous Peoples' stories, languages and traditions — from the teachings of the land to the wisdom of their Elders — and reflect on the path toward truth and reconciliation.

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Get in Touch!

We are on **Facebook**, **LinkedIn** and **Instagram**! Follow us to stay up to date on the Community Access Road.

Please contact us at any time with questions or comments, or to schedule a meeting. Meetings can be arranged in-person in any community, in the Thunder Bay area, or online. We want to hear what you have to say!

Questions or comments? Contact us at 1-800-764-9114 or info@martenfallsaccessroad.ca.



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A1. 11 June 2025 E-Blast





MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

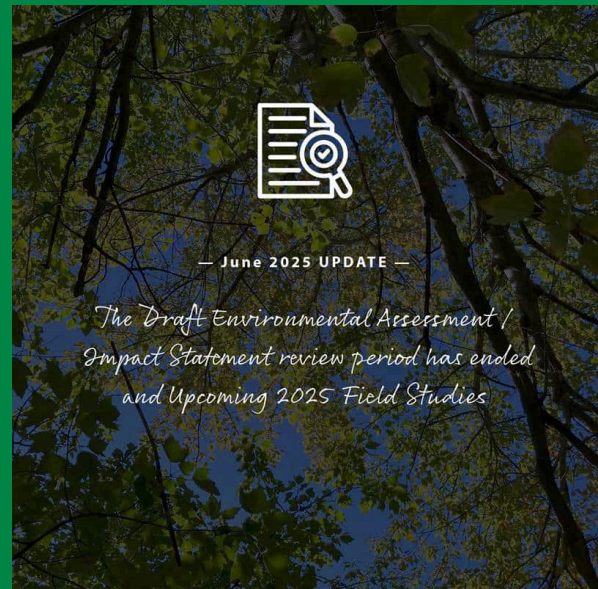
Marten Falls First Nation (MFFN) Community Access Road

June E-Blast 2025

Current and upcoming activities

We want to share the latest updates and progress on the Marten Falls First Nation (MFFN) Community Access Road. This June 2025 E-Blast provides updates on current and upcoming activities, featuring information on the:

- The Draft Environmental Assessment / Impact Statement review period has ended
- Upcoming 2025 Field Studies
- Get in Touch!



The Feedback Period has now Closed for the Draft Environmental Assessment / Impact Statement

The review period for the Draft Environmental Assessment / Impact statement officially closed on June 23, 2025. We sincerely thank everyone who took the time to review the documents and provide feedback.

Your input on the Draft Environmental Assessment / Impact Statement is important to us and will help shape the Final Environmental Assessment / Impact Statement that will be submitted to the federal and provincial governments for review in mid to late 2026.

Please click [Contact Us](#) if you would like to sign up to receive future updates.

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Upcoming 2025 Field Studies

Field Studies are important to understand the existing conditions of the local environment and the potential effects of the proposed Community Access Road on the social, cultural, economic and natural environments. We have conducted a variety of Field Studies, and the next one will focus on water crossings.



Since 2019, archaeologists have been researching potential sites for the Marten Falls First Nation Community Access Road through Stage 1 and Stage 2 Archaeological Assessments. With the preferred route now chosen for the road, archaeologists will conduct an additional field survey this summer or fall, called a Stage 2 Assessment. This field program will focus on water crossings. Work is expected to take approximately two weeks, with dates to be confirmed.

[Read More](#)

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Get in Touch!

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Please contact us at any time with questions or comments, or to schedule a meeting. Meetings can be arranged in-person in any community, in the Thunder Bay area, or online. We want to hear what you have to say!

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A1. 12 July 2025 E-Blast





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Marten Falls First Nation (MFFN) Community Access Road

July E-Blast 2025

Current and upcoming activities

We want to share the latest updates and progress on the Marten Falls First Nation (MFFN) Community Access Road. This July 2025 E-Blast provides updates on current and upcoming activities, featuring information on the:

- The Latest on the Draft Environmental Assessment / Impact Statement
- Plain Language Summaries in Five Languages
- New Video: Understanding Cumulative Effects

- Webinar Series: Explore our Studies on Land, Water and People
- Upcoming Field Work: Stage 2 Archeological Assessment
- Get in Touch!



The Latest on the Draft Environmental Assessment / Impact Statement

We're excited to share that we've received over 1,500 comments on the Draft Environmental Assessment / Impact Statement. This is a testament to the interest in the Community Access Road and the Environmental Assessment / Impact Assessment process.

Our team is now carefully reviewing input received and working to incorporate it into the Final Environmental Assessment / Impact Statement.

We would like to extend our sincere thanks to everyone who took the time to review the documents and share feedback during the review period.

Stay tuned for updates as we move forward together.



Plain Language Summaries in Five Languages

The Plain language Summaries for all technical documents supporting the Draft Environmental Assessment / Impact Statement are now available [HERE](#). These summaries are available in English, French, Oji-Cree, Cree and Ojibway and highlight key areas of study and the assessment process for each valued component. If you are interested in learning more about topics covered in the Plain Language Summaries, please view the full Technical Reports available [HERE](#).

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New Video: Understanding Cumulative Effects



A key part of the Environmental Assessment / Impact Assessment for the proposed Community Access Road is understanding Cumulative Effects, or the combined effects on the environment of past, present and future activities in the projects area.

To evaluate Cumulative Effects, three key concepts are considered:

- Temporal Overlap: when one activity happens at the same time as another activity
- Spatial Overlap: when one activity happens in the same area as another activity
- Reasonably Foreseeable Projects: projects that we can reasonably anticipate for consideration

By understanding each of these key concepts in the project area, we are committed to making informed and responsible decisions for the Marten Falls First Nation community and the environment.

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Webinar Series: Explore our Studies on Land, Water and People

 Screenshot of MIFPIN CAR webinar series on MIFPIN CAR website.

This past spring, four webinars were held to support the review of the Draft Environmental Assessment / Impact Statement. These sessions explored studies related to **Land, Water** and **People**, offering valuable insights into potential effects, mitigation strategies, residual impacts and cumulative considerations.

Topics covered included:

- **Community Well-Being**
- **Ungulates**
- **Fish**
- **Land & Resource Use**

Recordings from the recent webinars are now available, along with access to all previous sessions in the series [HERE](#).

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Stage 2 Archeological Assessment

Since 2019, archaeologists have been researching potential sites for the Marten Falls First Nation Community Access Road through Stage 1 and Stage 2 Archeological Assessments. With the preferred route now chosen for the road, archaeologists will conduct an additional Stage 2 Archeological Assessment this summer.

Field crews are scheduled to begin work on Thursday, August 7, 2025, and are expected to complete their work by August 25, 2025 (pending weather and / or site conditions).

Stage 2 field surveys will be conducted in the following locations in advance of geotechnical investigations:

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

If you are located in the study area, you may notice an increase in air traffic as field crews will be accessing sites across the study area by helicopter.

To learn more about this and other upcoming Field Programs, check out the notice [HERE](#).

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Get in Touch!

We are on **Facebook**, **LinkedIn** and **Instagram**! Follow us to stay up to date on the Community Access Road.

Please contact us at any time with questions or comments, or to schedule a meeting. Meetings can be arranged in-person in any community, in the Thunder

Bay area, or online. We want to hear what you have to say!

Questions or comments? Contact us at 1-800-764-9114 or info@martenfallsaccessroad.ca.

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A2. Draft Environmental Assessment / Impact Statement

A2.1 Environmental Assessment / Impact Statement Notice

A2.1.1 Notice

A2.2 Environmental Assessment / Impact Statement Email Notification

A2.3 Environmental Assessment / Impact Statement Assessment Summary Package

A2.4 Environmental Assessment / Impact Statement Plain Language Summaries (English, Oji-Cree and Ojibway)

A2.4.1 Archaeology and Cultural Heritage

A2.4.2 Climate Change Adaptation

A2.4.3 Community Well-Being

A2.4.4 Fish and Habitat

A2.4.5 Groundwater and Surface Water

A2.4.6 Acoustics (Noise and Vibration)

A2.4.7 Peatlands

A2.4.8 Physiography, Terrain, Soils, and Vegetation

A2.4.9 Ungulates

A2.4.10 Visual Environment and Land and Resource Use

A2.4.11 Wildlife and Birds



A2.1 Notices

A2.1.1 Notice



A2.1.1 Notice





NOTICE OF PUBLICATION OF THE DRAFT ENVIRONMENTAL ASSESSMENT / IMPACT STATEMENT

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD PROJECT

THE STUDY

The proposed Marten Falls First Nation (MFFN) Community Access Road would be a new all-season road approximately 190 km in length that would connect the remote northern community of Marten Falls First Nation to the Ontario provincial highway network. The Community Access Road would be located 430 km northeast of Thunder Bay, Ontario, in Ontario's far north, within the traditional territory of Marten Falls First Nation, and within the Ministry of Natural Resources District of Thunder Bay and the Far North District.

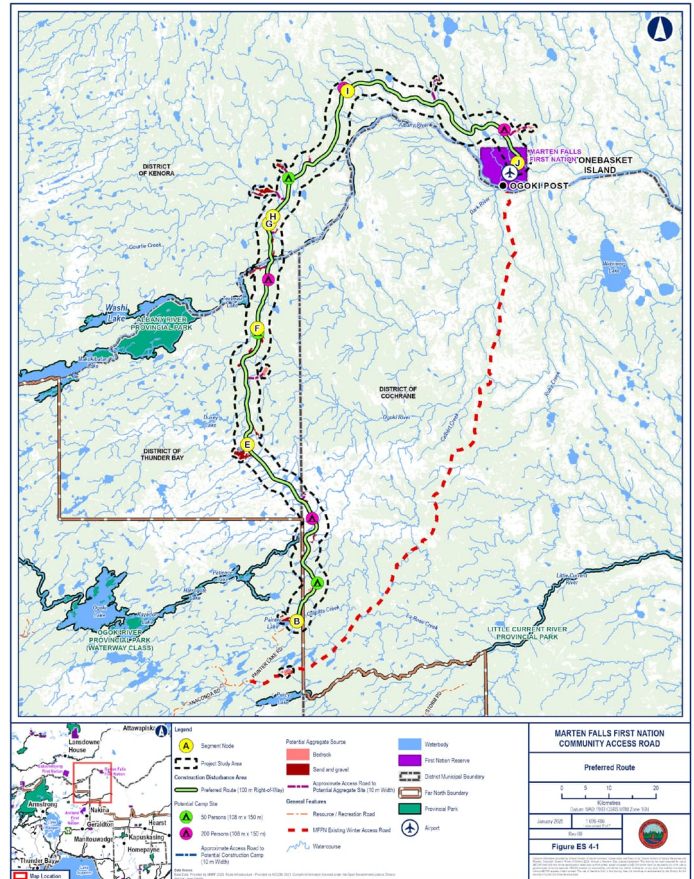
The included key map shows the Project Study Area, with the proposed Preferred Route.

DRAFT ENVIRONMENTAL ASSESSMENT / IMPACT STATEMENT (EA / IS)

Marten Falls First Nation has retained AECOM Canada ULC. to undertake a combined Ontario Comprehensive Environmental Assessment (formerly known as an Individual Environmental Assessment) and Federal Impact Assessment for the Marten Falls First Nation Community Access Road in accordance with the *Ontario Environmental Assessment Act* and the *Canadian Impact Assessment Act*. An evaluation and consultation process is also being carried out according to the requirements of the *Class Environmental Assessment for Ministry of Natural Resources and Forestry Resource Stewardship and Facility Development Projects*, as well as in accordance with the *Class Environmental Assessment for Provincial Parks and Conservation Reserves*.

This Draft Environmental Assessment / Impact Statement report has been completed in accordance with the Terms of Reference approved by Ontario's Minister of the Environment, Conservation and Parks in October 2021. Additionally, this Draft report has been completed in accordance with the requirements of the Tailored Impact Statement Guidelines provided by the Impact Assessment Agency of Canada on February 24, 2020.

The Draft Environmental Assessment / Impact Statement documents the evaluation of alternative route alignments considered for the Community Access Road and presents the proposed Preferred Route. It also documents the environmental impacts, including potential cumulative effects, proposed mitigation measures, and commitments made by the proponent. Additionally, it documents engagement and consultation undertaken thus far as part of the Environmental Assessment / Impact Assessment process.





CONSULTATION PERIOD AND CONTACT INFORMATION

The Draft Environmental Assessment / Impact Statement will be available for review beginning **April 22, 2025 for a period of 60 days (i.e., June 23, 2025)**. Supporting documents can be accessed digitally on the Project Website at <https://eais.martenfallsaccessroad.ca>. The in-person viewing locations are as follows:

- Greenstone Public Library (Geraldton Branch): 405 2nd St. W., Geraldton, Ontario
- Greenstone Public Library (Longlac Branch): 110 Kenogami Drive, Longlac, Ontario
- Sioux Lookout Public Library: 21 Fifth Avenue, Sioux Lookout, Ontario
- Matawa First Nations Management: 233 S. Court Street, 2nd Floor, Thunder Bay, Ontario
- Thunder Bay Public Library: Waverley Resource Library, 285 Red River Rd, Thunder Bay, Ontario
- Timmins Public Library: 320 2nd Avenue, Timmins, Ontario

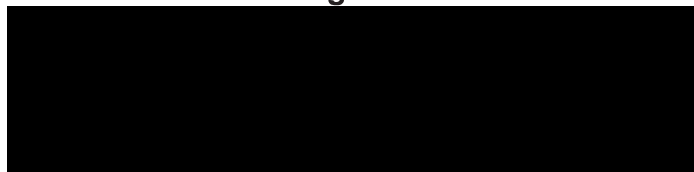
Public Information Centre #6 will be held in Thunder Bay and Geraldton, Ontario as follows:

- Thunder Bay Session - Monday, May 26, 2025
Superior Inn, 555 Arthur St W;
5 p.m. to 8 p.m.*
- Geraldton Session - Thursday, May 29, 2025
Recreation Centre, 200 Wardrope Ave;
4 p.m. to 7 p.m.*

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

Members of Indigenous communities, interested persons, agencies and other stakeholders are encouraged to actively participate in the review of the Draft Environmental Assessment / Impact Statement. Comments and feedback can be provided via the Project Website, email or by letter mail until June 23, 2025 at the contact information provided below.

Project Website: www.martenfallsaccessroad.ca
Project Team Email: eaisinput@martenfallsaccessroad.ca
Mailing Address:



Lawrence Baxter

Senior Community Member Advisor

MFFN Community Access Road Project Team

James McCutcheon

Project Manager, AECOM

MFFN Community Access Road Project Team

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

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.

Comments are being collected to assist Marten Falls First Nation and AECOM in meeting the requirements under the Ontario Environmental Assessment Act and the Canadian Impact Assessment Act. This material will be maintained on file for use during the study and may be included in project documentation. All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed to 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 Parks Freedom of Information and Privacy Coordinator at [REDACTED]

Date Published: April 22, 2025



AVIS DE PUBLICATION DE L'ÉVALUATION ENVIRONNEMENTALE/ ÉTUDE D'IMPACT

PROVISOIRE DU PROJET DE ROUTE D'ACCÈS À LA COLLECTIVITÉ DE LA PREMIÈRE NATION DE MARTEN FALLS

L'ÉTUDE

Le projet de route d'accès à la collectivité de la Première Nation de Marten Falls (PNMF) consisterait en une nouvelle route toutes saisons longue d'environ 190 km qui relierait la collectivité nordique éloignée de la Première Nation de Marten Falls au réseau routier provincial de l'Ontario. La route d'accès à la collectivité serait située à 430 km au nord-est de Thunder Bay (Ontario), dans le Grand Nord de l'Ontario, sur le territoire traditionnel de la Première Nation de Marten Falls et dans le district de Thunder Bay et le district du Grand Nord du ministère des Richesses naturelles.

La carte-index incluse montre la zone d'étude du projet, avec le tracé privilégié proposé.

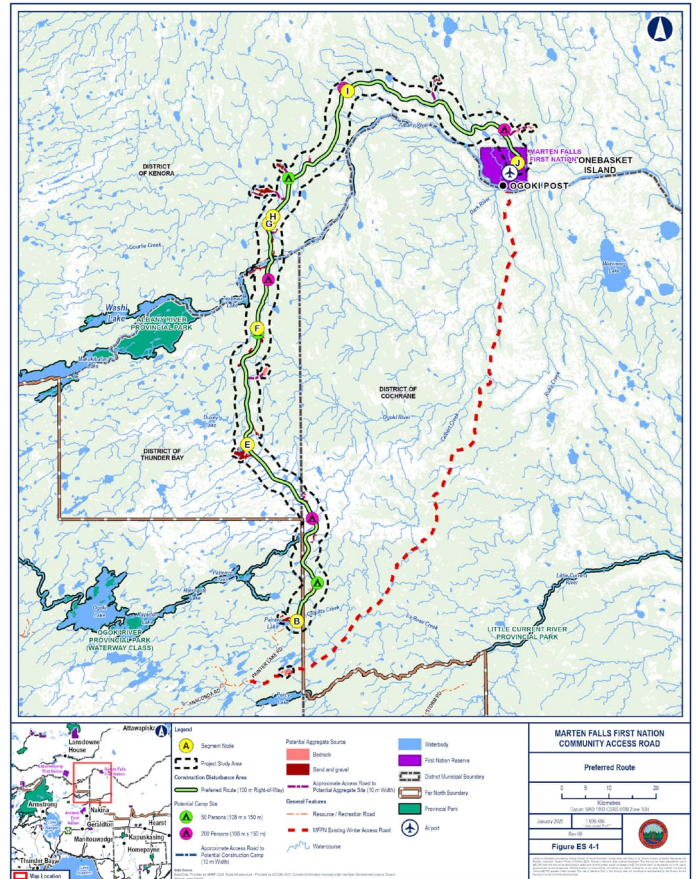
ÉVALUATION ENVIRONNEMENTALE/ ÉTUDE D'IMPACT PROVISOIRE

La Première Nation de Marten Falls a sollicité les services d'AECOM Canada ULC pour lancer une évaluation environnementale exhaustive de l'Ontario (anciennement connue sous le nom d'évaluation environnementale distincte) et une étude d'impact fédérale pour la route d'accès à la collectivité de la Première Nation de Marten Falls,

conformément à la Loi sur les évaluations environnementales de l'Ontario et à la Loi sur l'évaluation d'impact canadienne. Un processus d'évaluation et de consultation est également en cours conformément aux exigences de l'Évaluation environnementale de portée générale relative à des projets d'intendance de ressources et de développement d'installations du Ministère des Richesses naturelles et des Forêts, ainsi qu'à l'Évaluation environnementale de portée générale relative aux parcs provinciaux et aux réserves de conservation.

Ce rapport provisoire d'évaluation environnementale/étude d'impact a été réalisé conformément au mandat approuvé par le Ministre de l'Environnement, de la Protection de la nature et des Parcs de l'Ontario en octobre 2021. En outre, ce rapport provisoire a été rédigé conformément aux exigences des lignes directrices individualisées relatives à l'étude d'impact fournies par l'Agence d'évaluation d'impact du Canada le 24 février 2020.

L'évaluation environnementale/étude d'impact provisoire documente l'évaluation des différents tracés envisagés pour la route d'accès à la collectivité et présente le tracé privilégié proposé. Elle documente également les impacts sur l'environnement, y compris les effets cumulatifs potentiels, les mesures d'atténuation proposées et les engagements pris par le promoteur. En outre, elle documente





l'engagement et la consultation entrepris jusqu'à présent dans le cadre du processus d'évaluation environnementale/d'évaluation d'impact.

PÉRIODE DE CONSULTATION ET COORDONNÉES DE CONTACT

L'évaluation environnementale/étude d'impact provisoire pourra être consultée à compter du **22 avril 2025 et pendant 60 jours (soit jusqu'au 23 juin 2025)**. Les documents à l'appui seront accessibles au format numérique sur le site Web du projet, à l'adresse <http://www.martenfallsaccessroad.ca/draft-ea-is/>. Des copies papier sont consultables en personne aux endroits suivants :

- Bibliothèque publique de Greenstone – Succursale de Geraldton: 405 2nd St. W., Geraldton, Ontario
- Bibliothèque publique de Greenstone – Succursale de Longlac: 110 Kenogami Drive, Longlac, Ontario
- Bibliothèque publique de Sioux Lookout: 21 Fifth Avenue, Sioux Lookout, Ontario
- Matawa First Nations Management: 233 S. Court Street, 2nd Floor, Thunder Bay, Ontario
- Bibliothèque publique de Thunder Bay – Bibliothèque de ressource Waverley, 285 Red River Rd, Thunder Bay, Ontario
- Bibliothèque publique de Timmins: 320 2nd Avenue, Timmins, Ontario

Un Centre d'information se tiendra à Thunder Bay et à Geraldton, Ontario, en mai 2025. Veuillez consulter notre site Web pour obtenir des mises à jour sur les réunions.

- Séance de Thunder Bay – lundi 26 mai 2025
Superior Inn, 555 Arthur St W;
de 17 h à 20 h*
- Séance de Geraldton – jeudi 29 mai 2025
Centre récréatif, 200 Wardrope Ave;
de 16 h à 19 h*.

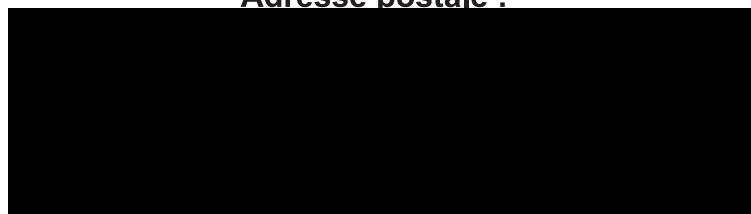
**La première heure est réservée aux membres de la communauté autochtone.*

Les membres des collectivités autochtones, les personnes intéressées, les agences et les autres parties prenantes sont invités à participer activement à l'examen de l'évaluation environnementale/étude d'impact provisoire. Les commentaires et les réactions peuvent être transmis par le biais du site Web du projet, par courrier électronique ou par courrier postal jusqu'au 23 juin 2025 aux coordonnées indiquées ci-dessous.

Site Web du projet : www.martenfallsaccessroad.ca

Adresse électronique de l'équipe du projet : eaisinput@martenfallsaccessroad.ca

Adresse postale :





Lawrence Baxter

Conseiller principal des membres de la collectivité

Équipe du projet de route d'accès à la collectivité
PNMF

James McCutcheon

Gestionnaire projet, AECOM

Équipe du projet de route d'accès à la collectivité
PNMF

Toute préoccupation soulevée au cours de la période d'examen sera consignée dans le rapport final de l'évaluation environnementale/étude d'impact..

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.

Les commentaires sont recueillis pour aider la Première Nation de Marten Falls et AECOM à répondre aux exigences de la Loi sur les évaluations environnementales de l'Ontario et de la Loi sur l'évaluation d'impact canadienne. Ils seront conservés dans les dossiers pour être utilisés pendant l'étude et pourront être inclus dans la documentation du projet. Tous les renseignements personnels compris dans une soumission – tels que le nom, l'adresse, le numéro de téléphone et l'emplacement de la propriété – sont recueillis, conservés et divulgués au Ministère de l'Environnement, de la Protection de la nature et des Parcs à des fins de transparence et de consultation. Les renseignements sont recueillis en vertu de la Loi sur les évaluations environnementales ou sont recueillis et conservés aux fins de la création d'un dossier accessible au grand public comme décrit dans la s. 37 de la Loi sur l'accès à l'information et la protection de la vie privée. Les renseignements personnels que vous soumettez feront partie d'un dossier accessible au grand public, à moins que vous ne demandiez que vos renseignements personnels restent confidentiels. Pour plus d'informations, veuillez contacter l'agent de projet ou le coordinateur de l'accès à l'information et de la protection de la vie privée du Ministère de l'Environnement, de la Protection de la nature et des Parcs au [REDACTED]

Date de publication : 22 avril 2025



AKAWE GAKINA GEGOO DA-NAANAAGAJICHIGAADE GE-INAMOK MIIKANA/GE-IZHICHIGAADEG IWEDI

MARTEN FALLS ISHKONIGAN MIIKANAAKEWIN

WEWENI JI-NAANAAGAJICHIGAADEG MIIKANAAKEWIN

Waa-onji-ozhichigaadeg owe apane go dayaabadad miikana Marten Fall Ishkonigan (MFFN) 190 km da-akoomon ji-bagamomok iwedi biinish igo da-sakamon gichi-miikanaang. Owe da-akoomon 430 km onji-apii Wiikwedong, Ontario giuwedinong miinawaa waabanong nake da-ondamon, mii iwe Anishinaabewaki Marten Falls Ishkoniganing, Ogowe gizhaadigewiniwiag ezhi-dibendamowaad Wiikwedong Aki Waasa Giiuwedinong.

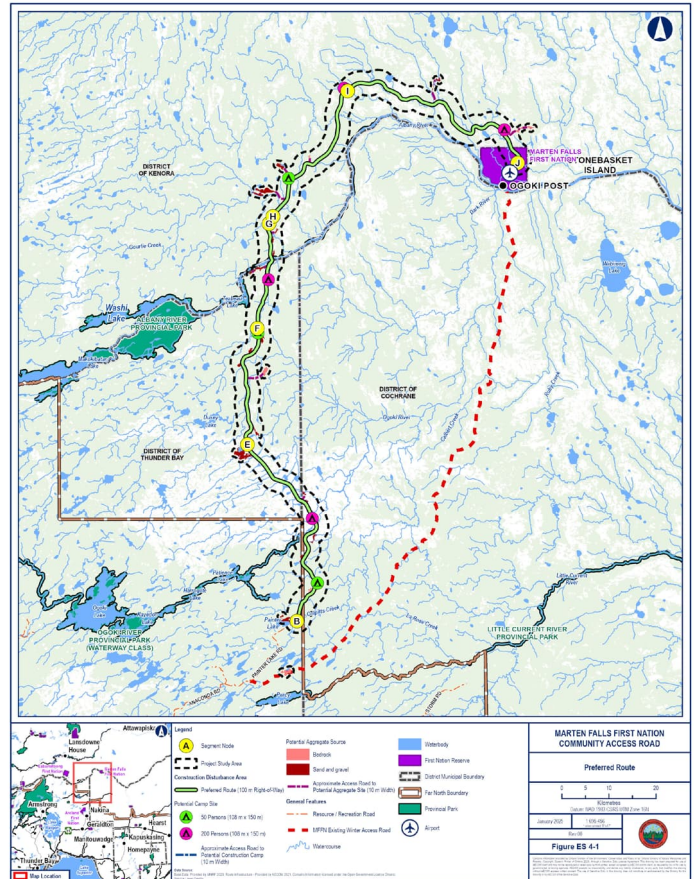
Ayaa akiimazina'igan Debaajimomagak waa-inamog miikana.

GAKINA GEGOO DA-NAANAAGAJICHIGAADE/GE-IZHICHIGAADEG (EA/IS)

Marten Falls Ishkonigan gii-kagwedwewag AECOM Canada ULC. akawe weweni ji-gagwegikendamowaad ge-izhiseg owe Aki Ontario Comprehensive Environmental Assessment (ezhinikaadegiban ako Individual Environmental Assessment) gaye Zhaaganaashiiwaki ge-izhichigaadeg imaa Marten Falls Ishkonigan Miikana odaabajitoonaawaa Zhaaganaashiiwaki Inaakonigewinan Ontario Environmental Assessment Act gaye Canadian Impact Assessment Act. Gii-kiizhi-ganawaabanjigaade da-gagwejimaawag Marten Falls Ishkonigan Anishinaabeg Class Environmental Assessment for Ministry of Natural Resources gaye Forestry Resource Stewardship gaye Facility Development Projects gemaa gaye, Class Environmental Assessment for Provincial Parks gaye Conservation Reserves.

Owe da-naanaagijichigaade ge-inamok miikana ge-izhichigaadeg Draft Environmental Assessment / Impact Statement aazhe gii-giizhichigaade aazha gii-taangibii'ige Ontario's Minister of the Environment, Conservation gaye Parks in October 2021. Nawaj geyaabi, gii-giizhichigaade Tailored Impact Statement Guidelines ge-izhi-biinak miikana Impact Assessment Agency of Canada apii Makoonsiwigiizis 24, 2020.

Owe Draft Environmental Assessment / Impact Statement da-naanaagijichigaade ge-inamok miikana ge-izhichigaadeg mazina'iganing ozhibii'igaade ge-inamog Miikana gemaa gaye nawaj bakaan ji-inamok Oga-nagwatoonaawaan Ge-inamogiban. Ge-izhinaagwak minik gegoo gemaa gaye ozhichigaadegin, mazina'igan dibaajimomagad weweni gegoo izhichigewinan, ningagananwendaaming debwewinan omaa onji-mazina'iganing ekidomagakin. Nawaj geyaabi,





owe mazina'igan dibaajimomagak aazha gii-kaganoonindwaa ishkonigani Anishinaabeg da-naanaagajichigaade ge-inamok miikana ge-izhichigaadeg inaakonigewin Environmental Assessment / Impact Assessment.

MII OMAA GE-ONJI-GAACHIJI'IYAANGIBAN WII-KIKENDAMEG GEGOO

Da-naanaagajichigaade ge-inamok miikana/ Ge-izhichigaadeg mazina'igan owe apii da-waabanjigaade mazina'igan Maangogiizis 22, 2025 owe minik da-naagwad 60 giizhigadoon (i.e., Ode'iminikewigiizis 23, 2025). Giishpin geyaabi gegoo wii-kikendaman omaa ji-waabandaanan Aazhawaatebii'iganing <http://www.martenfallsaccessroad.ca/draft-ea-is/>. Gidaa-bi-ganawaabandaanan mazina'igan omaa:

- Greenstone Agindaasowigamigong – Geraldton Branch: 405 2nd St. W., Geraldton, Ontario
- Greenstone Agindaasowigamigong – Longlac Branch: 110 Kenogami Drive, Longlac, Ontario
- Sioux Lookout Agindaasowigamigong – 21 Fifth Avenue, Sioux Lookout, Ontario
- Matawa First Nations Management – 233 S. Court Street, 2nd Floor, Thunder Bay, Ontario
- Wiikwedong Agindaasowigamigong – Waverley Resource Agindaasowigamigong, 285 Red River Rd, Thunder Bay, Ontario
- Timmins Public Agindaasowigamigong– 320 2nd Avenue, Timmins, Ontario

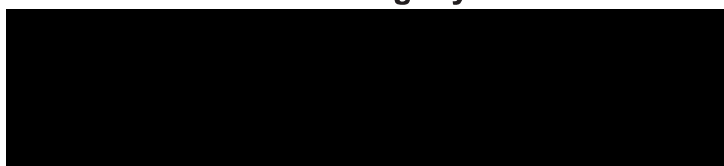
Omaa Wiikwedong gaye Geraldton, Ontario da-onji-miinindim mazina'iganan Zaagibagaawigiizis 2025. Omaa gidaa-inaab aazhawaatebii'iganing apii waa-tibaakonigeng.

- | | |
|---|---|
| • Wiikwedong - Ishkwaa-anama'ewigiizhigad, Zaagibagaawigiizis 26, 2025.
Superior Inn, 555 Arthur St W;
5 p.m. – 8 p.m.* | • Geraldton - Niiyogiizhigad, Zaagibagaawigiizis 29, 2025
Recreation Centre, 200 Wardrope Ave;
4 p.m. – 7 p.m.* |
|---|---|

*Nitam ningo-diba'igan Anishinaabeg eta go gaa-ayaawaad ishkoniganing.

Marten Falls Anishinaabeg giishpin inendamowaad wiinawaa da-bi'-izhaawag ji-waabandamowaad mazina'igan Draft Environmental Assessment / Impact Statement, gaye ogowe jiigaya'ii gaa-daawaad. Giishpin gegoo ayaayan ikidowinan omaa izhaan aazhawaatebii'iganing, gemaa gaye ozhibii'amaadiwin o'apii ji-ozhibii'igeyan Odeminikewigiizis 23, 2025 omaa.

Aazhawaatebii'iganing: www.martenfallsaccessroad.ca
Izhi-aazhawaatebii'iganing: eaisinput@martenfallsaccessroad.ca
Ge-izhi-ozhibii'amaagooyamban aandi:



Lawrence Baxter

Senior Community Member Advisor

MFFN Community Access Road Project Team

James McCutcheon

Project Manager, AECOM

MFFN Community Access Road Project Team



Giishpin gegoo gagwedweyan da-ozhibii'igaade omaa iwe mazina'igan aazha gaa-kiizhichigaadeg.

Gagwedwewinan sagakinigaadewan ge-izhi-wiji'indwaa Marten Falls Ishkonigan gaye AECOM omaa Ontario Environmental Assessment Act and mii Canadian Impact Assessment Act. Minik gegoo gaa-ayaayaang weweni da-ganawenjijigaade giishpin andawendaakwak naagaj. Gakina wiinzowinan – giigidobiwaabikoonsi gikiniwaajibii'iganan gakina, gaye endaayan – weweni da-naagwad, aazha gaa-gii-anokaadeg izhichigewinan Ministry of the Environment, Conservation and Parks. Gakina gegoo gaa-gii-maawandoonigaadeg imaa da-dazhi-ganawenjigaadewan Environmental Assessment Act awegwen igo daa-waabandaanan awegwen igo odaa-naanaagadawaabandaanan s.37 Freedom of Information and Protection of Privacy Act. Aazha giin gaa-ikidoyan da-waabanjijigaade giishpin inendam gaawin awiya gikendanziwaad gaa-ikidoyan inendamoyan. Giishpin geyaabi gegoo wii-kikendaman omaa izhi-gagwedwn Project Officer gemaa gaye Ministry of the Environment, Conservation, gaye Park's Freedom of Information gaye Privacy Coordinator imaa [REDACTED]

O'apii Ozhichigaade: Aandegogizis 24, 2025



መኖር በከተማ ለሚገኙት ሰዎች ለመገናኛት ስላቸው ተገትኖ የሚችሉ አገልግሎቶች ለመስጠት

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ፈርዶ ስራዎች

ይህ ስራ ለአገልግሎት ገንባታው ለሚከተሉት ስራዎች ስለተከተለ ነው። ገንባታው የሚደገፍው ለሰዎች ለመገናኛት ስላቸው ተገትኖ የሚችሉ አገልግሎቶች ለመስጠት ነው። ስራው የሚደገፍው ለሰዎች ለመገናኛት ስላቸው ተገትኖ የሚችሉ አገልግሎቶች ለመስጠት ነው። ስራው የሚደገፍው ለሰዎች ለመገናኛት ስላቸው ተገትኖ የሚችሉ አገልግሎቶች ለመስጠት ነው።

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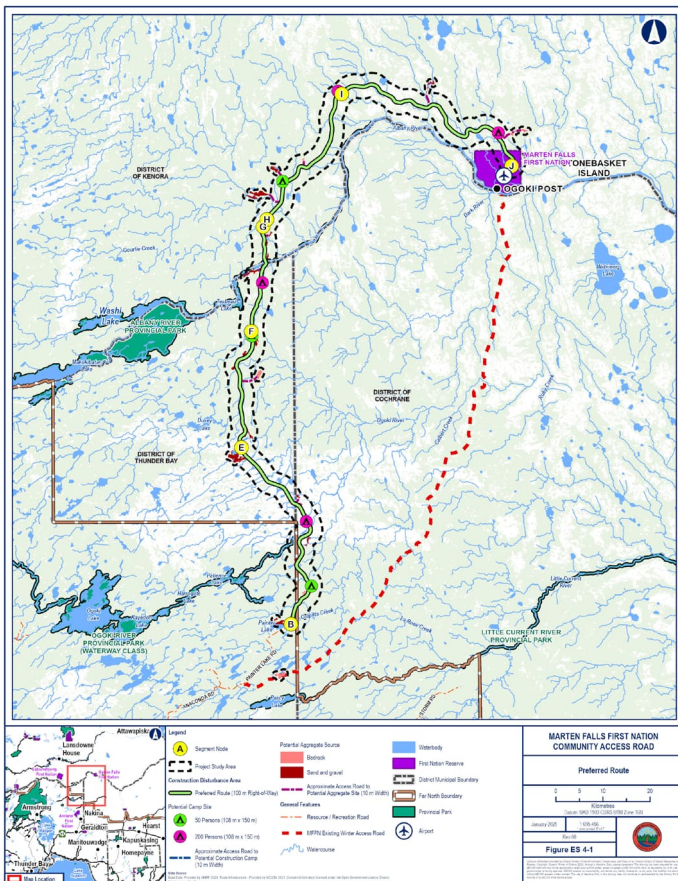
ስራው ለፈርዶ ስራዎች ስላቸው ተገትኖ የሚችሉ አገልግሎቶች ለመስጠት

አገልግሎት ገንባታው የሚደገፍው ለሰዎች ለመገናኛት ስላቸው ተገትኖ የሚችሉ አገልግሎቶች ለመስጠት ነው። ስራው የሚደገፍው ለሰዎች ለመገናኛት ስላቸው ተገትኖ የሚችሉ አገልግሎቶች ለመስጠት ነው። ስራው የሚደገፍው ለሰዎች ለመገናኛት ስላቸው ተገትኖ የሚችሉ አገልግሎቶች ለመስጠት ነው።

ስራው የሚደገፍው ለሰዎች ለመገናኛት ስላቸው ተገትኖ የሚችሉ አገልግሎቶች ለመስጠት ነው። ስራው የሚደገፍው ለሰዎች ለመገናኛት ስላቸው ተገትኖ የሚችሉ አገልግሎቶች ለመስጠት ነው። ስራው የሚደገፍው ለሰዎች ለመገናኛት ስላቸው ተገትኖ የሚችሉ አገልግሎቶች ለመስጠት ነው።

ይህ ስራ የሚደገፍው ለሰዎች ለመገናኛት ስላቸው ተገትኖ የሚችሉ አገልግሎቶች ለመስጠት ነው። ስራው የሚደገፍው ለሰዎች ለመገናኛት ስላቸው ተገትኖ የሚችሉ አገልግሎቶች ለመስጠት ነው። ስራው የሚደገፍው ለሰዎች ለመገናኛት ስላቸው ተገትኖ የሚችሉ አገልግሎቶች ለመስጠት ነው።

ስራው የሚደገፍው ለሰዎች ለመገናኛት ስላቸው ተገትኖ የሚችሉ አገልግሎቶች ለመስጠት ነው። ስራው የሚደገፍው ለሰዎች ለመገናኛት ስላቸው ተገትኖ የሚችሉ አገልግሎቶች ለመስጠት ነው። ስራው የሚደገፍው ለሰዎች ለመገናኛት ስላቸው ተገትኖ የሚችሉ አገልግሎቶች ለመስጠት ነው።



A2.2 Environmental Assessment / Impact Statement Email Notifications



Subject: Upcoming Release of the Draft Environmental Assessment / Impact Statement - February 18, 2025
Sent: 2025-02-13, 4:43:01 PM
From: Marten Falls First Nation Community Access Road - Draft Environmental Assessment / Impact Statement<[REDACTED]>
To: [REDACTED]
Cc: [REDACTED]

Dear Matthew Angees,

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

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

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

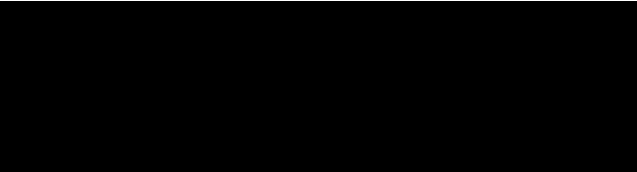
Included with the Assessment Summary, to support your review, is a USB containing all documents related to the Draft Environmental Assessment / Impact Statement, including the plain language summaries described above. In addition, Indigenous communities who requested hard copies of the Draft Environmental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

As a reminder, the Indigenous communities and groups we are engaging have early access to the Draft Environmental Assessment / Impact Statement; the public review period starts 60-days after the early release to Indigenous communities / groups and ends the same day. This means that Indigenous communities and groups have 120 calendar days to review and provide their comments to the Project Team on the Draft Environmental Assessment / Impact Statement. The review periods for Indigenous communities and groups, the public and regulators ends June 18, 2025. Comments and feedback on the Draft Environmental Assessment / Impact Statement can be provided via the Project Website, email or by letter mail, **until June 18, 2025**, at the addresses provided below.

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

Email: eaisinput@martenfallsaccessroad.ca

Mailing Address:



If you are not able to provide us with your feedback through any of these addresses, please contact us at [REDACTED]. We will find a way to support your submission through other means.

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

- **Milestone 3 Progress Report**—This summary of consultation activities was issued for review by Indigenous communities in November 2024, in advance of the release of the Draft Environmental Assessment / Impact Statement. This progress report provides a detailed account of engagement and communication activities conducted

from June 1, 2023 to July 31, 2024. A final version of the report will be made available once feedback has been reviewed and addressed; feedback has been requested by February 14, 2025.

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

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

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

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

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

Email: eaisinput@martenfallsaccessroad.ca

Phone: [REDACTED]

Subject: MFFN CAR Draft Environmental Assessment / Impact Statement is Available for Indigenous Review Online
Sent: 2025-02-19, 12:26:16 PM
From: [REDACTED]
To: Microsoft Outlook

Importance: High

The Marten Falls First Nation Community Access Road Project Team is excited to announce that the Draft Environmental Assessment / Impact Statement and its supporting documents are now available online for review by Indigenous communities and groups at the following website: <http://eais.martenfallsaccessroad.ca>

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

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

Website: <http://eais.martenfallsaccessroad.ca>

Email: eaisinput@martenfallsaccessroad.ca

Mailing Address:

[REDACTED]

If you are not able to provide us with your feedback through any of these addresses, please contact us at [REDACTED]. We will find a way to support your submission through another means.

We appreciate your time and effort to review the Draft Environmental Assessment / Impact Statement, and associated documents, and look forward to receiving your input.

Warm regards,

The Marten Falls First Nation Community Access Road Project Team

Marten Falls First Nation Community Access Road - Draft Environmental Assessment / Impact Statement
Website: <https://eais.martenfallsaccessroad.ca/>
Email: eaisinput@martenfallsaccessroad.ca
Phone: [REDACTED]

Subject: MFFN CAR Draft Environmental Assessment / Impact Statement - Community Well-Being Report

Sent: 2025-04-16, 12:55:56 PM

From: MFFN CAR [REDACTED]

To: info@martenfallsaccessroad.ca

We are pleased to announce that the Community Well-Being Report is now available for review by Indigenous communities and groups at [REDACTED]

Any Communities that have requested hard copies of the Draft Environmental Assessment / Impact Statement, and its supporting documents, will be receiving the Community Well-Being report in 5-7 business days.

Review Period

The Indigenous communities and groups we are engaging received early access to the Draft Environmental Assessment / Impact Statement on February 18, 2025, for a 120-day review period. As the Community Well-Being Report was not available at that time, we encourage you to provide your comments on this report within the remaining 75 days of the review period. Of note, the general public and regulators will have access to the same Draft Environmental Assessment / Impact Statement, including the Community Well-Being Report, 60-days after the Indigenous community early release starting April 22, 2025. The review periods for Indigenous communities and groups, the public and regulators ends June 23, 2025.

Comments and feedback on the Draft Environmental Assessment / Impact Statement can be provided via the Project Website, email or by letter mail, **until June 23, 2025**, at the addresses provided below.

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

Email: eaisinput@martenfallsaccessroad.ca

Mailing Address:

[REDACTED]

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

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

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

Warm regards,

Marten Falls First Nation Community Access Road Project Team

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

Website: eais.martenfallsaccessroad.ca

Email: eaisinput@martenfallsaccessroad.ca

Phone: [REDACTED]

Subject: MFFN CAR Draft Environmental Assessment / Impact Statement – Final days to provide feedback!
Sent: 2025-06-19, 5:43:31 PM
From: MFFN CAR [Redacted]
To: [Redacted]
Bcc: [Redacted]

There are five days left to provide feedback on the Draft Environmental Assessment / Impact Statement for the Marten Falls First Nation Community Access Road.

Indigenous communities we are engaging with received early access to the Draft Environmental Assessment / Impact Statement on February 18, 2025. It was made available to the public and regulators for review on April 22, 2025.

The review period for Indigenous communities and groups, the public and regulators ends June 23, 2025.

The Draft Environmental Assessment / Impact Statement can be accessed digitally on the Project Website at <https://eais.martenfallsaccessroad.ca/>.

Questions and feedback can be shared with the Project Team via:

- Email: eaisinput@martenfallsaccessroad.ca
- Website: <https://eais.martenfallsaccessroad.ca/>



Your input and feedback will help inform the preparation of the Final Environmental Assessment / Impact Statement related to the proposed Community Access Road.

If you have questions or if you would like to schedule a meeting to discuss, please contact us. We look forward to hearing from you!

Warm regards,

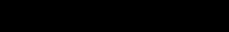
The Marten Falls First Nation Community Access Road Project Team

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

Website: eais.martenfallsaccessroad.ca

Email: eaisinput@martenfallsaccessroad.ca

Phone: 

A2.3 Environmental Assessment / Impact Statement Assessment Summary Package





A Message from Chief Bruce Achneepineskum

Boozhoo,

Marten Falls First Nation members have always aspired to connect our remote northern community to the Ontario provincial highway network and the rest of Ontario. Our vision is to build a sustainable and thriving community in the north. After years of effort, we are excited to say we are closer to making our dreams a reality by reaching an important milestone—the delivery of the Draft Environmental Assessment / Impact Statement for our Community Access Road.

The Community Access Road is more than infrastructure; it's about securing a better future for our people. For many years, Marten Falls First Nation has faced extreme challenges that not only make it difficult day-to-day but oftentimes can lead to life threatening situations. From state of emergencies in education, housing shortages and boil water advisories to mental health crises in our young population and increasingly staggering costs of food, we have taken matters into our own hands to transform our community.

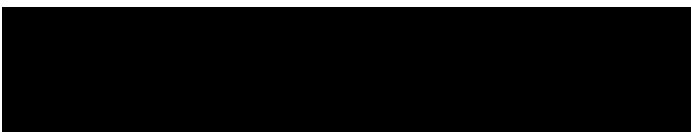
With year-round access from the Community Access Road, we will have stable and dependable access to healthcare, education and social services, ensuring that our community members receive the support they need. It will also open up new economic opportunities, lift community members out of poverty and lower the freight cost of goods. By improving transportation links, we can attract investment, create jobs and foster sustainable growth that respects our traditions and values.

Moreover, the Community Access Road will allow family members to visit one another more regularly and allow our members to return home. It will also strengthen our connections with other First Nations, fostering collaboration, relationships and mutual support.

I urge all First Nations to recognize the profound importance of the Community Access Road and to support its timely and successful completion. It is not just a path to progress; it is a testament to our resilience, our vision for the future and our commitment to the well-being of our people.

Our community looks forward to continuing this conversation with you on next steps in the Environmental Assessment / Impact Assessment process and on further advancing our vision and development goals. We appreciate and thank you for your support and dedication to this crucial initiative so we can continue reaching our dreams of a bright and prosperous future for Marten Falls First Nation.

Miigwetch,



Chief Bruce Achneepineskum
Marten Falls First Nation



okimahkan Bruce Achneepineskum Marten Falls ihtâwinihk

Boozhoo,

Marten Falls ihtâwinihk ininiwak kapi mana kocitâwak tacimostawayakwa kîwaytinohk ihtâwinihk Ontario tipahaskan miskanawa asici misiway Ontario. Isikanawapahtamak, t-ositayak tawicihikocik ininiwak misiway kîwaytinohk. kinwîsk î-nocitayahk, niminwaynihtinân kisiwak î-natamahk ta-kisitayahhk oma kapi masihtayak isicikiwin. yakoma î-kisitayahk masinahikan tanisi aski t-isi onipanihtayahk mîskanawa.

yakoma ihtâwinihk mîskanawaw nawac e-mistakihtîk, otay ati nîkan ininiwak î-kanawapimayahkwaw. aspin kayâs ohci, Martin Falls tipahaskan ininiwak mistahi ki-wapahtamak animisiwin, asci mihcitwaw kihpiwapahtamak animisiwan. ininiwak mihcîtwaw sihcîwak, kinikaw kiskinahamatowinihk isi, ininiwak i-nohtipancik waskahikana, nipi mina tosikatîk, micuwin mina i-mistakihtîk, aniki mina oskâyak ininiwak i-mâsitâcic pimansiwin. namona wihcasin oma kâmasihtayak, ikosi mana isipakosînimowahk miskanawa tâtoskîpanik otay ati nîkan. miskanawa takisihtayahk.

oma miskanaw kosihtayak kahkinaw ininiwak ta-wicihikotcik otay ati nîkân. miskanaw kawicihikona, minwayawinihk isi, kiskinahamatowinihk isi, wicihitowinihk mina, yakoma î-itînihtamak ininiwak ta-wicihikocik. oskâyihk ohpinsowina ta-tôskipanikih ati-nikân. ininiwak ta-ti minonâkohcikicik. ohpinsowinihk isi, atoskiwinihk isi, nihinawi-pimatsiwinihk isi. ohi tipahaskan miskanawa ta-wicihikowak ininiwak otay ati nîkan ohpinowinihk isi.

ohi miskanawa ta-wicihikowak ininiwak asici ototaymiwawa mina, ohi-miskanaw kosihtayak kahkinaw ininiwak ihtâwinihk ta-minowiciwayakwaw kotakak ininiwak. osicikiwina, ta-minowîciwitowak kahkinah ininiwak.

kahinaw ininiwak niwihkômananak ta-wicikâpawîstakowahkwaw ni-wâpahtînan ta-minâwsik pimatsiwin ispi-kisitayaki miskanaw. ohi miskanaw kosihtayak kayâs ohci-masihtayak, pînisk atinokwan nitatoskiwinan, mina otay ati-nîkan. kahkinaw ininiwak ta-minawyacik.

namona nikisihtânan ciswa, maka kiyapic nikâtoskanan, kiyapic kapikiskwatinan tacimostatowahk anima ka-pi-masihtayak oma isicikîwin. otay ati-nîkan kawapahtînanaw kitatoskîwinaw. mistahih kinanâskomitinan i-pisîtoskawayahk, kiyapic mina ka-kihokatonaw miigwetch Martin Falls ihtâwinihk ininiwak.

Miigwetch,

okimahkan Bruce Achneepineskum
Marten Falls ihtâwinihk



okimakan bruce achineepineskum marten falls tashikewin

pooshoo,

ekwa marten falls tashikewin anishinapek mawach opakosentanawa cinatamok oma Ontario kicimikana mina oma misiwe Ontario owe kiwetinok nitashikewininan katakwak. Ekwa nitishinamowininan inate kwayak cioncitamasoyak mina kwayak ciminosek owe nitishkonikaninan oma kiwetinok. Ekkwa mishiniahki kapimanokatamak, mawach nichaxhikentamin ciwitamak asha kekat etepinamak owe kakicinentakok nipakosenimowininan -tapishkoc kawipakitinamak kwayancikewin akio nanakacikewin/wanacikewin witaamakewin owe nitashikewin mikanakewininan oci.

ekwa kwanin piko eta owe tashikewin kicimikanakewin kaicikatek, ahi osha kaye kakanawapancikatek nitanishininiminan kwayak kekonan ciani ayawac ani nikan. Ekwa mishinoahki piotanak, marten falls tashikewin nanakamishin animisewinan opinakishkanan ekwa kaye pimatisowinan eonacinaniciyak. Tokan kaye kiciwicihiwewinan kantotamakin oma kikihnomakewinik, wakahikanan kanotasekin mina kahmachakamik nipin mina maitinencikanapinewin oshkatisak kaanimihikowac ekwa mina kaani kicishpakitek miicim, ekwa amiwe okoweniwan ninawac kayanokatamakin oma nitashikewininan. Ekwa kwanin mina wentasinoncimaminonamakin kakina nitisewininan, shakoc nipakosenimomin kwayak ciani macicikeyak tapishkoc okweniwan kekonan kanawentamankin, tokan nitashikewin kicimikanakewininan cianitakwak.

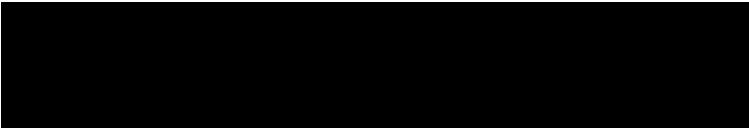
ekwa kishpin takwak owe nitashikewininan kicimikanakewin, amiwe keishinakwak apin cionciwencisek citepinamakin tokan mashkikiwi wicihiwewin, kihkinomakewin ekwa pimatisiwi wicihiwewinan, kecinac nitanishininiminan kwayak ciminakanowac wicihiwewinan kanantawentamowin. Ekwa mishin mina kotakiiyan oshki kekonan taoncitakwanon, ekwa mina napic citakwak notasewin mina ciociwentakintekin kekonan kpicikatekin. Ekwa kishpin kwayak ishinakowak pimocikewin, ocitamasowin nikatepinaminan, mina anokiwinan citakwakin tapishkoc cikicinencikemakakin nitishipimatisowininan onci.

ekwa tash, nitashikewi kicimikanakewininan okawicihikowininan sasakonak cioncikakiwitamitowac ekwa mina nitanishininiminan cioncipapikiwewac. Ekwa ahik kaye taoncimashkwawisemakan cinatamok kotakiiyan anishinapewi tashikewinan katakwakin, mishkoc kwayak ciwitanokimitinanowak, ciwiciwitonaniwak ekwa ciwicihitonaniwak.

ekwa kakina nikanonak anishinapek, kapeshinakokin tawinan mina kawitanokmakanowac kwayak cinisitawinamowac mawac ekicinetakwak owe tashikewin kicimikanakewin mina ciwicitowac mishkoc kwayak owe cikishicikatek. Ekwa kwann piko eta owe kaoshicikatek kakanawapacikatek; ewapacikatekosha kikashkitamasiwininan, mina kitishinamowininan nikan kainapinaniwak mina ewapatahiweyak kipakitisowininan mishkoc kwayak ciisewac kitanishininiminanak.

ekwa amiwe piko nitashikewininan keishipimi animotamakoyek anin apin mina keanitocikatek owe ahkio nanakacicikewin/wanacikewin witamakewinkaanoatekin ekwa mina awashime cikanawapacikatek nitishinamowininan mina nimacicikewi onacikewininan. Ekwa nimonentamin mina ninanakomomin kawicishiyak mina kapakitinitisiyek kwayak citocikatek owe macicikewin ekwa mina cipimikanawapatamakin nitinapatamowininan mina kwayak ciishisek ani nikan owe marten falls tashikewin.

miigwetch,



okimakan bruce achineepineskum
marten falls tashikewin



Executive Summary

Issued February 2025

The Marten Falls First Nation Community Access Road (Community Access Road) needs to meet both provincial and federal requirements prior to obtaining approval to proceed with construction activities. One of the federal requirements is the preparation of an assessment summary of the Draft Environmental Assessment / Impact Statement that contains sufficient details for the reader to understand the project. To meet this requirement, and provide readers with easy access to the information they value most, we have created a package of information that consists of the following components:

- ◆ Executive summary;
- ◆ Chief's letter;
- ◆ Technical discipline plain language summaries (including explanations of key definitions and common elements across all summaries); and
- ◆ Other supporting information.

ES 1. Our Story

We, Marten Falls First Nation, are an Anishinaabe community located at the junction of the Albany and Ogoki Rivers in northern Ontario. The nearest major city to our Community is Thunder Bay, Ontario, approximately 430 kilometres to the southeast.

This land has provided generously for our people, who have lived for generations according to its rhythms and been governed by its natural laws. We call this Anishinaabe bimaadiziwin—Anishinaabe way of living—it describes the way in which we, as spiritual beings, are connected to the land and all other living beings. As Anishinaabe people, we follow a set of instructions and teachings—called mino-bimaadiziwin / living a good life—that were gifted to us by the Creator and detail how we must interact with all of Creation in ways that are good and healthy.

Our ancestors lived seasonally, following the natural cycles of hunting, fishing and gathering. Colonization; however, brought drastic changes. Newcomers unfamiliar with our ways overhunted animals and imposed policies like the *Indian Act*, which restricted our traditional practices and mobility. Our children were taken to residential schools, where many suffered abuse, leaving a legacy of intergenerational trauma.

The remote location of our Community poses significant hardship. Marten Falls is only accessible year-round by air transportation out of Thunder Bay and Nakina, Ontario. In addition to access by air, a winter access road is built on an annual basis, but climate change is making this temporary road increasingly less reliable. This limits access to essential goods and services, while also limiting economic growth and opportunity. The possibility to visit family and keep our bonds strong is also limited, as is our access to the broader region, food, clean drinking water, fuel, building supplies and health care services.

To remedy these issues, we are proposing a multi-purpose all-season community access road which will connect us to the Ontario provincial highway network. It will open access to goods and services and will allow our community members to move towards a better future. An all-season community access road will allow us to assert our sovereignty and secure a better future for our members. The Community Access Road is also an act of economic reconciliation. We are proposing an approach to sustainable development that is framed by our worldview as Anishinaabe peoples and is steeped in our Community's values.

ES 2. Why We Need This Road

The Community Access Road will connect us to the main highways in Ontario. It will allow families to visit one another more easily and make travel safer. It will lower the cost of food, fuel and other supplies, and will improve community services like health, education and wellness. Our new road to the Community will also open up new opportunities for the Community to grow and flourish.

A multi-purpose road can also increase economic opportunities for Indigenous communities and others. The Community Access Road is anticipated to create jobs during construction and through operations. It will improve Marten Falls First Nation's access to employment opportunities because our members will be able to reliably commute to work year-round.

While the main use of the Community Access Road will be for Marten Falls First Nation, the Province also wants it to be used for potential future mineral exploration. Building the Community Access Road is part of the provincial government's promise to create jobs, provide long-term benefits and make life better for people in the far north.

The Community Access Road will not solve all our challenges, but it does represent a step in a positive direction. It opens the door to new opportunities to grow as a community and offers hope for a better future.

ES 3. Our Roles

We, Marten Falls First Nation, are the Proponent of the Community Access Road. We are also an Indigenous community who needs to be consulted with. We have one Chief and eight council members, who are elected every 2 years in accordance with the *Indian Act* electoral system. As both the Proponent and the governing body, our Chief and Council have the unique responsibility to further the Community Access Road while also ensuring that community members are consulted with and heard. They are also responsible for representing our members in a way that promotes the best interests of our Community. Our Chief and Council approves the direction of the Community Access Road with guidance from the Community and senior community members.

The Marten Falls First Nation Community Access Road Project Team (the Project Team) was formed to support us in the preparation of the Environmental Assessment / Impact Statement, and in meeting consultation and engagement requirements. The Project Team includes two Senior Community Member Advisors, a Project Director and a Technical Lead. The Project Team acts with the guidance, direction and input from our Chief and Council, the Community Member Advisors and the community membership.

The Project Team is tasked with managing and guiding the consultants, dealing with financials, responding to inquiries and reviewing technical documents among other tasks. The Project Team is also tasked with providing the Community and Chief and Council with regular updates on progress, upcoming decisions needed and next steps. They work with the technical experts and engineers to find a way to share data and information with Marten Falls First Nation.

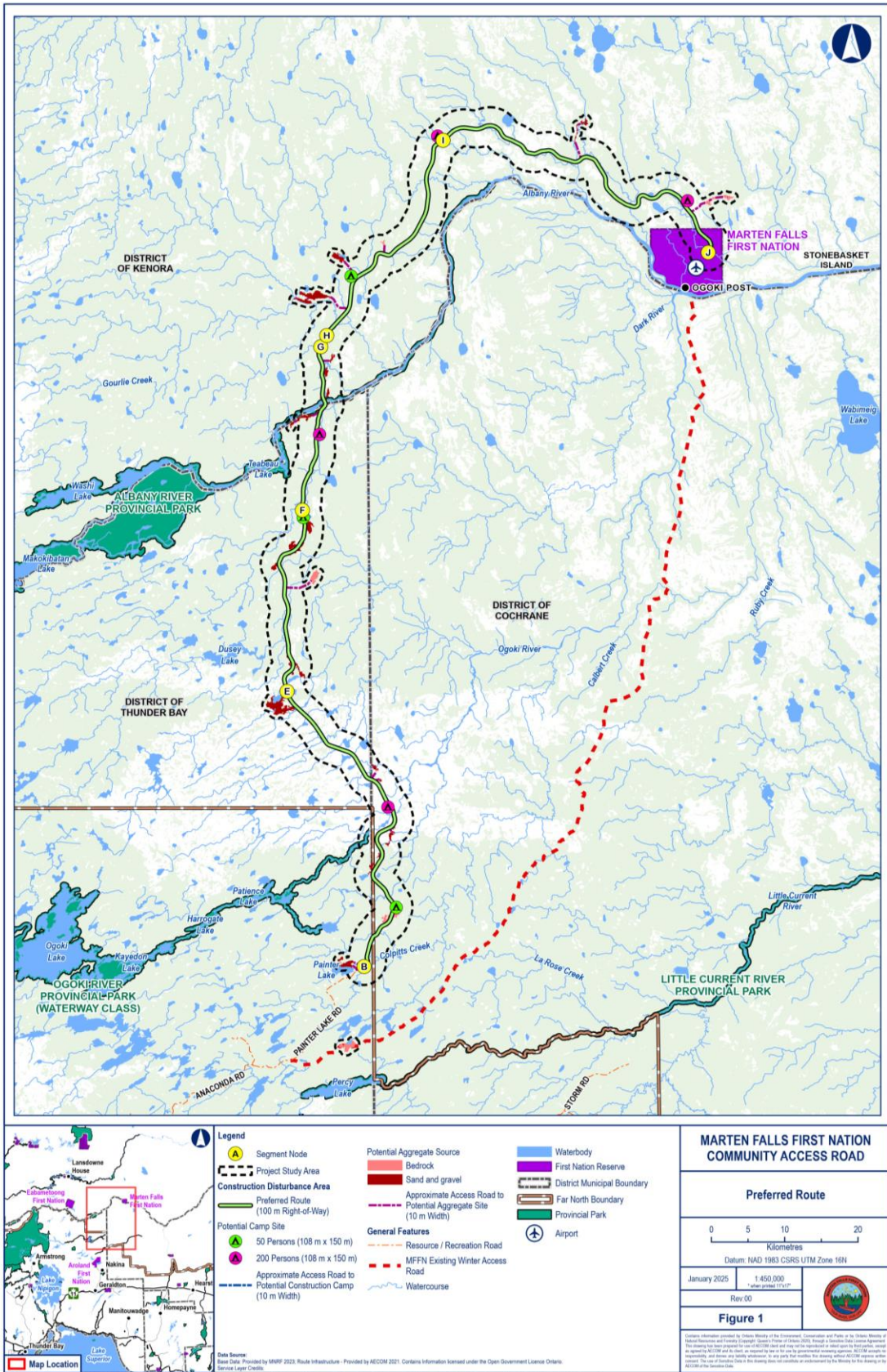
ES 4. How We Selected Our Road

Since 2007, a lot of effort has been invested in identifying the preferred route for the Community Access Road. In 2019 the choice was narrowed down to two alternatives—Alternative 1 and Alternative 4. Both start at Painter Lake Road and run north approximately 130 kilometres before turning eastward towards our Community, roughly following the north side of the Albany River.

Alternative 1 and Alternative 4 run parallel, overlap and cross each other at multiple locations. There were three main route options from which to choose the preferred route. These included choosing an alternative to cross the Ogoki River, choosing one to cross the Albany River and finally choosing the alternative that turns eastward towards Marten Falls.

Between 2019 and 2024, technical experts had collected data for their areas of expertise to understand the existing conditions of the natural, socio-economic and cultural environments. In the summer of 2023, the technical experts and engineers were asked to consider the data available to them, including Indigenous Knowledge, to identify the criteria that would be used to compare Alternative 1 and Alternative 4 and ultimately identify the preferred route. Results of this comparison, along with the Community's recommendations, were shared with our community members, our Chief and Council, Indigenous communities, interested persons and government agencies. The initial recommendations evolved in consideration of the feedback received, and a preferred route recommendation was presented to our Chief and Council for consideration. A Band Council Resolution supporting the preferred route (the Preferred Route) was signed on August 26, 2024. Refer to **Figure ES 4-1** for the Preferred Route.

Figure ES 4-1 Preferred Route



ES 5. Roles of the Regulators

Before being able to build the Community Access Road, approvals need to be obtained for different project activities, like construction of the Community Access Road and the setting up aggregate sites to help with construction. In the case of the Community Access Road, there are both federal and provincial requirements that need to be met before obtaining those approvals.

The Draft Environmental Assessment / Impact Statement was prepared to meet the intent of both the federal Tailored Impact Statement Guidelines and the provincial Terms of Reference. Feedback on this submission will be reviewed and incorporated as appropriate to prepare the Final Environmental Assessment / Impact Statement.

The regulators will evaluate the information provided and make a decision on whether or not the Final Environmental Assessment / Impact Statement meets their requirements.

ES 6. Our Approach

The methodology to complete an Environmental Assessment / Impact Statement is complicated and very technical. The Final Environmental Assessment / Impact Statement for the Community Access Road needs to meet both federal and provincial requirements. The following bullet points offer a summary of the steps completed as part of the effects assessment.

- ◆ **Indigenous Knowledge:** In 2019, the Project Team launched a program to collect Indigenous Knowledge. At the time of issuing the Draft Environmental Assessment / Impact Statement some Indigenous communities had shared their Indigenous Knowledge. This was woven with scientific approaches. Both Indigenous Knowledge and western science were considered in forming the foundation for existing conditions, predicting potential effects and determining appropriate mitigation and monitoring methods.
- ◆ **Gender-Based Analysis Plus:** This is an approach to help understand who is impacted by a project and assess how they may experience impacts differently. Examples of this could include how women might experience construction camps near their community or Indigenous workers experience joining a majority non-Indigenous workforce. This analysis is important to Marten Falls First Nation as a member of a visible minority. This analysis was approached differently by each technical discipline, as some have less direct influence on Gender-Based Analysis Plus than others.

- ◆ **Technical Disciplines:** A total of 20 technical disciplines are considered in the Environmental Assessment / Impact Statement, for example groundwater, ungulates and cultural heritage. These were grouped into water, land and people.
- ◆ **Valued Components:** The effects assessment started with identifying what is valuable to Indigenous peoples, the public, federal authorities and interested parties and could be impacted by the Community Access Road; these are referred to as valued components. An initial list was provided by government agencies. Throughout the development of the field studies, the valued component list was expanded to consider Indigenous Knowledge and conversations with members of Marten Falls First Nation and other communities.
- ◆ **Indicators:** The next step was to find a way to measure potential effects or changes to each valued component resulting from the Community Access Road. These are called indicators. They represent the resource, feature or issue related to a valued component that, if changed, may demonstrate an effect on water, land or people.
- ◆ **Project Activities:** Understanding how project activities interact with water, land, and people during both construction and operation phases is crucial for assessing potential effects. Not all construction and operations activities are relevant to every valued component.
- ◆ **Physical Boundaries:** These need to be defined to inform the areas in which each valued component was studied.
- ◆ **Temporal Boundaries:** These establish how long to consider the effects assessment for. Specifically for the Community Access Road, construction, operation and maintenance were considered. Construction is anticipated to last between 3 and 10 years, while operations and maintenance are anticipated to be permanent activities.
- ◆ **Existing Conditions:** Data on land, water and people were gathered to understand the current conditions of the area in and around the Community Access Road.
- ◆ **Residual Effects:** The existing conditions, alongside the description of anticipated construction, operations and maintenance activities, were used to determine the potential interactions between the Community Access Road and land, water and people. After the potential interactions were determined, potential effects to the valued components were identified, and strategies to avoid or mitigate the effect were examined. Residual effects are the effects remaining after the application of mitigation measures. Residual effects assessments

identified positive and negative effects to the existing conditions as a result of the Community Access Road. With this information, the technical disciplines drafted a description of the anticipated effects to each valued component.

- ◆ **Cumulative Effects:** An inclusions list was prepared, which considered relevant existing and planned projects. The list was then updated with feedback from Indigenous communities, stakeholders and regulators. Each technical discipline reviewed the inclusions list to assess potential effects from other projects and added these to the effects to land, water and people from the Community Access Road. This exercise resulted in the cumulative effects assessment.

ES 7. The Engineering of Our Road

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

The Community Access Road will consist of the road itself, associated access roads, rest areas / pull outs, bridges, culverts, pits and quarries.

The Draft Environmental Assessment / Impact Assessment was completed on a preliminary design of the roadway, which means that the details on how the Community Access Road will be built are still conceptual and are presented only at a high level.

The Community Access Road is being developed following a multi-phase process that includes the following phases:

- ◆ **Planning** began with developing the concept for the Community Access Road, which has been in discussion for more than a decade.
- ◆ **Preliminary Design** refers to the initial thoughts on the Community Access Road. It can include the proposed alignment of the road and typical cross-sections of what the road and bridges will look like.
- ◆ **Design Process** is commonly referred to as the detailed design and begins following the conclusion of the planning and preliminary design. It can; however, begin as the project awaits a decision from the regulators. Detailed design, as the name suggests, is when engineers work on the fine details of the design, for example the exact type of bridges and culverts.
- ◆ **Construction** typically follows the detailed design phase. How construction proceeds (e.g., direction and stages of build) will be selected early-on in the detailed design phase.

- ◆ **Operations and Maintenance** includes general road use (e.g., cars and trucks) and maintenance activities. This phase begins after construction is finished and continues for the duration of the road's use.

Currently the Community Access Road is at the Preliminary Design phase.

ES 8. Life on Our Land

An important step of the Draft Environmental Assessment / Impact Statement is to understand the current state of the natural, socio-economic and cultural environments, referred to as existing conditions. Environmental studies, both desktop and field, were completed by the technical disciplines to document and assess the existing conditions for both Alternative 1 and Alternative 4. As with the selection of the Preferred Route, the technical disciplines were grouped into water, land and people. The reason for this grouping is included below:

- ◆ **Water:** Water is life; it gives to the land and all the species that dwell here.
- ◆ **Land:** Marten Falls First Nation has a deep and enduring connection to the land. Land is central to their identity, culture and way of life. They view the land and its living creatures as integral to the circle of life, essential for maintaining balance and harmony in the environment. Traditional activities, such as moose hunting, allow them to sustain their connection to the land and each other. While open to development, Marten Falls First Nation members emphasize the importance of conserving the land and resources to ensure that future generations can continue to enjoy and benefit from them.
- ◆ **People:** Trapping, fishing and hunting are important activities to maintain the Community's food security and cultural heritage. Once common practices for Marten Falls First Nation are being challenged because of economic changes and environmental impacts. Marten Falls First Nation values sustainable ecosystem management. Overall, community members are committed to preserving their way of life and ensuring the health of their environment for future generations.

Given the volume and complexity of the information gathered through these studies, plain language summaries have been developed for each technical discipline to help the reader better understand the study findings. To avoid duplicating the information here, within the main body of the executive summary, the plain language summaries for technical discipline information are available under separate covers. These documents combined make up the assessment summary required by the federal Tailored Impact

Statement Guidelines. This information is also available online at eais.martenfallsaccessroad.ca.

Each technical discipline's plain language summary includes a description of the following:

- ◆ Introduction;
- ◆ Existing conditions;
- ◆ Potential effects and mitigations;
- ◆ Residual effects; and
- ◆ Cumulative effects.

We have combined some of the technical discipline plain language summaries where it makes sense to do so, for example, where they are interconnected and where the amount of information allows for combining. The plain language summaries are grouped as follows:

- ◆ Fish and fish habitat;
- ◆ Groundwater and surface water;
- ◆ Peatlands;
- ◆ Soils and vegetation;
- ◆ Wildlife and birds;
- ◆ Ungulates;
- ◆ Acoustic, atmospheric environment and greenhouse gases;
- ◆ Archaeology and cultural heritage;
- ◆ Climate change;
- ◆ Community well-being (economics, human health and community safety and socio-community); and
- ◆ Visual environment and land and resource use.

ES 9. How Our Road will Change Our Land

As noted above, information was collected for both Alternative 1 and Alternative 4 to understand existing conditions of the natural, socio-economic and cultural environments. The information was also used to support Marten Falls First Nation in choosing the Preferred Route. Each technical discipline completed an effects assessment. This consisted of potential effects (positive, negative, and neutral) as well as mitigation and enhancement measures, and an assessment of residual effects.

Each technical discipline used existing conditions information alongside the description of anticipated construction, operations and maintenance activities. This was used to determine the potential interactions between the Community Access Road and the environment. After the potential interactions were determined, potential effects were identified, and strategies to avoid or mitigate the effects were examined. Mitigations are strategies to reduce the potential negative effects on the environment.

For instance, mitigation measures, like placing fuel sources at least 30 metres from a waterbody, can be effective in minimizing the potential effects from accidental fuel spills. After implementing mitigation measures, a residual effects assessment is conducted to determine if any leftover effects remain. This ensures that all potential effects are thoroughly evaluated and managed. A description of residual effects is included in the plain language summaries for each of the technical disciplines.

ES 10. Cumulative Effects

An easy way to describe cumulative effects is...

Imagine you are gathering with family in the woods. When you and your cousins arrive, the woods are quiet. Your group decides to play some music. Next, your parents, uncles and aunts arrive. They want to listen to their own music, so they gather in another spot. Meanwhile, the younger kids gather in another area to sing and play.

The music being played is your family's effects on the noise level in the woods. Each family gathering spot—yours, your parents', uncles' and aunts', and the younger kids'—are like other projects in the area, each contributing their own noise impacts. Your noise, plus everyone else's, represent the **cumulative effect** of the many noise levels in the woods.

There are three key concepts relating to cumulative effects that need to be understood. These include:

- ◆ **Temporal Overlap:** When one activity happens at the same time as another activity. Considering the family gathering example, your cumulative effects assessment would consider the three sources of music that are happening at the same time. If someone else plays music after you leave, the two activities do not coincide in time. The noise (music) your family generated, therefore, does not overlap with the noise made after you left the area, and as such there is not a cumulative effect.
- ◆ **Spatial Overlap:** When one activity happens in the same area as another activity. If the teenagers in this example decide to play their music a few kilometres away from the woods, their music would not be heard in the woods. The noise they create, therefore, overlaps in time but not in space. As such, there is not a cumulative effect; and
- ◆ **Reasonably Foreseeable Projects:** The last concept relates to projects that you can reasonably anticipate for consideration in the cumulative effects assessment. From our example, you know about your family gathering. You also know that your neighbour is planning a birthday party at the same time, right next to your gathering. It is, therefore, reasonably foreseeable that they will also make noise and that you should consider their cumulative effects along with yours. An example of a project that is not reasonably foreseeable is unexpected construction to repair a bridge that collapsed the day before your gathering. You could not have known the bridge would collapse, therefore, any noise from the repair work would not be considered reasonably foreseeable.

Following our example, to understand the cumulative effects on noise levels in the woods, you would need to:

- ◆ Understand **existing conditions**, or the existing noise levels before you arrive;
- ◆ Understand your **effects**, or how your music contributes to the overall noise levels;
- ◆ Consider **mitigation measures**, like lowering your music volume or using headphones;
- ◆ Assess **residual effects**, or the left over effects after applying mitigation measures, such as the remaining noise levels after you have lowered the volume of your music; and
- ◆ Add **potential effects from other activities**. Once you know the residual effects of your music, you would add the potential effects of other reasonably foreseeable projects that are happening at the same time, and in the same area.

Following the steps above helps identify the cumulative effects that may occur in the woods. In our example, we consider both the noise from the family gathering and the noise from other sources, like the birthday party.

As indicated above, the plain language summaries include a description of cumulative effects for each technical discipline.

ES 11. We Listened

Marten Falls First Nation has been consulting and engaging on the Community Access Road with Indigenous communities, interested persons and government agencies since 2019. As part of the Environmental Assessment / Impact Statement, Marten Falls First Nation was required to consult and engage with Indigenous communities, Tribal Councils and Political Treaty Organizations / Provincial Territorial Organizations.

Since the beginning of the Environmental Assessment / Impact Assessment, there have been significant achievements. A highlight of this process has been the ongoing communication and relationship building with Indigenous communities, government agencies and interested persons, culminating in sharing early findings of the existing conditions reports, sharing results and recommendations to support the selection of the Preferred Route and ultimately receiving a Band Council Resolution for the Preferred Route in August 2024.

Relationship building has been at the core of consultation and engagement efforts. Over the years, progress has been made to establish lines of communication, increase active participation and satisfy / resolve concerns and issues. Progress has also been made to host Council-to-Council meetings between Marten Falls First Nation and other Indigenous communities (i.e., Eabametoong First Nation and Aroland First Nation) to discuss relationship protocols, approaches for meaningful consultation and engagement, and to provide updates related to the Community Access Road.

Marten Falls First Nation members also had additional opportunities related to the Consultation and Engagement Program as a proponent First Nation, including the review of documents and meetings in advance of other Indigenous communities, government agencies and interested persons. Marten Falls First Nation was provided reports of their consultation and engagement on the Community Access Road for review and validation. Material shared with them during meetings was edited based on community feedback to ensure the project approach was based on direct input and feedback from the Community. This early involvement has allowed the Community to provide valuable insights and feedback on various aspects of the Community Access Road, including the Environmental Assessment / Impact Assessment process, Indigenous Knowledge Program and route selection.

There have been various consultation and engagement activities, some highlights include (but are not limited to):

- ◆ Three Public Information Centres (since the start of the Environmental Assessment milestone in October 2021);
- ◆ Three provincially-supported forums, including two Aboriginal and / or Treaty Rights and Interests Forums and one Three-Road Project Gathering and Expo, jointly held between the Community Access Road, Webequie Supply Road and Northern Road Link with Indigenous communities. A second Three-Road Project Gathering and Expo is scheduled for February 2025 to discuss the Draft Environmental Assessment / Impact Statement;
- ◆ Various virtual and / or in-person meetings with Indigenous communities, government agencies and interested persons;
- ◆ Development and participation in the Indigenous Knowledge Program and Community Coordinator Program for Indigenous communities;
- ◆ Distribution and follow-up of consultation and engagement Progress Reports for Indigenous communities;
- ◆ Webinars and videos related to valued components, cumulative effects, climate change adaptation, route selection and route updates; and
- ◆ Distribution of monthly E-Blasts (newsletters), field notices and discussion guides, seeking feedback and input on a monthly basis by Indigenous Community Leads.

Consultation and engagement activities will continue up to and including the submission of the Final Environmental Assessment / Impact Statement in fall / winter 2025. These activities are planned to help with the review process of the Draft Environmental Assessment / Impact Statement and to prepare for the submission and review of the Final Environmental Assessment / Impact Statement.

ES 12. Our Changing Climate

Climate change presents many challenges in remote areas like Marten Falls. Climate events such as increased rainfall, flooding, wildfire risks, extreme heat and ecosystem shifts have the potential to affect both the construction and long-term use of the Community Access Road. If climate events result in the closure of the Community Access Road, it will also affect us and potentially other communities which depend on it.

The Community Access Road incorporates mitigation strategies to lower emissions from construction and maintenance activities. Adaptation measures are also incorporated by designing infrastructure that can withstand expected climate conditions. The goal is to build a road that is resilient and minimizes risks to surrounding communities in a changing climate. While these strategies will greatly enhance the Community Access Road's resilience, they will not eliminate all risks.

ES 13. Other Regulatory Requirements

One of the federal requirements is an assessment of potential accidents and malfunctions of the Community Access Road. Based on its design and intended use, professional judgement and experience with other remote road projects, potential accidents or malfunctions were identified, such as spills, transportation accidents and extreme weather events, among others.

Accidents can be prevented through good planning and design. In addition, safety measures can be implemented to reduce the likelihood of an accident happening and, if one does occur, to manage it effectively. A requirement that the contractor selected for construction of the Community Access Road will have to fulfill is the preparation and implementation of plans to prevent accidents and malfunctions. These could for example include a: spill contingency plan, waste management plan, emergency response plan and wildlife management plan.

The Community Access Road will be designed in accordance with the Ontario Ministry of Transportation Roadside Design Manual. In addition, the geometric design criteria used for the design and construction of the Community Access Road will be based on the latest and best practices from the Transportation Association of Canada and Ministry of Transportation of Ontario Design Supplement.

The lack of an appropriate plan to support Indigenous communities and non-Indigenous workers in their interactions could also be considered a potential accident and malfunction to the Anishinaabeg culture. During construction, the contractor, with guidance and support from Marten Falls First Nation, will be required to provide mandatory, ongoing cultural awareness and sensitivity training to protect the Anishinaabeg. The training should be developed with Indigenous communities to ensure that opening roads to the north does not result in further damage and can be used as a means to build trust and understanding, and to protect the Anishinaabeg culture.

The federal Tailored Impact Statement Guidelines require information on how the Community Access Road may contribute to Canada's ability to meet its environmental obligations and commitments. During the route selection process, the Project Team prioritized environmental sustainability when analyzing data collected by technical

experts in the water, land and people categories. This analysis ensured that the Preferred Route for each of the three segments were those that had the least impact on the environment when compared to other options. Environmental sustainability was a consideration throughout, influencing the Preferred Route selection and the development of mitigation measures and monitoring activities.

ES 14. Monitoring Programs and Future Commitments

Monitoring programs serve to verify the accuracy of the effects assessment and evaluate the effectiveness of mitigation and enhancement measures. Monitoring programs also include future commitments related to mitigating residual effects. A project-specific environmental monitoring program will be developed and implemented that includes the monitoring commitments related to valued components presented in the Environmental Assessment / Impact Statement.

The Environmental Assessment / Impact Statement considers pre-construction and construction monitoring programs, as well as operation and maintenance monitoring programs and future commitments for the various technical disciplines.

ES 15. Summary and Recommendations

Class Environmental Assessments prepared for the Ontario Ministry of Transportation projects include the preparation of a Transportation Environmental Study Report. Transportation Environmental Study Reports consist of tables summarizing the findings of an environmental assessment (i.e., potential effects and recommended mitigation measures), which can be used in the preliminary design report and inform detail design.

The Transportation Environmental Study Report was used as a template to prepare the summary and recommendations tables included in Section 10 of each one of the Technical Support Documents. To facilitate the review of the findings of the Technical Support Document, these tables have been combined into one document and appended to the draft Environmental Assessment / Impact Statement.



Gaa-dakoosing Ozhibii'igan

February 2025

Marten Falls Anishinaabeg Dazhiikewin Aabadak Miikana (Dazhiikewin Aabadak Miikana) o-daa-debinaanaawaa ji-bagidinindwaa ji-maajii-miikanaakewaad ogimaawining akiikaaning gaye Gaanada Akiing. Bezhigh ge-andooshkang Gaanada Aki ji-nanaando-gikenjigaadeg aaniin ge-inishkaagemagak ozhichigaadeg iwe miikana, ji-ayaawaad ini mazina'iganan. Ji-debinigaadeg owe mazina'igan gaa-wiindamaagemagak, ngii-ozhitoomin wiindamaagewin wegonen ge-ayaamagak imaa:

- ◆ Gaa-dakoosing Ozhibii'igan
- ◆ Ogimaakaan odoozhibii'igan
- ◆ Gaa-dakoosingin ozhibii'iganan (ge-dazhinigaadeg gegoon gaye ge-gikenjigaadeg): gaye
- ◆ Godak wiindamaagewin

ES 1. Nindibaajimowininaan

Niinawind Marten Falls gaa-onjiiyaang Anishinaabeg ndayaamin imaa gaa-izhijiwangin Albany Ziibi gaye Ogoki Ziibi giwedonong Ontario. Animikii-wiikwedong iwe gichi-oodena, Ontario ngojigo 430 daso-diba'akaan zhaawanong inake.

Aapiji weweni ndoondaadizimin omaa akiing, mewinzha omaa edanakiiyaang egikendamaang ezhiyaag. Anishinaabe bimaadiziwin nin-dizhinikaadaamin owe – Anishinaabe bimaadiziwin – mii imaa wenji-gikendamaang aaniin ge-izhi-bimaadiziyaang omaa akiing gaye godak gaa-bimaadiziwaad omaa. Gii-anishinaabewiyaang, nimbimizha'aamin - mino-bimaadiziwin – weweni ji-ayaa'aang – Gizhe-manidoo aaniish nin-gii-miinigonaaan owe, weweni ji-wiiji'ayaamangwaa godak awiyag.

Odaanaang gaa-gii-bi-ayaawaad weweni gii-izhi-bimaadiziwag gabe-biboon, gabe-niibin gii-andawenjigewaad, gii-giigooyikewaad gii-mawinzowaad. Gii-dagoshinowaad dash wemitigoozhiwaag, gii-aanjise bimaadiziwin. Niibiwa awensiwa o-gii-nisaawaa gaye inaakonigewin daabishkoo Indian Act ningii-gibitinigoomin weweni ji-izhi-bimaadiziyaang. Gikino'amaadiwigamigong gii-izhiwinaawag niniijaanisinaanig e-gii-maanzhidoodawindwaa, giyaabi noongom e-onji-gagwaadagendamowaad.

Bagwadakamig ayaamagan ndazhiikewininaan, ezanagak bimaadiziwin. Gaa-bimisemagak eta daa-aabadan ji-izhaang Marten Falls Animikii-wiikwedong gaye Nakina ji-onji-maajaang. Bibooni-miikana ozhichigaade endaso biboon, gaawiin dash bizhishig onizhishinzinoon iwe ozaam bakaan gii-ani-izhiwebak. Zanagan dash jii-biijigaadeg miijim gaye godak gegoonan, gaye gaawiin aapiji zhooniyaakesiiwag awiyag. Gaawiin gaye minosesinoon ji-mawadisindwaa gaa-inawemangwaa, gaawiin gaye aapiji miijim, nibi gaa-minikwaadeg gaye waasiganig-bimide gaye gaa-aabadakin gii-ozhichigaadeg gegoon, gaye mino-ayaawin.

Mii dash endawendamaang ji-ozhichigaadeg miikana ge-aabadak gabe-gikinoonowin, gaawiin eta gii-niibing, Ontario gichi-miikanaang ji-inamok iwe miikana. Giishpin iwe izhiseg, nin-ga-debinaamin gakina gegoon ge-aabajitoowaang. Nin-ga-gashkitoomin jii-dibenindizoyaang babenak ji-izhi-bimaadiziyaang. Iwe Dazhiikewin Miikana da-onji-minose niibiwa gegoon. Ninandawendaamin ji-gashkitoowaang ji-bami'idizowang daabishkoo gaa-izhi-mino-biamadiziwaad Anishinaabeg Dazhiikewining.

ES 2. Aaniin Wenji-andawendamaang Owe Miikanahy

Iwe Dazhiikewin Miikana ayaamagak nin-ga-gashkitoomin gichi-miikana Ontario ji-izhaayaang. Bizaanigo da-mawadisidiwag Anishinaabeg nawach babenak ji-ayaag bimi-ayaawin. Nawach da-niisaginde miijim waasigani-bimide gaye godak gegoonan gaye nawach da-minose mino-ayaawin gikino'amaagoowin gaye mino-bimaadiziwin. Wiinge da-onizhishin bimaadiziwin giishpin debinamaang iwe miikana.

Owe miikana ge-aabadak gabe-gikinoonowin niibiwa da-inaabadan gaye da-onji-zhooniyaakewag Anishinaabeg dazhiikewining gaa-ayaawaad gaye godak. Iwe Dazhiikewin Miikana da-onjiimagan anokiiwin ozhichigaadeg iwe miikana gaye bamichigaadeg. Da-onji-minose Marten Falls Anishinaabeg ji-anokiiwaad aaniish naa da-anokiiwag gabe-gikinoonowin.

Aanawi Marten Falls maawach oda-aabajitoonaawaa ikwe Dazhiikewin Miikana, giyaabi dash akiikaan wii-aabajitoonaawaa ji-nanaandosiniiwaad. Ozhichigaadeg iwe Dazhiikewin Miikana amii akiikaan ogimaawiwain ge-izhi-ozhitoowaad anokiiwinan, ginwesh ge-minoseg, gaye ji-mino-bimaadiziwaad awiyag waasa giwedonong.

Iwe Dazhiikewin Miikana, gaawiin gakina da-minosesinoon gaa-zanagendagwak giyaabi dash da-minose niibiwa gegoon. Oshkiya'ii gaa-minoseg da-ayaamagan omaa dazhiikewining babenag ji-ayaag bimaadiziwin niigaan akiiwang.

ES 3. Ezhichigeyaang

Niinawind Marten Falls Ishkoniganing gaa-onjiiyaang Ndagwiimin imaa Dazhiikewin Miikana. Nindanishinaabewimin imaa dazhiikewining ninandawendaamin dash jidagwiiyaang. Ogimaakaan gaye nishwaaso odininiima ndoodaapinigoomin endasoniizhobiboon daabishkoo gaa-izhising imaa Indian Act inaakonigewining. Ndagwiimin gaye nindoogimaakandaamin ishkonigan, niinawind dash ndizhisemin jizhichigeng jiozhigaadeg iwe Dazhiikewin Miikana, gaye jibizindawindwa Anishinaabeg omaa gaaizhi-dibendaagoziwaad. Jiminoseg iwe dazhiikewin izhichigaaniwang. Ogimaakaan gaye odininiima odinendaanaawaa jiayaamagak iwe Dazhiikewin Miikana, jiwidookaagewaad Dazhiikewining gaa-ayaawaad gaye gitaadiziig.

Marten Falls Dazhiikewin Miikana Izhichigewin (Izhichigewin gaa-dazhiikamowaad), gii-ozhichigaade jimaajii-ozhichigaadeg gebiminizha'igaadeg jigikenjigaadeg aaniin geinishkaagemagak iwe ozhichigaadeg miikana, gaye jigagwejimindwaa Anishinaabeg aaniish mii iwe endawendaagwak jizhiseg. Izhichigewin gaa-dazhiikamowaad, niizhiwag ishkoniganing gaa-onjiiwaad, bezhig gaa-niigaanishkang gaye gaa-nagajitood gegoon. Mii dash ogo gebizindawawaad oigimaakaan gaye odininiima gaye ishkoniganing gawiidookaagewaad gaye gakina Anishinaabeg.

Izhichigewin gaa-dazhiikamowaad gii-inaawag jiniigaanishkamowaad iwe, jimaamiinomaawaad gawiiji'iwewaad, jidazhiikamowaad zhooniyaakewin, jinakwetamowaad, jiaagindamowaad azina'iganan. Izhichigewin gaa-dazhiikamowaad gaye inaawag jidibaajimowaad aaniin ezhiseg iwe gaa-ozhichigaadeg miikana, gaye jiiqidowaad giishpin gegoon andawenjigaadeg jidazhinjigaadeg gaye godak gegoon. Gaa-nagajitoonid gegoon oda-wiidanokiimaawaa' jimikamowaad aaniin geizhi-wiindamaagewaad gikenjigewin imaa Marten Falls.

ES 4. Aaniin Gaa-izhi-odaapinamaan Ge-inamok Miikana

2007 gii-izhiseg gii-gichi-naanaagadawenjigaade aaniindi ge-inamog iwe Dazhiikewin Miikana. 2019 dash gii-izhiseg owe gii-inenjigaade – Bezhig Inake 1 miinawaa Bezhig Inake 4. Minji-niizh Painter Lake Miikana maajii-inamood giwedionong dash izhaamaganoon 130 km jibwaa-izhaamagakin waabanong omaa gidazhiikewinininaang, ngojigo giwedionong imaa Albany Ziibi.

Bezhig Inake 1 gaye Bezhig Inake 4 bezhigwan inake inamonoon, ningoding aazhideshkaawaan. Gii-nisinoon gaa-inamokin gegii-odaapinigaadegibaniin. Owe bezhig aazhawishkaa imaa Ogoki Ziibiing, bezhig miinawaa jiaazhawishkaag Albany Ziibiing gaye gegapii odaapinigaadeg iwe waabanong inake Marten Falls.

2019 gii-izhiseg biinish 2024, gaa-gikendaasowaad o-gii-maawadoonaanaawaa gikenjigewin ji-nisidotamowaad aan ezhiseg aki, zhooniyaakewin gaye gaa-izhi-bimaadizinaaniwang. Gii-niibing 2023, gaa-gikendaasowaad gaye godak dinookaanag gii-gagwejiimaawag ji-dazhindamowaad iwe gikenjigewin gaye Anishinaabe gikendaasowin, ji-dazhindamowaad wegonen iwe 1 Inake gaye 4 Inake, ji-odaapinamowaad maawach ge-onizhishing ji-inamog miikana. Gii-waabanjigaade dash owe inendamowin gaye Dazhiikewining gaa-ayaawaad awiyag enendamowaad, ji-gikendamowaad Anishinaabeg gaye Ogimaakaan gaye Odiniima', gaye dazhiikewinan, godag awiyag gaye ogimaag. Gii-dazhinjigaade dash owe, e-gii-waabanda'indwaa Ogimaakaan gaye Odiniima' ji-waabandamowaad. Ogimaakaan inaakonigewin e-ikidoomagak e-zaagichigaadeg (Ge-inamog Miikana) gii-ozhibii'igaade August 26, 2024 gii-inangizod. Waabandan Agindaason ES 4-1 ji-waabandaman iwe Ge-inamog Miikana.

Agindaason ES 4-1 Ge-inamog Miikana

ES 5. Ge-inwaazowaad Gaa-bimiwidoowaad

Jibwaa-gashkichigaadeg ji-ozhichigaadeg iwe Dazhiikewin Miikana, nitam da-andawenjigaadewan ji-bagidiniweng ji-izhichigeng gegoonan imaa izhichigewining, daabishkoo ji-ozhichigaadeg iwe Dazhiikewin Miikana gaye ji-achigaadegin ge-danakamigak owe ji-ozhichigaadeg. Iwe Dazhiikewin Miikana, ini niizhin ogimaawinan Gaanada Aki gaye akiikaan, da-ikidowag wegonen ge-andawendaagwak jibwaa-maajitaang.

Iwe Nitam Enishkaagemagak / Inishkaagewin Ikidowin gii-ozhichigaade ji-wiindamaageng aaniin Gaanada Aki Ogimaa Endawendang Ji-izhichigeng gaye akiikaan Endawendamowaad Ji-izhisenig. Nakwetamowin omaa da-ganawaabanjigaade gaye da-dagonigaade enenjigaadeg ji-ozhichigaadeg iwe Ishkwaawaach Enishkaagemagak Mazina'igan / Inishkaagewin Ikidowin.

Igi Gaa-bimiwidoowaad oda-ganawaabandaanaawaa iwe wiindamaagewin ji-ikidowaad enendamowaad giishpin ji-ayaamagak gemaa gaawiin ji-ayaamagazinog iwe Ishkwaawaach Enishkaagemagak Mazina'igan / Inishkaagewin Ikidowin.

ES 6. Waa-izhichigeyaang

Zanagan ji-ozhichigaadeg iwe Enishkaagemagak / Inishkaagewin Ikidowin. Iwe Ishkwaawaach Enishkaagemagak / Inishkaagewin Ikidowin dazhinjigaadeg Dazhiikewin

Miikana igi niizhwewaan ogimaawinan da-ikidoomaganoon enendamowaad. Omaa ozhibii'igaade edakwaag ge-izhichigeng ji-ozhichigaadeg iwe inendamowin.

- ◆ **Anishinaabe Gikendaasowin:** 2019 gii-izhiseg iwe Izhichigewin Gaa-dazhiikamowaad o-gii-maajii-maawadoonaawaa Anishinaabe Gikendaasowin. Gii-maajii-dazhindamowaad iwe Enishkaagemagak Akiing / Inishkaagewin Ikidowin, gii-wiindamaagewag Anishinaabeg gekendamowaad iwe Anishinaabe Gikendaasowin. Gii-dagonigaade dash gaye imaa wemitigoozhii gikendaasowin. Gii-inenjigaade gaa-izhi-niizhing Anishinaabe gikendaasowin gaye wemitigoozhii gikendaasowin ji-onizhishing ji-biminizha'igaadeg, ji-gikenjigaadeg aaniin ge-izhiseg gaye aaniin ge-izhi-manaa-maanzhichigeng gaye ge-izhi-naagadawaabanjigaadeg gegoon.
- ◆ **Enishkaagowaad Ikwewag:** Gii-ganawaabanjigaade owe ji-gikenjigaadeg aaniin ezhisewaad awiyag owe onji. Daabishkoo ikwewag gaa-daawaad gegoon inendamogwenag anokiiwininiwa' besho imaa gii-ayaanid maagizhaa gaye Anishinaabe ininiwag gii-wiidanokiimaawaad wemitigoozhiwa. Ogichi-inendaanaawaa igi Marten Falls Anishinaabeg aaniish bakaan giinawind gidinenimigoomin. Gii-naanaagadawenjigaade owe bakaan inake aaniish gaawiin aapiji da-inishkaagemagazinoon apiich godak.
- ◆ **Gaa-zanagakin Izhichigewinan:** Maamaw 20 gii-dasinoon izhichigewinan gaa-ayaagin imaa Enishkaagemagak / Inishkaagewin Ikidowin daabishkoo iwe nibi ogidakamig gaa-ayaag gaye awensiwag gaye Anishinaabe bimaadiziwin. Mii owe nibi, aki gaye awiyag.
- ◆ **Gaa-gichi-inenjigaadegin:** Gii-maajii-dazhinjigaade wegonen gechi-inendamowaad Anishinaabeg, gakina awiyag, Gaanada Aki ogimaag gaye awenenag igo ge-inishkaagowaapan iwe Dazhiikewin Miikana; gichi-inenjigaadewan ini. O-gii-maawadoobii'aanaawaa ogimaakaang gaa-anokiivaad. Gii-dazhiikigaadeg dash owe, Anishinaabe Gikendaasowin gii-dagonigaade gaye egaganoonindwaa Anishinaabeg Marten Falls gaye godak ishkoniiganan gaa-dibendaagoziwaad.
- ◆ **Gaa-naagwak:** Miinawaa dash ji-mikigaadeg aaniin ge-inishkaagowaad iwe Dazhiikewin Miitana igi gaa-gii-wiinindwaa ji-zaamishkaagowaad. Gaa-naagwak izhinikaade iwe. Aabajichiganan gemaa gegoon gaa-gichi-inenjigaadeg giishpin aanjiseg, maagizhaa gegoon daa-izhise nibi, aki gemaa awiyag.
- ◆ **Izhichigewin Ge-doodaming:** Nisidotamang aaniin ozhichigaadeg miikana ge-inishkaagemak imaa nibiing, akiing gaye awiyag gaa-daawaad omaa, gichi-

inenjigaade ji-gikenjigaadeg iwe. Gaawiin gakina anokiiwin izhichigewin da-ayaamagazinoon.

- ◆ **Gaa-ayaamagak imaa:** Da-wiinjigaade aaniindi gaa-dazhinjigaadeg ji-gikenjigaadeg aan ge-izhiseg.
- ◆ **Noongom eta Gaa-ayaamagak imaa:** Mii ge-onji-gikenjigaadeg aaniin ako ginwesh ge-inishkaagemagak. Iwe Dazhiikewin Miikana ozhichigaadeg, aabajichigaadeg gaye ganawenjigaadeg, mii gaa-idamowaad. Ngojigo 3 gemaa 10 daso-biboon da-ozhichigaade iwe miikana, ji-aabajichigaadeg gaye ji-ganawenjigaadeg wiin bizhishig.
- ◆ **Noongom gaa-izhinaagwak:** Aki, nibi gaye awiyag gii-maawadoonigaade gikenjigewin aan ezhisemagak imaa ge-ayaamagak iwe Dazhiikewin Miikana.
- ◆ **Ge-inishkaagemagak:** Noongom gaa-izhinaagwak, gaye ozhichigaadeg miikana, aabajichigaadeg miikana gaye ganawenjigaadeg, da-gikenjigaade aaniin ge-inishkaagemagak iwe ozhichigaadeg Dazhiikewin Miikana imaa aki, nibi gaye awiyag gaa-daawaad imaa. Gaa-ishkwaa-waabanjigaadeg ge-izhiseg, gaye aaniin ge-inishkaagemagak iwe, gaye ji-gikenjigaadeg wegonen ge-izhichigesigwaa ji-maanzhiseg gegoon. Iwe Ge-inishkaagemagak gaa-ijigaadeg ge-izhiseg ishkwaa-doodamowaad ji-maanzhisesinog gegoon. Da-waabanjigaade dash iwe Ge-inishkaagemagak wegonen wenzhishing gaye wegonen gaa-onizhishinog iwe Dazhiikewin Miikana gaa-izhichigemagak. Igi dash gikendaasowin gaa-dazhiikamowaad oda-ozhibii'aanaawaa aaniin ge-izhisemagak.
- ◆ **Maamawi-izhiseg:** Gii-ozhichigaade niibidebii'igan gaa-dazhindeg in noongom izhichigewinan gaye gaa-andawendamowad ji-izhichigewaad. Gii-aanjibii'igaade dash iwe mazina'igan ji-dibaajimowaad Anishinaabeg gaye godak awiyag oodenaang gaye igi gaa-bimiwijigewaad. Gii-ganawaabanjigaade dash iwe niibidebii'igan ji-waabandamowaad aaniin ge-inishkaagemagak imaa akiing, nibiing gaye awiyag gaa-daawaad imaa iwe Dazhiikewin Miikana onji. Maamawi-izhiseg mazina'igan gii-ozhise.

ES 7. Ozhichigaadeg Gi-miikanaaminaan

Iwe Dazhiikewin Miikana da-ozhichigaade gabe-gikinoonowin ji-aabadak Painter Lake Road biinish imaa Marten Falls. Ge-dibendamowaad iwe, ge-naagajitoowaad, ji-wawezhitoowaad, gaye giishpin maanzhichigemagak mii ono akiikaan gaa-dazhindang.

Iwe Dazhiikewin Miikana iwe miikana gaa-dazhinjigaadeg, gaye miikanaansan gaa-babakemokin, gaa-izhi-gibichiing, ge-wiikobijigaadeg, aazhoganan, zhiibaa-miikanaang ge-izhijiwang nibi, waanikaanan gaye asinii-waanikaanan.

Iwe Enishkaagemagak / Inishkaagewin Ikidowin gii-giizhichigaade gii-maajii-ozhibii'igaadeg aan ge-izhinaagwak iwe miikana. Mii dash wenji-giizhichigaadesinog noongom aaniish giyaabi onenjigaade aan ge-izhinaagwak iwe Dazhiikewin Miikana.

Iwe Dazhiikewin Miikana onenjigaade ge-izhinaagwak ono ebiminizha'igaadegin:

- ◆ **Niigaanendamowin** gii-maajise gii-onenjigaadeg ji-ayaamagak iwe Dazhiikewin Miikana, gii-ishkwaa-dazhinjigaadeg awashime midaaso-biboon.
- ◆ **Nitam Mamazinibii'igewin** ii-ozhichigaade nitam gaa-gii-inenjigaade iwe Dazhiikewin Miikana. Mii ge-inamog iwe miikana gaye dabashiya'ii ge-izhinaagwak miikana gaye aazhoganan.
- ◆ **Mamazinibii'igewin Ezhiseg** mii iwe gii-mamazinibii'iged awe gaa-onwaadang biinish giizhi-inendang gaye iwe nitam mazinibii'igan. Giyaabi dash oda-bii'aawaa ini gaa-dazhiikaminid ji-ikidowaad enendamowaad. Iwe mamazinibii'igan da-waabanjigaade aaniin maya age-izhinaagwak iwe mazinibi'igan gaye dinookaanan aazhoganan gaye gaa-zhiibaa-izhijiwang nibi.
- ◆ **Ozhichigewin** da-izhise ishkwaa mamazinibii'igewaad. Aaniin ge-izhi-ozhichigaadeg iwe (daabishkoo aandi inake gaye ge-izhichigewaad) da-odaapinigaade wiiba imaa apii mamazinibii'igeng.
- ◆ **Aabajichigaadeg** miikana gaye naagajichigaadeg iwe gaa-ijigaadeg ji-bimibizowaad (odaabaanag gaye gichi-odaabaanag) gaye ji-wawezhichigaadeg biigomok. Owe apii ishkwaa-giizhichigaadeg iwe miikana gaye dash apii aabadak iwe miikana.

Noongom iwe Dazhiikewin Miikana megwaa Nitam Mazinibii'igaade

ES 8. Bimaadiziying Imaa Gidakiiminaang

Gichi-inendaagwan iwe Nitam Enishkaagemagak / Inishkaagewin Ikidowin jii-nisidotamang aaniin ezhisemagak gakina gegoon daabishkoo aki, zhooniyaakewin gaye gaa-izhitwaaying, gaa-izhiseg igo gegoon. Gaa-naanaagadwaabanjigaadeg Enishkaag aki, biindig onzaabandaman gaye agwajiiing, gii-giizhichigaadewan ono ji-gikenjigaadeg ezhisemagak gakinagegoon noongom 1 Inake gaye 4 Inake. Gii-odaapinigaade Gaa-andawenjigaadeg Ji-inamok, ini dash gikenjigaadewan nibi, aki gaye awiyag gaa-daawaad imaa. Owe dash gaa-onji-izhichigewaad:

- ◆ **Nibi:** Bimaadiziwin onjiimagan nibi, giminigoomin aki gaye gakina awensiwag gaa-ayaawaad omaa.
- ◆ **Aki:** Marten Falls Anishinaabeg ogichi-inendaanaawaa aki. Mii imaa akiing wendinamang gakina gegoon, aweneniwiying, izhitwawin gaye gaa-izhi-bimaadiziying. Akiing izhi-bimaadiziwag gakina bemaadiziwaad, mii imaa ezhi-waakaaseg gegoon. Gaa-gii-izhibaadiziying daabishkoo gii-andomoozweying imaa akiing wenjiimagak iwe. Aanawi ginandawendaamin oshkiya'iin gaa-ayaagin noongom daabishkoo zhooniyaakewin, zhaagooch dash Marten Falls Anishinaabeg ogichi-inendaanaawaa iwe bimaadiziwin. Marten Falls Anishinaabeg ogichi-inendaanaawaa gaa-izhiseg aki. Aapiji wii-gichiwinaanaawaa gete-bimaadiziwin aaniish mii imaa onizhishing aki ge-ondinaman bimaadiziwin ani-akiwang.
- ◆ **Mii:** Awiyag Gaa-daawaad omaa: Nitaa-wanii'igewag gaye bagidawaawag gaye andawenjigewag Anishinaabeg ji-ashandizowaad gaye mii aaniish gaa-bi-inaadiziwaad odaanaang. Gaa-gii-izhi-bimaadiziwaad Marten Falls Anishinaabeg noongom gaawiin aapiji iwe izhichigesiiwag ozaam bakaan e-inendaagwa bimaadiziwin. Giiyaabi dash ominwendaanaawaa gii-andawenjigewaad onandawendaanaawaa dash gaawiin ji-wiinichigaadesinog odakiimiwaa.

Wiinge niibiwa gikenjigewin gii-maawadoonigaade gii-nanaando-gikenjigeng, gii-ozhibii'igaadewan dash ji-gikendamong aaniin gaa-izhi-waabandamowaad igi gaa-gikendaasowaad. Gaawiin omaa mazina'iganing da-ozhibii'igaadesinoon aaniish bebikish da-ozhibii'igaade iwe gikendaasowin. Ono mazina'iganan maamawibii'igaadewan imaa Gaanada Akiing Inishkaagewin Ikidowining. Owe gaye daa-debinigaade omaa: eais.martenfallsaccessroad.ca.

Endaso-mazina'iganens gaa-wiinjigaadeg omaa da-ikidoomagan owe:

- ◆ Nitam ikidowin;
- ◆ Gaa-izhiseg noongom;
- ◆ Ge-inishkaagemakiban gaye aan ge-onji-gibitinigaadeg;
- ◆ Ge-inishkaagemagak; gaye
- ◆ Ge-maamawi-inishkaagemagak.

Nin-gii-maamawinaamin ono ozhibii'iganan gaa-gikendaasowaad gaa-gii-ozhibii'amowaad, ji-nisidotamowaad awiyag, daabishkoo aaniindi ezhi-dago-gikenjigaadegin gaye aandi ge-izhi-maamawi-ozhibii'igaadeg iwe gikendaasowin. Owe izhibii'igaadewan ini mazina'iganan:

- ◆ Giigooyag gaye gaa-izhi-dazhiikewaad;
- ◆ Anaamiindim nibi gaye ogidakamig gaa-ayaag nibi daabishkoo ziibiin gaye zaaga'iganiin;
- ◆ Mashkiigoon;
- ◆ Azhashki gaye gitigaanan;
- ◆ Awensiwag aya'aawishag gaye bineshiinzhag;
- ◆ Aya'aawishag daabishkoo adik gaye moonz;
- ◆ Gaa-noondaagwak, ishpiming gaa-ayaag gaye gaa-baashkineyaagin ishpiming;
- ◆ Gete-iyaa'in gaa-gikendamowaad gaye gete-izhitwaawin;
- ◆ Gaa-izhi-aanji-izhiwebak;
- ◆ Mino-bimaadiziwin ishkoniiganing (zhooniyaakewin, mino-ayaawin gaye ji-maanzhisesigwaa awiyag gaye gii-okodaawaad); gaye
- ◆ Gaa-naagwak agwajiiing gaye aki gaye gaa-aabajichigaadeg.

ES 9. Aaniin Ge-izhi-aanjiseg gidakiminaan Miikana ateg

Daabishkoo gaa-gii-dazhinjigaadeg aazha, gii-maawadoonigaade gikendaasowin imaa 1 Inake gaye 4 Inake ji-nisidotamang aan ezhiseg noongom aki, zhooniyaakewin gaye izhitwaawin. Iwe gikendaasowin gii-aabajichigaade ji-wiiji'indwaa Marten Falls Anishinaabe ji-odaapinamowaad Endawendamowaad Ji-inamog Miikana. Endaso-gikendaasowining gii-ozhibii'igaade enendamowaad. Gii-ikidom aaniin ge-inishkaagemagakiban (gaa-onizhishing, gaa-maanzhiseg, gaye nisaw) gaye dash ge-izhi-gagwe-gibitiniigaadegiban gaa-maanzhichigemagak gaye ji-gagwe-minotoowaad gaye ji-naagadawaabandamowaad ge-inishkaagemagak ishkwaawaach.

Endaso-gikendaasowin aabajichigaade wiindamaagewin gii-ikidowag aan ge-izhiseg maajii-ozhichigaadeg miikana, aabajichigaadeg iwe miikana, gaye ganawenjigaadeg. Iwe gaa-onji-doodamong ji-gikenjigaadeg aaniin ge-inishkaagemagak iwe Dazhiikewin Miikana gaye aki. Gaa-ishkwaa-gikendamowaad ge-inishkaagemagak, ogikendaanaawaa aaniin ge-izhichigeng ji-manaa-izhiseg iwe. Amii dash ge-izhichigewaad iwe ji-izhisesinog.

Daabishkoo owe, da-achigaadewan gaa-izhi-ganawenjigaadeg waasiganibimide 30 m. waasa imaa gaa-izhi-ayaagin zaaga'iganiin gaye ziibiin maagizhaa ziigiseg iwe waasigani-bimide, ji-izhijiwang imaa nibiing. Ishkwaa-waabanjigaadeg iwe da-izhichigewag gaawiin gegoon ji-maanzhiseg. Da-dazhinjigaade gakina iwe imaa mazina'iganensing ge-waawiindamaageng.

ES 10. Maamaw Ge-izhiseg

Owe da-izhi-waawiindamaagewag ge-izhisemagakiban ...

Owe inendan noopimiing e-ayaayeg giin zhigo gidnawemaaganag. Wiinge bangan imaa. Bizaan ayaamagan. Gi-maajii-gitojigem wiinge gizhiwe. Dagoshinowaad nawach gaa-ani-gitaadiziwaad, gewiinawaa owii-bizindaanaawaa gitochigewin gaa-minotamowaad. Giinawaa dash gibizindaam gaa-gizhiweg.

Iwe dash gaa-bizindameg, gigizhewetoom aaniish. Wiinge biinish gichi-initaagwan gakina e-baatiinoweg. Wiinge gichi-initaagwan gaa-biidoyeg imaa noopimiing, mii iwe gaa-idamaang Maamaw Ge-izhiseg.

Nisinoon omaa gaa-dazhinjigaadeg ji-nisidotqamang. Onoweniwan gaa-idamaang:

- ◆ **Niizhingin Gaa-izhiseg:** giishpin bezhig gegoon izhiseg gii-izhiseg gegoon, mii iwe. Daabishkoo gii-biidooyeg gitochigewin imaa noopiming, niswayag ayaamagan gaa-onjiimagak gaa-noondaagwag bezhigwan apii. Giishpin dash awiya gitochiged ishkwaa-maajaayeg, ini niizhin izhichigewinan gaawiin naasaab izhisesinoon. Iwe gaa-gii-noondaagomochigeyeg gaawiin naasaab izhisesinoon noongom gaa-noondaagwak.
- ◆ **Aandi gaa-izhiseg:** Bezhig gegoon inakamigak ngoji bakaan. Giishpin awiyag bakaan dazhi-gitochigewaad, gaawiin dash noondaagozisiiwag gaa-izhi-ayaayeg, gaawiin da-noondaagozisiiwag. Gaawiin naasaab izhisesinoon iwe.
- ◆ **Ge-waabanjigaadegiban Izhichigewin:** Owe ishkwawaach gaa-dazhinjigaadeg gegoonan ge-izhisegibaniin ge-gikendaman ge-inishkaagemagakin. Daabishkoo giishpin noopimiing ayaayeg, awiyag dash biizhaawaad ji-moojigitoowaad, mii iwe Maamaw Inishkaagewin gaa-izhinikaadeg. Gaawiin aaniish gi-gii-gikendaziim ji-biizhaawaad ji-bi-ombiigiziwaad. Mii dash gaa-ijigaadeg giishpin ozhichigaadeg miikana, gaye dash biigoseg aazhogan, amii dash ji-wawezhichigaadeg. Gaawiin gii-gikenjigaadesinoon ji-izhiseg. Gaawiin gi-gii-gikendaziin iwe ji-izhiseg, ji-gichi-initaagwak wawezhichigaadeg iwe aazhogan.

Owe dash ji-nisidotaman ezhiseg gii-ombiigizinaaniawng noopimiing, owe gidaa:

- ◆ Nisidotan **aaniin gaa-izhiseg jibwaa-dagoshinan imaa**, aaniin gaa-initaagwak.
- ◆ Nisidotan aan **enishkaagemagak** gii-ombiigiziyin imaa gaa-initaagwak noopimiing.;
- ◆ Naanaagadawendan **ge-izhichigeyamban ji-manaa-maanzhichigesiwán** gii-ombiigiziyin.nawach ji-gizhiwesinog gaa-bizindaman gi-daa-izhichige;
- ◆ Naanaagadawendan **aaniin giiyaabi** ge-izhiseg ishkwaagagwe-gwayakotooyin gii-ombiigiziyin.
- ◆ Godak **gegoonan gaa-ayaagin imaa gaa-ombiigiziimagakin ayaamaganoon**. Giin gi-doombiigiz, gegoonan dash bakaan ombiigiziimaganoon.

Gaa-ishkwaa-agindaman gaa-dazhinjigaadeg omaa, gigikendaamin aan enitaagwak gii-maamawi'idiying noopimiing gemaa bakaan inakamigak imaa noopimiing gaawiin giinawind eta.

Daabishkoo gaa-naagwak omaa, ozhibii'igaade ewe gii-maamawiseg iwe ombiigiziwín..

ES 11. Gi-gii-bizindaamin

Marten Falls Anishinaabeg ogaganoonaawaa godak anishinaabe' gaa-ayaanid bakaan ishkoniganing, gaye awiyag gaa-wii-bizindamowaad gaye ogimaawinan apii 2019 gii-izhiseg. Gii-inaawag iwe ji-doodamowaad iwe Enishkaagemagak / Inishkaagewin Ikidowin, Marten Falls Anishinaabeg gii-inaawag ji-gaganoonaawaad awiya bakaan, daabishkoo gaa-okwiinowaad Anishinaabeg gaye godak gaa-okwiinowaad gaye imaa/akiikaaning gaa-anokiowaad.

Gii-maajiseg iwe Enishkaagemagak / Inishkaagewin Ikidowin, niibiwa onizhishin gaa-izhiseg. Gakina igi gaa-dazhimindwaa omaa gii-gaganoonindiwig ji-dazhindamowaad gakina owe gaa-waawiinjigaadeg omaa mazina'iganing ji-gikendamowaad aan ezhi-gikendaagwak noongom gaa-izhiseg, gaye ezhi-andawenjigaadeg aandi Ge-inamog iwe Miikana gaye e-gii-ozhichigaadeg iwe Anishinaabe inakonigewin ji-wiindeg aaniindi Ge-inamok iwe Miikana August 2024 gii-izhiseg.

Ji-gaganoonidiwaad gakina ogowe gaa-dazhimindwaa maawach gichi-inenjigaade. Aazha gashkichigaade ji-gaganoonidiwaad awiyag, ji-dagwiiwaad gaye ji-nana'itoowaad gegoon gii-inendamowaad. Amii ge-izhichigewaad Marten Falls Anishinaabeg gaye Anishinaabeg godak ishkoniganing gaa-onjiiwaad (daabishkoo Aabamadong gaye Aroland Anishinaabeg) ji-dazhindamowaad gaagiigidowin, aaniin ge-izhi-dazhindamowaad owe izhichigewin gaye aaniin ezhiseg iwe Dazhiikewin Miikana.

Marten Faals Anishinaabeg gaye izhisewag ji-dagwiiwaad imaa Gaagiigidowin gaye Dagwiiwin Izhichigewin aaniish naa anishinaabewiwag, gaye ji-waabandamowaad mazina'iganan gaye ji-maamawibiwaad nawach wiiba apiich godak dazhiikewinan, ogimaawinan gaye awiyag. Marten Falls Anishinaabeg gii-wiindamawaawag aaniin gaa-izhisenig gii-dazhindamowaad iwe Dazhiikewin Miikana ji-ikidowaad enendamowaad. Mazina'iganan gaa-waabanda'indwaa gii-ozhibii'igaade ji-achigaadeg gaa-gii-ikidowaad mawadoobiwining, gakinawenen ji-gikendang aaniin gaa-ikidowaad igi Anishinaabeg. Gii-onizhishin owe gii-izhichigeng wiiba ji-gikendamowaad wenizhishing gaye enenjigaadeg iwe Dazhiikewin Miikana gaye Enishkaaagemagak / Inishkaagewin Ikidowin, Anishinaabe Gikendaasowin Izhichigewin gaye ge-inamok miikana.

Mii ono aaninda gaa-gii-gaagiigidong gii-maamawibiwad awiyag, aaninda (gaawin wiin eta onowe).

- ◆ Nisinoon ge-izhi-wiindamaagenaaniwang (gii-maajiseg iwe Enishkaagemagak Gikenjigewin October 2021 gii-izhiseg);
- ◆ Nisinoon ge-izhi-dazhinjigaadegiban owe akiikaan gaa-ziidoshkang, niizhin Anishinaabe gaye / Nakobii'igan Miinigoowiziwin Dazhinjigewinan gaye Nisin-Miikana Izhichigewin Maawaji'idiwin gaye Waabanda'iwewin, ogo gaa-gii-doodamowaad Dazhiikewin Miikana, Webikwe Miikana gaye Giiwedining Miikana gaye Anishinaabe dazhiikewinan. Miinawaa dash Nisin-Miikana Izhichigewin Maawaji'idiwin da-ayaamagan February 2025 izhiseg ji-dazhinjigaadeg Nitam Enishkagemagak / Inishkaagewin Ikidowin.
- ◆ Daataanginiganing oda-izhi-waabandaanaawaa Anishinaabeg gaawin memwaach ji-izhaasigwaa maawaji'iding, ogimaag gaye godak awiyag.
- ◆ Ozhichigaade gaye da-dagwiiwag Anishinaabe Gikendaasowin Izhichigewining gaye Gaa-niigaanishkang Dazhiikewining Izhichigewin imaa ishkoninganing.
- ◆ Da-maajinizha'igaadewan Wiindamaage Mazina'iganan ji-waabandamowaad Anishinaabeg aanin eni-izhiseg.
- ◆ Da-wabanda'iwenaaniwan gaa-mazinaateseg ji-wiindamaageng gaa-gii-dazhinjigaadegin omaa mazina'iganing, gaa-gichi-inenjigaadeg, ezhiseg gegoon, gaa-aanji-izhiwebak, ge-inamog miikana ji-odaapinigaadeg gaye eni-dibaajimong iwe, gaye
- ◆ Da-maajinizha'igaadewan E-Blasts gaa-izhinikaadegin (dibaajimoo-mazina'iganensan), ozhibii'iganan noopiming onji, gaye dazhinjigewinan, gaye andawenjigaadeg ji-wiindamaageyeg enendameg endaso-giizis gaa-anishinaabewiwaad dazhiikewining.

Da-dazhinjigenaaniwan apii dagwaagig / biboong 2025 izhiseg ji-dazhinjigaadeg Ishkwaawaach Enishkaagemagak / Inishkaagewin Ikidowin. Ono izhichigewinan da-wiiji'iwemaganoon ji-waabanjigaadeg miinawaa iwe Nitam Enishkaagemagak / Inishkaagewin Ikidowin gaye ji-miigiweng gaye ji-waabanjigaadeg iwe Ishkwaawaach Enishkaagemagak / Inishkaagewin Ikidowin.

ES 12. Gaa-ani-aanjiseg Gaa-izhiwebak Agwajiing

Gii-aanjiseg gaa-izhiwebak zanagisemagan gegoon daabishkoo ishkoninganing Marten Falls. Daabishkoo ono nawach gii-gichi-gimiwang, gii-mooshka'ang, gii-zakideg, gii-gichi-gizhideg gaye gaa-aanjiseg gakina gegoon omaa, maagizhaa da-onji-maanzhise ozhichigaadeg iwe Dazhiikewin Miikana gaye ji-naagajichigaadeg. Giinawind ge-apenimoying iwe miikana.

Iwe Dazhiikewin Miikana gaa-anokaadamowaad izhichigewag ji-manaa-onjiseg gegoon gaa-onizhishinzinog ozhichigaadeg iwe miikana gaye naagajichigaadeg. Da-izhichigaade ji-manaa-maanzhiseg giishpin gichi-izhiwebak agwajiing. Wii-ozhitoonaawaa miikana ge-zoongak gaye ji-minosewaad awiyag aanawi aanji-izhiwebak. Da-minose iwe Dazhiikewin Miikana gaawiin dash giyaabi daa-gibitinigaadesinon gaa-zanagak..

ES 13. Godak Ge-izhichigenaaniwangiban

Mii ezhi-andawendang Gaanada Aki ogimaa ji-naagadawaabandamowaad wegonen ge-maanzhisegiban imaa Dazhiikewin Miikanaang. Ge-izhichigaadeg iwe miikana. Gaye enaagadawenjigaadeg aaniin gaa-gii-izhisegin godag izhichiganan gii-gikenjigaade aaniin ge-izhi-maanzhisegiban daabishkoo giishpin ziigiseg waasigani-bimide, bichishinowin, gaye ozaami-gichi-maanzhi-izhiwebak, gaye godag.

Gaawiin awiya daa-bichishinzii giishpin weweni niigaan inaabing ge-izhiseg gegoon, gaye izhichigaadeg iwe miikana. Gaye daa-ozhiitaawag imaa gaa-anokiiwaad ji-izhitoowaad odanokiiwiniwaa gegoon ji-izhi-bichishinzig awiya anokiid, gaye ji-gikendamowaad ge-izhichigewaad giishpin awiya bichishing. Da-izhichigewag awenen ge-inanokii'ind ji-dazhiikang iwe miikana, ji-gikendang aaniin ge-doodang giishpin gegoon izhiseg. Daabishkoo, godag inake ji-izhitoowaad iwe ozhichigan, aandi gaye ge-izhi-webinigewaad, gaye aaniin ge-izhichigewaad gichi-gegoon izhiseg gaye aaniin ge-izhi-naagaji'indwaa aya'aawishag.

Iwe Dazhiikewin Miikana da-izhichigaade gaa-izhi-andawendang Ontario Ogimaa Miikanawan Gaa-Naagajitood. Gaye dash, mazinibii'igan gaa-biminizha'igaadeg ji-

ozhichigaadeg iwe Dazhiikewin Miikana mii iwe gaa-doodamowaad Bimi-ayaawin Gaanada Akiing gaye Ogimaa Gaa-naagajitood Bimishkaawin Ontario omaa nake.

Giishpin ayaasinog ge-biminizha'igaadeg ji-wiiji'indwaa Anishinaabe dazhiikewinan gaye wemitigoozhiwag gaa-anokiiwaad gii-wiijiwidiwaad, maagizhaa daa-bichishin awiya gaye gaawiin Anishinaabewaadiziwin iwe. Megwaa ozhichigaadeg miikana, awe gaa-dazhiikang oda-wiiji'igoo' Marten Falls Anishinaabe' amii dash ge-izhi-gikino'amaagewaad Anishinaabe-izhichigewin weweni ji-wiidanokiindiwaad. Owe izhichigenaaniwang ji-gikendamowaad wemitigoozhiwag aaniin ezhitwawaad Anishinaabeg, mii iwe ge-onizhishing bijigaadeg iwe miikana weweni ji-izhi-bimaadiziwaad Anishinaabeg.

Gaanada Aki gaa-doodang iwe Inishkaagewin Wiindamaagewinan andawendamoog ji-wiindamawindwaa aaniin ge-izhi-wiiji'iwemagak iwe Dazhiikewin Miikana ji-wiinichigaadesinog aki gaye ji-minodoodamowaad. Megwaa odaapinamowaad aandi ge-bimi-inamog miikana iwe Izhichigewin Gaa-dazhiikamowaad gii-ikidowag inishkaagewin ji-ganawaabanjigaadeg apii maawadoonamowaad gikendaasowin igi gaa-nagajitoowaad ji-waabandamowaad aaniin nibi, aki gaye awiyag ge-inishkaagemagak iwe ozhichigewin. Owe gikendaasowin da-ikidoomagan Gaa-andawenjigaadeg Aandi Ge-inamog ji-ikidowaad ini nisin izhichigewinan maawach gebekang izhichigewin apiich godak izhichigewinan. Inishkaagewin mawach da-bizinjigaade, apii onwaadamowaad aandi Ge-inamog miikana gaye ji-ozhitoowaad wegonen ge-minosemagak.

ES 14. Gaa-naagajichigemagakin Izhichigewinan gaye Niigaan

Naagadawaabanjigaadegin izhichigewinan da-onizhishin ji-gikenjigaadeg giishpin debwe e-izhiseg gegoon gaa-izhi-gikendamowaad gaye giishpin ji-manamaanzhidoodamowaad. Naagadawaabanjigaadegin ono gaye niigaan da-izhichigaaniwan ji-manamaanzhichigeng. Da-ozhichigaade ji-naagajichigaadeg owe izhichigewin gaye da-wiiji'aawag igi gaa-gichi-inenjigaadeg gaa-gii-wiindegin imaa Enishkaagemagak / Inishkaagewin Ikidowining.

Iwe Enishkaagemagak / Inishkaagewin Ikidowin izhichigemagan oganawaabandaanaawaa ge-doodamowaad jibwaa-ozhichigewaad gaye ozhichigewaad, gaye aabadak miikana gaye ganawenjigaadeg gaye niigaan ge-doodamowaad igi gaa-nagajitoowaad gegoon.

ES 15. Gaa-dakoosing Ikidowin gaye Ge-izhichigenaaniwangiban

Gaa-inishkaagemagakiban gaa-ozhichigadeg Ontario Ogimaa Bimi-ayaawin Gaa-naagajitood ogii-ozhibii'aanaawqa Bimishkaawin Enishkaagemagak Wiindamaagewin. Bimishkaagewin Enishkaagemagak Wiindamaagewin ayaawan mazinibii'iganan gaa-naagwak enishkaagemagak (daabishkoo ge-izhisemagakiban gaye aaniin ge-izhi-wiiji'iweng) ge-aabadak imaa wiindamaagewining gaye mazinibii'iganing ge-wiindamaagemagak.

Bimishkaagewin Enishkaagemagak Wiindamaagewin gii-aabajichigaade ji-ozhichigadeg iwe gaa-dakoobii'igaadeg dibaajimowin gaye mazinibii'iganing gaa-ayaagin imaa 10 Inake. Endaso-mazina'iganing Gaa-gikendaasoomagak. Ji-waabanjigaadegin ini gaa-gii-mikigaadeg in Mazina'iganing Gaa-gikendaasoomagak, omaa bezhig mazina'iganing gii-achigaadewan gaye agobii'igaadewan imaa Enishkaagemagak / Inishkaagewin Ikidowining.



Résumé

Publié en février 2025

La route d'accès à la collectivité de la Première Nation de Marten Falls doit satisfaire aux exigences provinciales et fédérales avant d'obtenir l'approbation de procéder aux activités de construction. Une des exigences fédérales est la préparation d'un résumé du projet d'évaluation environnementale/d'étude d'impact, qui contient suffisamment de détails pour permettre au lecteur de comprendre le projet. Afin de satisfaire à cette exigence et d'offrir aux lecteurs un accès facile aux renseignements qui comptent le plus pour eux, nous avons créé un ensemble de renseignements composé des éléments suivants :

- ◆ Un résumé;
- ◆ Une lettre du chef;
- ◆ Des résumés en langage clair de la discipline technique (y compris des explications des définitions clés et des éléments communs à tous les résumés);
- ◆ Autres renseignements à l'appui.

ES 1. Notre histoire

Nous, la Première Nation de Marten Falls, sommes une communauté anichinabée située au confluent des rivières Albany et Ogoki, dans le Nord de l'Ontario. La ville la plus près de notre communauté est Thunder Bay, en Ontario, située à environ 430 kilomètres au sud-est.

Ce territoire a généreusement pourvu à notre peuple, qui a vécu pendant des générations selon ses rythmes et a été gouverné par ses lois naturelles. C'est ce que nous appelons Anishinaabe bimaadiziwin – le mode de vie anichinabé – cela décrit la manière dont nous, en tant qu'êtres spirituels, sommes connectés à la terre et à tous les autres êtres vivants. En tant que peuple anichinabé, nous suivons un ensemble d'instructions et d'enseignements – appelé mino-bimaadiziwin/vivre une bonne vie – qui nous ont été offerts par le Créateur et indique en détail comment nous devons interagir avec toute la Création de manière bonne et saine.

Nos ancêtres vivaient au rythme des saisons, suivant les cycles naturels de la chasse, de la pêche et de la cueillette. Toutefois, la colonisation a apporté d'importants

changements. Les nouveaux arrivants peu familiers avec nos coutumes ont surexploité les animaux et imposé des politiques comme la *Loi sur les Indiens*, qui restreignait nos pratiques traditionnelles et notre mobilité. Nos enfants ont été envoyés dans des pensionnats, où plusieurs ont subi des abus, laissant un héritage de traumatismes intergénérationnels.

L'emplacement éloigné de notre communauté pose de grandes difficultés. Marten Falls n'est accessible toute l'année que par transport aérien depuis Thunder Bay et Nakina, en Ontario. En plus de l'accès par voie aérienne, une route d'accès hivernale est construite chaque année, mais cette route temporaire est de moins en moins fiable en raison des changements climatiques. Cela limite l'accès aux biens et services essentiels, de même que la croissance économique et les opportunités. La possibilité de rendre visite à la famille et de maintenir nos liens est également limitée, tout comme notre accès à la région plus vaste, à la nourriture, à l'eau potable saine, au carburant, aux matériaux de construction et aux services de santé.

Pour remédier à ces problèmes, nous proposons une route d'accès à la collectivité polyvalente toute saison, qui nous reliera au réseau routier provincial de l'Ontario. Cela ouvrira l'accès aux biens et services et permettra à nos membres de la communauté de progresser vers un avenir meilleur. Une route d'accès à la collectivité toute saison nous permettra d'affirmer notre souveraineté et de garantir un avenir meilleur pour nos membres. La route d'accès à la collectivité est également un acte de réconciliation économique. Nous proposons une approche du développement durable, qui est encadrée par notre vision du monde en tant que peuple Anichinabé et qui est imprégnée des valeurs de notre collectivité.

ES 2. Pourquoi nous avons besoin de cette route

La route d'accès à la collectivité nous reliera aux principales autoroutes de l'Ontario. Elle permettra aux familles de se visiter plus facilement et de voyager en toute sécurité. Elle réduira le coût de la nourriture, du carburant et d'autres fournitures, et améliorera les services communautaires, comme la santé, l'éducation et le bien-être. Notre nouvelle route vers la collectivité offrira également à la collectivité de nouvelles opportunités de croître et de s'épanouir.

Une route polyvalente peut également augmenter les opportunités économiques pour les collectivités autochtones et d'autres. La route d'accès à la collectivité devrait créer des emplois pendant la construction et lors des opérations. Cela améliorera l'accès de la Première Nation de Marten Falls aux opportunités d'emploi, car nos membres pourront se rendre au travail de manière fiable toute l'année.

Alors que la Première Nation de Marten utilisera principalement la route d'accès à la collectivité, la province souhaite également que celle-ci serve à une éventuelle exploration minière future. La construction de la route d'accès à la collectivité fait partie de la promesse du gouvernement provincial de créer des emplois, d'offrir des avantages à long terme et d'améliorer la vie des habitants du Grand Nord.

La route d'accès à la collectivité ne résoudra pas tous nos problèmes, mais elle représente un pas dans la bonne direction. Elle ouvre la porte à de nouvelles opportunités de croissance en tant que collectivité et offre de l'espoir pour un avenir meilleur.

ES 3. Nos rôles

Nous, la Première Nation de Marten Falls, sommes le promoteur de la route d'accès à la collectivité. Nous sommes également une collectivité autochtone qui doit être consultée. Nous avons un chef et huit conseillers, qui sont élus tous les deux ans selon le système électoral prévu par la *Loi sur les Indiens*. En tant que promoteur et organe directeur, notre chef et notre conseil ont la responsabilité unique de faire avancer la route d'accès à la collectivité tout en veillant à ce que les membres de la collectivité soient consultés et entendus. Ils sont également responsables de représenter nos membres de manière à promouvoir les intérêts de notre collectivité. Notre chef et notre conseil approuvent l'orientation de la route d'accès à la collectivité avec l'aide de la collectivité et des membres aînés de la collectivité.

L'équipe du projet de route d'accès à la collectivité de la Première Nation de Marten Falls (l'équipe du projet) a été formée pour nous soutenir dans la préparation de l'évaluation environnementale et de l'étude d'impact, et répondre aux exigences en matière de consultation et d'engagement. L'équipe du projet comprend deux conseillers principaux de la communauté, un directeur de projet et un responsable technique. L'équipe du projet agit sous l'orientation, la direction et les contributions de notre chef et du conseil, des conseillers membres de la collectivité et des membres de la collectivité.

L'équipe du projet est chargée de gérer et d'orienter les experts-conseils, de s'occuper des finances, de répondre aux demandes de renseignements et d'examiner les documents techniques, entre autres tâches. L'équipe du projet est également chargée de fournir à la communauté, au chef et au conseil des mises à jour régulières sur les progrès, les décisions à venir et les prochaines étapes. Elle travaille avec les experts techniques et les ingénieurs pour trouver un moyen de communiquer les données et les renseignements avec la Première Nation de Marten Falls.

ES 4. Comment nous avons choisi notre route

Depuis 2007, bien des efforts ont été déployés pour établir le trajet de prédilection de la route d'accès à la collectivité. En 2019, le choix a été réduit à deux solutions de rechange – la solution de rechange 1 et la solution de rechange 4. Les deux commencent au chemin Painter Lake et se dirigent vers le nord pendant environ 130 kilomètres avant de tourner vers l'est en direction de notre collectivité, et suivent plus ou moins le côté nord de la rivière Albany.

La solution de rechange 1 et la solution de rechange 4 sont parallèles, se chevauchent et se croisent à plusieurs endroits. Il y avait trois principales options de route parmi lesquelles choisir le trajet de prédilection. Elles comprenaient l'option de trouver une solution de rechange au passage de la rivière Ogoki, celle de trouver une solution de rechange au passage de la rivière Albany et enfin celle de choisir la solution de rechange qui bifurque vers l'est en direction de Marten Falls.

Entre 2019 et 2024, les experts techniques ont recueilli des données dans leurs domaines d'expertise afin de comprendre les conditions existantes des environnements naturels, socio-économiques et culturels. À l'été 2023, les experts techniques et les ingénieurs ont été invités à prendre en compte les données disponibles, y compris les connaissances autochtones, afin de déterminer les critères qui seraient utilisés pour comparer la solution de rechange 1 et la solution de rechange 4 et, enfin, de déterminer le trajet de prédilection. Les résultats de cette comparaison, ainsi que les recommandations de la collectivité, ont été transmis aux membres de la collectivité, à notre chef et à notre conseil, aux collectivités autochtones, aux personnes intéressées et aux organismes gouvernementaux. Les recommandations initiales ont évolué en tenant compte des commentaires reçus, et une recommandation de trajet de prédilection a été présentée à notre chef et au conseil pour examen. Une résolution du conseil de bande à l'appui du trajet de prédilection (le trajet de prédilection) a été signée le 26 août 2024. Veuillez consulter la **figure ES 4-1** pour le trajet de prédilection.

Figure ES 4-1 Trajet de prédilection

ES 5. Rôles des organismes de réglementation

Avant de pouvoir construire la route d'accès à la collectivité, il faut obtenir des approbations pour différentes activités du projet, comme la construction de la route d'accès à la collectivité et la mise en place de sites d'agrégats pour aider à la

construction. Dans le cas de la route d'accès à la collectivité, il faut respecter des exigences à la fois fédérales et provinciales avant d'obtenir ces approbations.

Le projet d'évaluation environnementale/d'étude d'impact a été préparée afin de répondre à l'objectif des Lignes directrices individualisées relatives à l'étude d'impact du gouvernement fédéral et du mandat provincial. Les commentaires sur cette présentation seront examinés et intégrés, le cas échéant, pour préparer le document final de l'évaluation environnementale/l'étude d'impact.

Les organismes de réglementation évalueront les renseignements fournis et prendront une décision pour savoir si le document final de l'évaluation environnementale/l'étude d'impact satisfait à leurs exigences.

ES 6. Notre approche

La méthodologie utilisée pour remplir une évaluation environnementale/étude d'impact est complexe et très technique. Le document final de l'évaluation environnementale/l'étude d'impact pour la route d'accès à la collectivité doit respecter des exigences fédérales et provinciales. Les points suivants fournissent un résumé des étapes réalisées dans le cadre de l'évaluation des effets.

- ◆ **Savoir autochtone** : En 2019, l'équipe du projet a lancé un programme afin de recueillir le savoir autochtone. Au moment de la publication du projet d'évaluation environnementale/d'étude d'impact, certaines collectivités autochtones avaient fait part de leur savoir autochtone. Ce savoir a été intégré aux approches scientifiques. Le savoir autochtone et la science occidentale ont été pris en compte pour établir les conditions existantes, prédire les effets potentiels et déterminer les méthodes d'atténuation et de surveillance appropriées.
- ◆ **Analyse comparative entre les sexes plus** : Il s'agit d'une approche visant à comprendre qui est touché par un projet et à évaluer comment ils pourraient vivre les impacts différemment. Des exemples pourraient inclure la façon dont les femmes pourraient vivre l'expérience des camps de construction près de leur collectivité ou la manière dont les travailleurs autochtones vivent le fait de se joindre à une main-d'œuvre majoritairement non autochtone. Cette analyse est importante pour la Première Nation de Marten Falls en tant que membre d'une minorité visible. Cette analyse a été abordée différemment par chaque discipline technique, car certaines ont moins d'influence directe sur l'Analyse comparative entre les sexes plus que d'autres.

- ◆ **Disciplines techniques** : Un total de 20 disciplines techniques sont prises en compte dans l'évaluation environnementale/l'étude d'impact, par exemple les eaux souterraines, les ongulés et le patrimoine culturel. Ces éléments ont été regroupés sous eau, territoire et population.
- ◆ **Composantes valorisées** : L'évaluation des effets a commencé par la détermination de ce qui est précieux pour les Autochtones, le public, les autorités fédérales et les parties intéressées et qui pourrait être touché par la route d'accès à la collectivité; ces éléments sont appelés composantes valorisées. Une liste initiale a été fournie par les agences gouvernementales. Tout au long de l'élaboration des études sur le terrain, la liste des composantes valorisées a été élargie pour tenir compte du savoir autochtone et des conversations avec les membres de la Première Nation de Marten Falls et d'autres collectivités.
- ◆ **Indicateurs** : L'étape suivante consistait à trouver un moyen de mesurer les effets ou les changements potentiels pour chaque composante valorisée résultant de la route d'accès à la collectivité. C'est ce qu'on appelle les indicateurs. Ils représentent la ressource, la caractéristique ou le problème lié à un élément de valeur qui, s'il est modifié, peut avoir un impact sur l'eau, le territoire ou les personnes.
- ◆ **Activités du projet** : Il est essentiel de comprendre comment les activités du projet interagissent avec l'eau, le territoire et les personnes pendant les phases de construction et d'exploitation afin d'évaluer les effets potentiels. Toutes les activités de construction et d'exploitation ne sont pas pertinentes pour chaque composante valorisée.
- ◆ **Limites physiques** : Ces éléments doivent être définis pour informer les domaines dans lesquels chaque composante valorisée a été étudiée.
- ◆ **Limites temporelles** : Elles établissent la durée pendant laquelle il convient de tenir compte de l'évaluation des effets. Plus précisément pour la route d'accès à la collectivité, la construction, le fonctionnement et l'entretien ont été pris en compte. On prévoit que la construction durera entre 3 et 10 ans, tandis que l'on prévoit que les opérations et l'entretien deviendront des activités permanentes.
- ◆ **Conditions existantes** : Les données sur le territoire, l'eau et les personnes ont été recueillies pour comprendre les conditions actuelles de la région dans la route d'accès à la collectivité et autour de celle-ci.

- ◆ **Effets résiduels** : Les conditions existantes, ainsi que la description des travaux de construction, des activités d'exploitation et d'entretien prévues, ont été utilisées pour déterminer les interactions potentielles entre la route d'accès à la collectivité et le territoire, l'eau et les personnes. Une fois les interactions potentielles déterminées, les effets potentiels sur les composantes valorisées ont été déterminés et des stratégies pour éviter ou atténuer les effets ont été examinées. Les effets résiduels sont les effets qui subsistent après l'application des mesures d'atténuation. Les évaluations des effets résiduels ont déterminé des effets positifs et négatifs aux conditions existantes en raison de la route d'accès à la collectivité. Ces renseignements ont servi à la rédaction d'une description des effets anticipés sur chaque composante valorisée pour les disciplines techniques.
- ◆ **Effets cumulatifs** : Une liste des inclusions a été préparée, en tenant compte des projets existants et planifiés pertinents. La liste a ensuite été mise à jour en tenant compte des commentaires reçus des collectivités autochtones, des intervenants et des organismes de réglementation. Pour chaque discipline technique, on a examiné la liste des inclusions afin d'évaluer les effets potentiels d'autres projets et on les a ajoutés aux effets sur le territoire, l'eau et les personnes de la route d'accès à la collectivité. Cet exercice a donné lieu à l'évaluation des effets cumulatifs.

ES 7. L'ingénierie de notre route

La route d'accès à la collectivité sera constituée d'une nouvelle route polyvalente toutes saisons allant du chemin Painter Lake à Marten Falls. Les options pour la propriété, les activités de fonctionnement et d'entretien de la route, ainsi que la responsabilité, sont en cours de discussion avec la province.

La route d'accès à la collectivité sera composée de la route elle-même, des routes d'accès connexes, des aires de repos, des aires de stationnement, des ponts, des ponceaux, des carrières et des sablières.

Le projet d'évaluation environnementale/d'étude d'impact a été réalisé sur la base d'une conception préliminaire de la route, ce qui signifie que les détails sur la façon dont la route d'accès à la collectivité sera construite sont encore conceptuels et ne sont présentés qu'à un niveau élevé.

La route d'accès à la collectivité est en cours de développement selon un processus à plusieurs phases, qui comprend les phases suivantes :

- ◆ La **planification** a commencé par l'élaboration du concept de la route d'accès à la collectivité, qui fait l'objet de discussion depuis plus d'une décennie.
- ◆ Par **concept préliminaire**, on fait référence aux premières réflexions sur la route d'accès à la collectivité. Il peut inclure l'alignement proposé de la route et des sections transversales typiques montrant à quoi ressembleront la route et les ponts.
- ◆ Le **processus de conception** est couramment appelé la conception détaillée et commence après la conclusion de la planification et de la conception préliminaire. Il peut cependant commencer lorsque le projet attend une décision des organismes de réglementation. La conception détaillée, comme son nom l'indique, est lorsque les ingénieurs travaillent sur les détails fins de la conception, par exemple le type exact de ponts et de ponceaux.
- ◆ La **construction** suit généralement la phase de conception détaillée. Le déroulement de la construction (p. ex. direction et étapes de construction) sera sélectionné tôt dans la phase de conception détaillée.
- ◆ Le **fonctionnement et l'entretien** comprennent l'utilisation générale des routes (p. ex. voitures et camions) et les activités d'entretien. Cette phase commence après la fin de la construction et se poursuit pendant toute la durée d'utilisation de la route.

À l'heure actuelle, la route d'accès à la collectivité est à la phase de conception préliminaire.

ES 8. La vie sur notre territoire

Une étape importante du projet d'évaluation environnementale/d'étude d'impact consiste à comprendre l'état actuel des environnements naturels, socio-économiques et culturels, appelés conditions existantes. Les études environnementales, tant de bureau que sur le terrain, ont été réalisées par les disciplines techniques afin de documenter et d'évaluer les conditions existantes pour les solutions de rechange 1 et 4. Comme pour la sélection du trajet de prédilection, les disciplines techniques ont été regroupées en eau, territoire et population. La raison de ce regroupement figure ci-dessous :

- ◆ **Eau** : L'eau, c'est la vie; elle donne au territoire et à toutes les espèces qui y habitent.
- ◆ **Territoire** : La Première Nation de Marten Falls entretient un lien profond et durable avec le territoire. Le territoire est au cœur de leur identité, de leur culture

et de leur mode de vie. La Première Nation considère le territoire et ses créatures vivantes comme faisant partie intégrante du cercle de la vie, et qu'ils sont essentiels pour maintenir l'équilibre et l'harmonie dans l'environnement. Les activités traditionnelles, comme la chasse à l'orignal, leur permettent de maintenir leur lien avec le territoire et entre eux. Bien qu'ouverts au développement, les membres de la Première Nation de Marten Falls soulignent l'importance de la conservation du territoire et des ressources pour garantir que les générations futures puissent continuer à en profiter et en bénéficier.

- ◆ **Personnes** : Le piégeage, la pêche et la chasse sont des activités importantes pour maintenir la sécurité alimentaire de la communauté et son patrimoine culturel. Les pratiques courantes de la Première Nation de Marten Falls sont remises en question en raison des changements économiques et des impacts environnementaux. La Première Nation de Marten Falls valorise la gestion durable des écosystèmes. Dans l'ensemble, les membres de la communauté sont engagés à préserver leur mode de vie et à garantir la santé de leur environnement pour les générations futures.

Étant donné le volume et la complexité des renseignements recueillis dans le cadre de ces études, des résumés en langage clair ont été élaborés pour chaque discipline technique afin d'aider le lecteur à mieux comprendre les conclusions de l'étude. Pour éviter de reproduire les renseignements ici, les résumés en langage clair des renseignements sur les disciplines techniques sont disponibles dans des documents séparés. Ces documents combinés constituent le résumé de l'évaluation requis par les lignes directrices individualisées relatives à l'étude d'impact du gouvernement fédéral. Ces renseignements sont également disponibles en ligne à l'adresse **eais.martenfallsaccessroad.ca**.

Chaque résumé en langage clair de discipline technique comprend une description des éléments suivants :

- ◆ Introduction;
- ◆ Conditions existantes;
- ◆ Effets potentiels et mesures d'atténuation;
- ◆ Effets résiduels;
- ◆ Effets cumulatifs.

Nous avons combiné certains résumés en langage clair de disciplines techniques là où il était logique de le faire, par exemple, lorsque les disciplines sont interconnectées et que la quantité de renseignements permet de les combiner. Les résumés en langage clair sont regroupés comme suit :

- ◆ Poissons et habitat des poissons;
- ◆ Eaux souterraines et eaux de surface;
- ◆ Tourbières;
- ◆ Sols et végétation;
- ◆ Espèces sauvages et oiseaux;
- ◆ Ongulés;
- ◆ Acoustique, environnement atmosphérique et gaz à effet de serre;
- ◆ Archéologie et patrimoine culturel;
- ◆ Changements climatiques;
- ◆ Bien-être communautaire (économie, santé humaine, sécurité communautaire et sociocommunautaire);
- ◆ Environnement visuel et utilisation du territoire et des ressources.

ES 9. Comment notre route changera notre territoire

Comme il est mentionné précédemment, des renseignements ont été recueillis pour les solutions de rechange 1 et 4 afin de comprendre les conditions existantes des environnements naturels, socio-économiques et culturels. Les renseignements ont également été utilisés pour soutenir la Première Nation de Marten Falls dans le choix du trajet de prédilection. Pour chaque discipline technique, une évaluation des effets a été réalisée. Celle-ci portait sur les effets potentiels (positifs, négatifs et neutres) ainsi que sur les mesures d'atténuation et d'amélioration, de même que sur une évaluation des effets résiduels.

Chaque discipline technique utilisait des renseignements sur les conditions existantes ainsi que la description des activités de construction, d'exploitation et d'entretien prévues. Ils ont servi à déterminer les interactions potentielles entre la route d'accès à la collectivité et l'environnement. Une fois les interactions potentielles déterminées, les

effets potentiels ont été dégagés et des stratégies en vue d'éviter ou d'atténuer les effets ont été examinées. Les mesures d'atténuation sont des stratégies visant à réduire les effets négatifs potentiels sur l'environnement.

Par exemple, des mesures d'atténuation, comme placer les sources de combustible à une distance d'au moins 30 mètres d'un plan d'eau, peuvent être efficaces pour réduire au minimum les effets potentiels des déversements accidentels de combustible. Après la mise en œuvre des mesures d'atténuation, une évaluation des effets résiduels a été réalisée pour déterminer s'il restait des effets résiduels. Cela garantit que tous les effets potentiels sont soigneusement évalués et gérés. Une description des effets résiduels est incluse dans les résumés en langage clair pour chacune des disciplines techniques.

ES 10. Effets cumulatifs

Voici un moyen simple de décrire les effets cumulatifs :

Imaginez que vous vous réunissez en famille dans les bois. Lorsque vous et vos cousins arrivez, les bois sont calmes. Votre groupe décide de jouer de la musique. Puis, vos parents, oncles et tantes arrivent. Ils veulent écouter leur propre musique, alors ils se rassemblent ailleurs. Pendant ce temps, les plus jeunes se rassemblent dans une autre zone pour chanter et jouer.

La musique jouée est l'effet de votre famille sur le niveau de bruit dans les bois. Chaque lieu de rassemblement familial – le vôtre, celui de vos parents, de vos oncles et tantes, et celui des plus jeunes – est comme d'autres projets dans la région, contribuant chacun à leurs propres impacts sonores. Le bruit que vous faites ainsi que le bruit fait par tous les autres représentent **l'effet cumulatif** des nombreux niveaux de bruit dans les bois.

Il faut comprendre trois concepts clés liés aux effets cumulatifs, à savoir :

- ◆ Le **chevauchement temporel** : Lorsqu'une activité a lieu en même temps qu'une autre activité. En examinant l'exemple de rassemblement familial, votre évaluation des effets cumulatifs tiendrait compte des trois sources de musique qui se déroulent en même temps. Si quelqu'un d'autre joue de la musique après votre départ, les deux activités ne se produisent pas en même temps. Le bruit (musique) généré par votre famille ne se chevauche donc pas avec le bruit fait après votre départ de la région, et il n'y a donc pas d'effet cumulatif.
- ◆ Le **chevauchement spatial** : Lorsqu'une activité se déroule dans la même zone qu'une autre activité. Si les adolescents de cet exemple décident de jouer leur

musique à quelques kilomètres des bois, leur musique ne serait pas entendue dans les bois. Par conséquent, le bruit qu'ils créent se chevauche dans le temps, mais pas dans l'espace. Il n'y a donc pas d'effet cumulatif;

- ◆ Les **projets raisonnablement prévisibles** : Le dernier concept concerne les projets que vous pouvez raisonnablement anticiper aux fins d'examen de l'évaluation des effets cumulatifs. De notre exemple, vous êtes au courant de votre rassemblement familial. Vous savez aussi que votre voisin prévoit une fête d'anniversaire en même temps, juste à côté de votre rassemblement. Il est donc raisonnablement prévisible qu'ils fassent également du bruit et que vous devriez prendre en compte leurs effets cumulatifs ainsi que les vôtres. Un exemple de projet qui n'est pas raisonnablement prévisible est des travaux de construction inattendus pour réparer un pont, qui s'est effondré la veille de votre rassemblement. Vous ne pouviez pas savoir que le pont s'effondrerait, par conséquent, tout bruit provenant des travaux de réparation ne serait pas considéré comme raisonnablement prévisible.

À partir de notre exemple, pour comprendre les effets cumulatifs sur les niveaux de bruit dans les bois, vous auriez besoin de :

- ◆ Comprendre les **conditions existantes**, ou les niveaux de bruit existants avant votre arrivée;
- ◆ Comprendre vos **effets**, ou comment votre musique contribue aux niveaux de bruit globaux;
- ◆ Prendre en compte des **mesures d'atténuation**, comme baisser le volume de votre musique ou utiliser des écouteurs;
- ◆ Évaluer les **effets résiduels**, ou les effets restants après l'application de mesures d'atténuation, comme les niveaux de bruit restants après avoir baissé le volume de votre musique;
- ◆ Ajouter les **effets potentiels d'autres activités**. Une fois que vous connaissez les effets résiduels de votre musique, vous ajouteriez les effets potentiels d'autres projets raisonnablement prévisibles, qui se déroulent en même temps et dans le même secteur.

Le fait de suivre les étapes ci-dessus aide à déterminer les effets cumulatifs qui peuvent se produire dans les bois. Dans notre exemple, nous avons pris en compte à la fois le

bruit du rassemblement familial et le bruit d'autres sources, comme la fête d'anniversaire.

Comme il est indiqué ci-dessus, les résumés en langage clair comprennent une description des effets cumulatifs pour chaque discipline technique.

ES 11. Nous avons écouté

La Première Nation de Marten Falls a tenu des consultations sur la route d'accès à la collectivité auprès des communautés autochtones, des personnes intéressées et des organismes gouvernementaux et est engagé envers celle-ci depuis 2019. Dans le cadre de l'évaluation environnementale/de l'étude d'impact, la Première Nation de Marten Falls devait consulter et collaborer avec des communautés autochtones, des conseils tribaux et des organisations politiques liées à un traité et des organisations provinciales et territoriales.

Depuis le début de l'évaluation environnementale/de l'évaluation d'impact, il y a eu d'importantes réalisations. Un moment fort de ce processus a été la communication continue et l'établissement de relations avec les communautés autochtones, les organismes gouvernementaux et les personnes intéressées, qui s'est terminé par la présentation des premières constatations des rapports sur les conditions existantes, la communication des résultats et des recommandations pour appuyer la sélection du trajet de prédilection et finalement l'obtention d'une résolution du conseil de bande pour le trajet de prédilection en août 2024.

L'établissement de relations a été au cœur des efforts de consultation et de mobilisation. Au fil des ans, des progrès ont été réalisés pour établir des lignes de communication, accroître la participation active et répondre aux préoccupations et aux problèmes ou les résoudre. Des progrès ont également été réalisés pour organiser des réunions de conseil à conseil entre la Première Nation de Marten Falls et d'autres communautés autochtones (c.-à-d., la Première Nation d'Eabametoong et la Première Nation d'Aroland) afin de discuter des protocoles de relations, des approches pour des consultations et un engagement significatifs, et pour fournir des mises à jour liées à la route d'accès à la collectivité.

Les membres de la Première Nation de Marten Falls ont également eu d'autres occasions liées au Programme de consultation et de mobilisation en tant que Première Nation agissant à titre de promoteur, y compris l'examen de documents et la tenue de réunions avant les autres communautés autochtones, les organismes gouvernementaux et les personnes intéressées. La Première Nation de Marten Falls a

reçu des rapports de leurs consultations et de leur mobilisation sur la route d'accès à la collectivité pour examen et validation. Le matériel partagé avec elle au cours des réunions a été modifié en fonction des commentaires de la communauté afin de garantir que l'approche du projet était basée sur les contributions directes et les commentaires de la collectivité. Cet engagement précoce a permis à la collectivité de fournir des perspectives précieuses et des commentaires sur divers aspects de la route d'accès à la collectivité, y compris le processus d'évaluation environnementale/d'évaluation d'impact, le programme de savoir autochtone et la sélection du trajet.

Diverses activités de consultation et d'engagement ont eu lieu, dont certains faits saillants incluent (sans toutefois s'y limiter) :

- ◆ Trois centres d'information publics (depuis le début de l'étape de l'évaluation environnementale en octobre 2021);
- ◆ Trois forums soutenus par la province, dont deux forums sur les intérêts et les droits autochtones ou issus de traités et un rassemblement et une exposition sur le projet de trois routes, organisés conjointement entre la route d'accès à la collectivité, la route d'approvisionnement Webequie et la route de raccordement du Nord avec les communautés autochtones. Un deuxième rassemblement et exposition sur le projet de trois routes est prévu pour février 2025 afin de discuter du projet d'évaluation environnementale/d'étude d'impact;
- ◆ Diverses réunions virtuelles ou en personne avec des collectivités autochtones, des organismes gouvernementaux et des personnes intéressées;
- ◆ Élaboration du Programme sur le savoir autochtone et du Programme des coordonnateurs communautaires pour les collectivités autochtones et participation à ceux-ci;
- ◆ Distribution et suivi des rapports d'étapes sur la consultation et la mobilisation pour les collectivités autochtones;
- ◆ Webinaires et vidéos liés aux composantes valorisées, aux effets cumulatifs, à l'adaptation aux changements climatiques, à la sélection du trajet et aux mises à jour sur le trajet;
- ◆ Distribution mensuelle de publipostages électroniques (bulletins d'information), d'avis sur le terrain et de guides de discussion, la recherche de commentaires et de contributions sur une base mensuelle par les responsables de la collectivité autochtone.

Les activités de consultation et de mobilisation se poursuivront jusqu'à la soumission de l'évaluation environnementale/l'étude d'impacts finales, à l'automne ou à hiver 2025. Ces activités sont prévues pour aider avec le processus de révision du projet d'évaluation environnementale/d'étude d'impact et pour se préparer à la présentation et à la révision de l'évaluation environnementale/l'étude d'impact finales.

ES 12. Notre climat en évolution

Les changements climatiques présentent de nombreux défis dans les régions éloignées comme Marten Falls. Les événements climatiques, comme une augmentation des précipitations, des inondations, des risques de feux de forêt, une chaleur extrême et des changements d'écosystème peuvent affecter à la fois la construction et l'utilisation à long terme de la route d'accès à la collectivité. Si des événements climatiques entraînent la fermeture de la route d'accès à la collectivité, ils nous affecteront également et potentiellement d'autres collectivités qui en dépendent.

La route d'accès à la collectivité intègre des stratégies d'atténuation afin de réduire les émissions des activités de construction et d'entretien. Des mesures d'adaptation sont également intégrées en concevant des infrastructures capables de résister aux conditions climatiques prévues. L'objectif est de construire une route résiliente et de réduire au minimum, les risques pour les communautés environnantes dans un climat changeant. Même si ces stratégies amélioreront grandement la résilience de la route d'accès à la collectivité, elles n'élimineront pas tous les risques.

ES 13. Autres exigences réglementaires

Une des exigences fédérales est une évaluation des accidents et des défaillances potentiels de la route d'accès à la collectivité. En fonction de sa conception et de son utilisation prévue, du jugement professionnel et de l'expérience acquise avec d'autres projets de routes en région éloignée, des accidents ou des défaillances potentiels ont été identifiés, comme des déversements, des accidents de transport et des événements météorologiques extrêmes, entre autres.

Les accidents peuvent être évités grâce à une bonne planification et conception. De plus, des mesures de sécurité peuvent être mises en place afin de réduire la probabilité qu'un accident se produise et, s'il se produit, de le gérer efficacement. Une exigence que l'entrepreneur sélectionné pour la construction de la route d'accès à la collectivité devra remplir est la préparation et la mise en œuvre de plans pour prévenir les accidents et les défaillances. Ces pourraient inclure, par exemple, un plan de mesures

d'urgence en cas de déversement, un plan de gestion des déchets, un plan d'intervention d'urgence et un plan de gestion de la faune.

La route d'accès à la collectivité sera conçue conformément au Manuel de conception routière du ministère des Transports de l'Ontario. De plus, les critères de conception géométrique utilisés pour la conception et la construction de la route d'accès à la collectivité seront basés sur les pratiques exemplaires les plus récentes de l'Association des transports du Canada et du Supplément du ministère des Transports de l'Ontario.

L'absence d'un plan approprié pour soutenir les communautés autochtones et les travailleurs non autochtones dans leurs interactions pourrait également être considérée comme un accident et une défaillance potentiels pour la culture Anichinabé. Pendant la construction, l'entrepreneur, avec l'orientation et le soutien de la Première Nation de Marten Falls, devra fournir une formation obligatoire et continue sur la sensibilisation à la culture et la sensibilité de la culture afin de protéger les Anishinaabeg. La formation devrait être élaborée en collaboration avec les collectivités autochtones afin de garantir que l'ouverture de routes vers le nord ne cause pas de dommages supplémentaires et puisse servir de moyen de renforcer la confiance et la compréhension, et de protéger la culture anichinabée.

Les Lignes directrices individualisées relatives à l'étude d'impact du gouvernement fédéral exigent des renseignements sur la façon dont la route d'accès à la collectivité peut contribuer à la capacité du Canada de respecter ses obligations et engagements en matière environnemental. Pendant le processus de sélection de l'itinéraire, l'équipe du projet a donné la priorité à la durabilité environnementale lors de l'analyse des données recueillies par des experts techniques dans les catégories de l'eau, du territoire et des personnes. Cette analyse a permis de s'assurer que le trajet de prédilection pour chacun des trois segments était celui qui avait le moins d'impact sur l'environnement par rapport aux autres options. La durabilité environnementale a été prise en compte tout au long du processus, influençant la sélection du trajet de prédilection et l'élaboration de mesures d'atténuation et d'activités de suivi.

ES 14. Programmes de surveillance et engagements futurs

Les programmes de surveillance servent à vérifier l'exactitude de l'évaluation des effets et à évaluer l'efficacité des mesures d'atténuation et d'amélioration. Les programmes de surveillance incluent également des engagements futurs liés à l'atténuation des effets résiduels. Un programme de suivi environnemental spécifique au projet sera élaboré et mis en œuvre, incluant les engagements de suivi liés aux composantes valorisées présentées dans l'évaluation environnementale/l'étude d'impact.

L'évaluation environnementale et l'étude d'impact prennent en compte les programmes de suivi préalable à la construction et de la construction, ainsi que les programmes de suivi du fonctionnement et de l'entretien, et les engagements futurs pour les différentes disciplines techniques.

ES 15. Résumé et recommandations

Les évaluations environnementales de portée générale préparées pour les projets du ministère des Transports de l'Ontario comprennent la préparation d'un Rapport d'étude environnementale sur les transports. Les rapports d'étude environnementale sur les transports comprennent des tableaux résumant les constatations d'une évaluation environnementale (c.-à-d. les effets potentiels et les mesures d'atténuation recommandées), qui peut être utilisée dans le rapport de conception préliminaire et informer la conception détaillée.

Le rapport d'étude environnementale sur les transports a été utilisé comme modèle pour préparer les tableaux de résumé et de recommandations inclus à la section 10 de chacun des documents de soutien technique. Pour faciliter l'examen des conclusions du Document de soutien technique, ces tableaux ont été regroupés dans un seul document et ajoutés à l'ébauche de l'évaluation environnementale/l'étude d'impact.

- ◆ **ፀረጥሰኛ ጠቅላይ ሚኒስትር**: ህዳር ፳፻፲፱ ዓ.ም ርዕይ ለማውጣት ህዳር ፳፻፲፱ ዓ.ም ለፋይናንስ ገቢ ለማግኘት ለግብርና ሚኒስትር ገብረ ሰብሐአብ ገብረ ወርቅኤርካ ለማድረግ ተብሎ አድርጓል።
- ◆ **ግብርና ሚኒስትር ገብረ ሰብሐአብ ገብረ ወርቅኤርካ**: ህዳር ፳፻፲፱ ዓ.ም ግብርና ሚኒስትር ገብረ ሰብሐአብ ገብረ ወርቅኤርካ ግብርና ሚኒስትር ገብረ ሰብሐአብ ገብረ ወርቅኤርካ ለፋይናንስ ገቢ ለማግኘት ለግብርና ሚኒስትር ገብረ ሰብሐአብ ገብረ ወርቅኤርካ ለማድረግ ተብሎ አድርጓል።
- ◆ **ፊደል ሚኒስትር ገብረ ሰብሐአብ ገብረ ወርቅኤርካ**: ህዳር ፳፻፲፱ ዓ.ም ፊደል ሚኒስትር ገብረ ሰብሐአብ ገብረ ወርቅኤርካ ለፋይናንስ ገቢ ለማግኘት ለግብርና ሚኒስትር ገብረ ሰብሐአብ ገብረ ወርቅኤርካ ለማድረግ ተብሎ አድርጓል።
- ◆ **ግብርና ሚኒስትር ገብረ ሰብሐአብ ገብረ ወርቅኤርካ**: ህዳር ፳፻፲፱ ዓ.ም ግብርና ሚኒስትር ገብረ ሰብሐአብ ገብረ ወርቅኤርካ ለፋይናንስ ገቢ ለማግኘት ለግብርና ሚኒስትር ገብረ ሰብሐአብ ገብረ ወርቅኤርካ ለማድረግ ተብሎ አድርጓል።
- ◆ **ፊደል ሚኒስትር ገብረ ሰብሐአብ ገብረ ወርቅኤርካ**: ህዳር ፳፻፲፱ ዓ.ም ፊደል ሚኒስትር ገብረ ሰብሐአብ ገብረ ወርቅኤርካ ለፋይናንስ ገቢ ለማግኘት ለግብርና ሚኒስትር ገብረ ሰብሐአብ ገብረ ወርቅኤርካ ለማድረግ ተብሎ አድርጓል።

ES 7. ህዳር ፳፻፲፱ ዓ.ም ግብርና ሚኒስትር ገብረ ሰብሐአብ ገብረ ወርቅኤርካ

ህዳር ፳፻፲፱ ዓ.ም ግብርና ሚኒስትር ገብረ ሰብሐአብ ገብረ ወርቅኤርካ ለፋይናንስ ገቢ ለማግኘት ለግብርና ሚኒስትር ገብረ ሰብሐአብ ገብረ ወርቅኤርካ ለማድረግ ተብሎ አድርጓል።

ቆይታ ተረጎሞ ለሰላም ልማት ልማት ያለውን ገቢ ለማግኘት ማዘጋጀት ማለት ሲባል፣ የሥራ ልማት ለማስፈጸም የሚያስፈልገውን ገንዘብ ለማግኘት ማዘጋጀት ይቻላል፡፡

- ◆ **ሥራ:** ሥራ ለሰጠው ሰራተኛ; ማለት ይቻላል፡፡ የሥራ ልማት የሥራ ልማት ይቻላል፡፡

- ◆ **ብዙ:** ማለት ይቻላል፡፡ የሥራ ልማት ለማስፈጸም ለሚያስፈልገው ገንዘብ ለማግኘት ማዘጋጀት ማለት ሲባል፣ የሥራ ልማት ለማስፈጸም የሚያስፈልገውን ገንዘብ ለማግኘት ማዘጋጀት ይቻላል፡፡ የሥራ ልማት ለማስፈጸም የሚያስፈልገውን ገንዘብ ለማግኘት ማዘጋጀት ይቻላል፡፡

- ◆ **ለሥራ ልማት:** ማለት ይቻላል፡፡ የሥራ ልማት ለማስፈጸም ለሚያስፈልገው ገንዘብ ለማግኘት ማዘጋጀት ማለት ሲባል፣ የሥራ ልማት ለማስፈጸም የሚያስፈልገውን ገንዘብ ለማግኘት ማዘጋጀት ይቻላል፡፡

የሥራ ልማት ለማስፈጸም የሚያስፈልገውን ገንዘብ ለማግኘት ማዘጋጀት ማለት ሲባል፣ የሥራ ልማት ለማስፈጸም የሚያስፈልገውን ገንዘብ ለማግኘት ማዘጋጀት ይቻላል፡፡ የሥራ ልማት ለማስፈጸም የሚያስፈልገውን ገንዘብ ለማግኘት ማዘጋጀት ይቻላል፡፡

የሥራ ልማት ለማስፈጸም የሚያስፈልገውን ገንዘብ ለማግኘት ማዘጋጀት ማለት ሲባል፣ የሥራ ልማት ለማስፈጸም የሚያስፈልገውን ገንዘብ ለማግኘት ማዘጋጀት ይቻላል፡፡

- ◆ ሥራ ለማስፈጸም
- ◆ ማለት ይቻላል፡፡
- ◆ ለሥራ ልማት
- ◆ ማለት ይቻላል፡፡

ሙሉንም ሆኖ ለጠቅላይ ሚኒስትር ለሚሰጡት ማረጋገጫዎች ላይ ለተጠቃሚው ጥራት ማረጋገጫ ማድረግ ይገባል።

- ◆ ለጠቅላይ ሚኒስትር ለሚሰጡት ማረጋገጫዎች / ለጠቅላይ ሚኒስትር ለሚሰጡት ማረጋገጫዎች ላይ ለተጠቃሚው ጥራት ማረጋገጫ ማድረግ ይገባል።
- ◆ ለጠቅላይ ሚኒስትር ለሚሰጡት ማረጋገጫዎች / ለጠቅላይ ሚኒስትር ለሚሰጡት ማረጋገጫዎች ላይ ለተጠቃሚው ጥራት ማረጋገጫ ማድረግ ይገባል።
- ◆ ለጠቅላይ ሚኒስትር ለሚሰጡት ማረጋገጫዎች / ለጠቅላይ ሚኒስትር ለሚሰጡት ማረጋገጫዎች ላይ ለተጠቃሚው ጥራት ማረጋገጫ ማድረግ ይገባል።
- ◆ ለጠቅላይ ሚኒስትር ለሚሰጡት ማረጋገጫዎች / ለጠቅላይ ሚኒስትር ለሚሰጡት ማረጋገጫዎች ላይ ለተጠቃሚው ጥራት ማረጋገጫ ማድረግ ይገባል።

ሌሎች ማረጋገጫዎች ለጠቅላይ ሚኒስትር ለሚሰጡት ማረጋገጫዎች ላይ ለተጠቃሚው ጥራት ማረጋገጫ ማድረግ ይገባል።

ES 12. ሌሎች ማረጋገጫዎች ለጠቅላይ ሚኒስትር ለሚሰጡት ማረጋገጫዎች ላይ ለተጠቃሚው ጥራት ማረጋገጫ ማድረግ ይገባል።

ሌሎች ማረጋገጫዎች ለጠቅላይ ሚኒስትር ለሚሰጡት ማረጋገጫዎች ላይ ለተጠቃሚው ጥራት ማረጋገጫ ማድረግ ይገባል።

ሌሎች ማረጋገጫዎች ለጠቅላይ ሚኒስትር ለሚሰጡት ማረጋገጫዎች ላይ ለተጠቃሚው ጥራት ማረጋገጫ ማድረግ ይገባል።



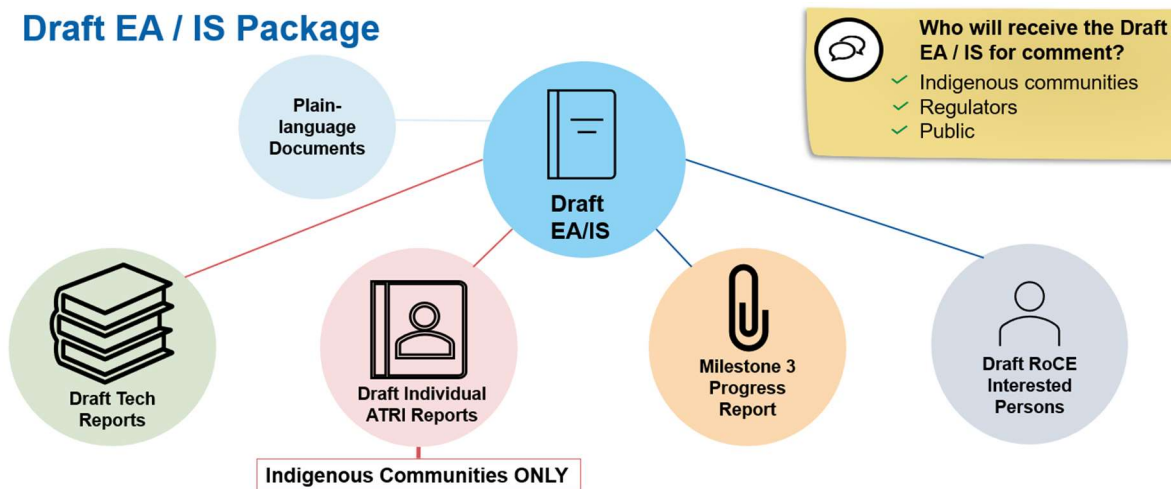
Frequently Asked Questions – Draft EA / IS

Issued September 2024

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

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

Draft EA / IS Package



How have Indigenous communities influenced the Draft EA / IS?

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





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

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

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

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

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

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

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

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





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

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

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

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

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

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

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

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

What are Cumulative Effects and the Inclusions List?

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





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

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

How have Indigenous communities been consulted?

Indigenous Knowledge Program

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

Community Coordinator Program

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

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

Reports

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

In-person & virtual consultation activities

To date, our consultation efforts have included:

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





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



A2.4 Environmental Assessment / Impact Statement Plain Language Summaries (English, French, Cree, Oji-Cree and Ojibway)

A2.4.1 Archaeology and Cultural Heritage

A2.4.2 Climate Change Adaptation

A2.4.3 Community Well-Being

A2.4.4 Fish and Habitat

A2.4.5 Groundwater and Surface Water

A2.4.6 Acoustics (Noise and Vibration)

A2.4.7 Peatlands

A2.4.8 Physiography, Terrain, Soils, and Vegetation

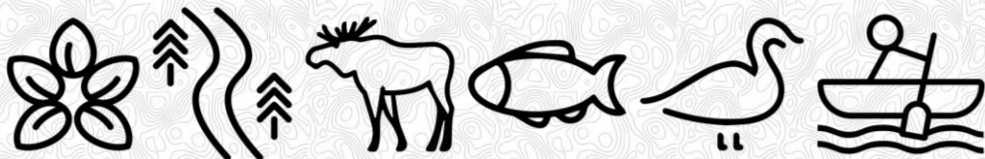
A2.4.9 Ungulates

A2.4.10 Visual Environment and Land and Resource Use

A2.4.11 Wildlife and Birds



A2.4.1 Archaeology and Cultural Heritage





ARCHAEOLOGY AND CULTURAL HERITAGE PLAIN LANGUAGE GUIDE



The Community Access Road could affect both archaeological and cultural heritage resources in the area. Archaeological assessments find and study artifacts (e.g., ceramics and stone tools) and sites (e.g., fishing camps, and trading posts), while cultural heritage assessments look at the broader historical and cultural context, including landscapes and buildings. By considering these areas together, we can better understand and protect the region's rich cultural and historical legacy.

Existing Conditions

Archaeology

Archaeological assessments are conducted in multiple stages to explore and record the history and current conditions of a given study area.

Stage 1

Assessments involve background research to analyze the potential for archaeological resources within a study area.

Stage 2

Assessments include fieldwork to identify if there are artifacts or archaeological sites within a study area.

Stage 3

Assessments involve site-specific investigations, including excavation, to establish the size of the site and any additional information on cultural affiliation or time of occupation.

Stage 4

Assessments are broken into two approaches, excavation and avoidance and protection. Stage 4 excavation involves the full excavation and removal of the parts of or the entire archaeological site. Stage 4 avoidance and protection establishes long term solutions to keep archaeological sites intact in the ground. These stages help make recommendations about cultural affiliation and time of occupation, assessment and mitigation measures, and suggest ways to protect identified archaeological sites. They are conducted prior to land-clearing activities and the start of construction.

The Stage 1 Archaeological Assessment looked at the history of northern Ontario over the past 11,000 years, focusing on the Paleo, Archaic and Woodland periods through the 19th and early 20th centuries. This assessment showed that northern Ontario was home to several Indigenous cultures before European contact. During the Paleo period (8,000 – 4,500 BC), people lived in settlements north of the Great Lakes. The Archaic period (5,400 – 250 BC) saw a warmer climate, population growth, smaller territories, longer stays at camps and more trade. In the Woodland periods (700 BC – 1650 AD), people began making pottery and ceramics. As the climate warmed, the growth and trade of fruits and vegetables increased, although farming did not expand as much as in the south due to the Canadian Shield's climate and landscape. People continued to rely on fishing and hunting for food during this period.

The original study area was widened to include areas that may be disturbed for aggregate extraction and an additional Stage 1 assessment took place in these areas. The assessment showed a high potential for identifying archaeological resources due to the Community Access Road's proximity to water and food sources, and areas of community interest. Among these sites is Marten Falls House, a Hudson's Bay Company Trading Post. Marten Falls House was studied in 1980 and found to contain artifacts, including ceramics, glass, metal hardware, household and personal items, faunal material, and Indigenous material. In addition, surveys in the Albany River System have discovered many pre-contact Indigenous sites and historic camps, indicating a rich history of Anishinaabe activity. High archaeological potential was also found near waterways and historical routes, further highlighting the area's significance.

In the fall of 2019, a Stage 2 Archaeological Assessment was conducted, focusing on river crossings over the Ogoki and Albany rivers. Five areas of interest were identified, with three containing culturally significant materials. Location 1 at the Albany River crossing was found to have a single piece of chipping detritus (the byproduct of stone tool making) made from Hudson's Bay Lowland chert. Location 2, an old campsite near the Albany River crossing known as the Caviar site was recommended for a Stage 3 investigation due to its cultural significance. It contained remains of a can and bottle dump, an outhouse, cooking areas and tent structures, indicating its use throughout the 20th century and possibly earlier. Location 3, near the Ogoki River crossing, found evidence of tool-making activities, but no further cultural heritage value was determined.



What is...

The Local Study Area is a 5-kilometer area around the Community Access Road route. The area is home to many animals, birds and insects in the Boreal Forest, with open and treed wetlands, mixed forests and water sources used for travel, drinking and fishing. These conditions supported both temporary and permanent settlements throughout history. Rivers acted as historical highways and were used for travel, although, between 1943 and 1950, hydroelectric projects changed the Albany and Ogoki river systems by building dams at Rat Rapids and Waboose Rapids, respectively.



What is...

Chert: A fine grain sedimentary rock that is often found in marine, lake or land settings.

Cultural Heritage

The Cultural Heritage Assessment looked at cultural heritage features within a 5 kilometer buffer of the proposed route, known as the Local Study Area. Cultural heritage features include human-made or natural features significant to the community, reflecting Indigenous and / or European history. Based on background research, mapping and community feedback, the study identified 288 significant cultural heritage locations. These include:

- 149 harvest areas (106 for animals, 25 for fish and 18 for plants);
- 49 cultural, spiritual and sacred areas;
- 90 habitation areas; and
- 23 travel routes.

These features are important in understanding the history of the place, events and people, and they contribute to the community's cultural identity.



Potential Effects and Mitigations

Archaeology

Potential effects on archaeological resources were analyzed by looking at the construction and long-term use of the Community Access Road. Activities such as equipment mobilization, land clearing, drilling, blasting, road construction, and bridge and culvert installations could disturb the ground and damage archaeological resources. Temporary staging areas, access roads, construction camps and pits could also cause ground disturbances and affect archaeological sites during construction and closure of temporary sites. Long-term use and maintenance of the road could lead to wear and tear on the surrounding environment, potentially impacting nearby archaeological resources.

To reduce these potential effects, an additional Stage 2 Archaeological Assessment will be completed for areas of high archaeological potential within the study area to be impacted by construction. Additional fieldwork planning will be done in consultation with Indigenous communities to ensure their involvement and input during the design phase, in the coming years. If it can't be avoided, the Caviar site will require a Stage 3 field investigation.

The preferred mitigation measures for archaeological sites are avoiding and protecting the site, and conducting detailed documentation if avoidance is not possible. If the site is avoided, measures will include setting up a temporary barrier with a 20-metre buffer, monitoring by a licensed archaeologist, and issuing 'no-go' instructions within the buffer zone. If avoidance is not possible, site excavation is required with detailed documentation and recording to preserve the site's cultural significance.

Potential Effects and Mitigations

Cultural Heritage

This assessment looked at how the Community Access Road might affect heritage sites and landscapes in the area, identifying both direct and indirect impacts that could harm these heritage features. Permanent negative impacts include removing or demolishing buildings, adding new physical features and disturbing the land, which can harm the heritage value of the properties. Indirect impacts include shadows changing how heritage features look, vibrations from construction causing ground disturbances, isolating heritage features from their surroundings and blocking important views with new infrastructure.

Construction activities such as building new access roads and bridges, clearing trees and vegetation, drilling and blasting, setting up temporary construction camps and managing traffic could also impact heritage sites.

To protect cultural heritage landscapes in the study area, several mitigation measures are recommended. These include designing the Project to avoid direct impacts on cultural heritage landscapes, careful planning and construction to avoid impacts, informing construction crews about the locations of cultural heritage landscapes and setting up a monitoring process with rules and no-go zones to protect important areas. If the route changes, a qualified expert should check if these changes affect heritage sites and update recommendations as needed.

There are possible negative impacts to the two potential cultural heritage landscapes, the Ogoki River and the Albany River. Before starting construction, experts will study these rivers to determine if they have cultural heritage value using Ontario Regulation 9/06 or Ontario Regulation 10/06 of the Ontario Heritage Act. If the Ogoki and/or Albany rivers are found to have cultural heritage value, Heritage Impact Assessments should be prepared to understand the impacts and recommend ways to protect them.

Residual Effects

Through the proper use of mitigation measures, the potential effects on Cultural Heritage resources from the construction and long-term use of the Community Access Road are expected to be effectively managed, minimized or mitigated.

The Community Access Road has the potential of direct and indirect impacts on harvest areas, cultural spiritual and sacred areas, and habitation areas. Evaluations for cultural heritage landscapes will occur prior to construction to determine mitigation measures and design alternatives, as required.

Residual effects were not studied for Archaeology as reporting followed standards from the Ministry of Citizenship and Multiculturalism.

Cumulative Effects

Cumulative effects were not studied for Archaeology or Cultural Heritage as reporting followed standards from the Ministry of Citizenship and Multiculturalism.





Want to learn more?

If you are interested in learning more about this topic, please review the technical report available in the appendix of the draft Environmental Assessment / Impact Statement.

Contact Info

You are welcome to contact the Marten Falls First Nation Community Access Road Project Team at any time with questions or comments.

Email: eaisinput@martenfallsaccessroad.ca

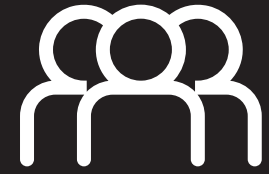
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ARCHÉOLOGIE ET PATRIMOINE CULTUREL RÉSUMÉ EN LANGAGE SIMPLE



La route d'accès à la collectivité pourrait avoir un impact sur les ressources archéologiques et du patrimoine culturel de la région. Les évaluations archéologiques trouvent des artefacts (p. ex. céramiques et outils en pierre) et des sites (p. ex. des camps de pêche et des postes de traite) et les étudient, tandis que les évaluations du patrimoine culturel examinent le contexte historique et culturel plus large, y compris les paysages et les bâtiments. En considérant ces domaines ensemble, nous pouvons mieux comprendre et protéger le riche héritage culturel et historique de la région.

Conditions existantes

Archéologie

Les évaluations archéologiques sont menées en plusieurs étapes afin d'explorer et d'enregistrer l'histoire et les conditions actuelles d'une zone d'étude donnée.

Phase 1

Les évaluations de la phase 1 consistent en des recherches préliminaires visant à analyser le potentiel des ressources archéologiques dans une zone d'étude.

Phase 2

Les évaluations de la phase 2 comprennent des travaux sur le terrain afin de déterminer si des artefacts ou des sites archéologiques se trouvent dans une zone d'étude.

Phase 3

Les évaluations de la phase 3 impliquent des enquêtes adaptées au site, y compris des fouilles, afin de déterminer la taille du site et toute information supplémentaire sur l'affiliation culturelle ou la période d'occupation.

Phase 4

Les évaluations de la phase 4 sont divisées en deux approches, les fouilles et l'évitement et la protection. Les fouilles de la phase 4 impliquent l'excavation complète et le retrait de parties du site archéologique ou de tout le site. L'évitement et la protection de la phase 4 établissent des solutions à long terme pour préserver les sites archéologiques intacts dans le sol. Ces étapes aident à formuler des recommandations concernant l'affiliation culturelle et la période d'occupation, les mesures d'évaluation et d'atténuation, et suggèrent des moyens de protéger les sites archéologiques identifiés. Elles sont effectuées avant les activités de défrichage et le début de la construction.

L'évaluation archéologique de la phase 1 a examiné l'histoire du nord de l'Ontario au cours des 11 000 dernières années, en se concentrant sur les périodes paléo, archaïque et sylvicole jusqu'au XIXe et au début du XXe siècle. Cette évaluation a démontré que le nord de l'Ontario comptait plusieurs cultures autochtones avant le contact européen. Pendant la période paléo (8 000 à 4 500 av. J.-C.), les gens vivaient dans des peuplements au nord des Grands Lacs. La période archaïque (5 400 à 250 av. J.-C.) a connu un climat plus chaud, une croissance démographique, des territoires plus petits, des séjours plus longs dans les camps et davantage de commerce. Pendant les périodes sylvicoles (700 av. J.-C. – 1650 après J.-C.), les gens ont commencé à fabriquer de la poterie et de la céramique. Au fur et à mesure que le climat s'est réchauffé, la culture et le commerce des fruits et légumes ont augmenté, bien que l'agriculture n'ait pas connu une expansion aussi importante que dans le sud en raison du climat et du paysage du Bouclier canadien. Les gens ont continué à compter sur la pêche et la chasse pour se nourrir pendant cette période.



Qu'est-ce que la...

La zone d'étude locale est une zone de 5 kilomètres autour de l'itinéraire de la route d'accès à la collectivité. La région abrite de nombreux animaux, oiseaux et insectes dans la forêt boréale, et compte des terres humides ouvertes et boisées, des forêts mixtes et des sources d'eau utilisées pour les déplacements, la consommation et la pêche. Ces conditions ont favorisé à la fois les peuplements temporaires et permanents tout au long de l'histoire. Les rivières ont servi de routes historiques et ont été utilisées pour les déplacements, bien que, entre 1943 et 1950, des projets hydroélectriques aient modifié les systèmes des rivières Albany et Ogoki en raison de la construction des barrages de Rat Rapids et Waboose Rapids, respectivement.

La zone d'étude initiale a été élargie pour inclure les zones qui pourraient être perturbées pour l'extraction d'agrégats, et une évaluation supplémentaire de la phase 1 a eu lieu dans ces zones. L'évaluation a révélé un fort potentiel pour l'identification de ressources archéologiques en raison de la proximité de la route d'accès à la collectivité à des sources d'eau et de nourriture, ainsi qu'à des zones d'intérêt communautaire. Parmi ces sites, il y a Marten Falls House, un poste de traite de la Compagnie de la Baie d'Hudson. La Marten Falls House a été étudiée en 1980 et on y a trouvé des artefacts, y compris de la céramique, du verre, de la quincaillerie en métal, des articles ménagers et personnels, des matériaux fauniques et des matériaux autochtones. De plus, des relevés dans le système de la rivière Albany ont permis de découvrir de nombreux sites autochtones préeuropéens et des camps historiques, indiquant une riche histoire de l'activité anichinabée. On a également trouvé un potentiel archéologique élevé près des voies navigables et des routes historiques, mettant davantage en évidence l'importance de la région.

À l'automne 2019, une évaluation archéologique de phase 2 a été réalisée et se concentrait sur les traversées des rivières Ogoki et Albany. Cinq zones d'intérêt ont été déterminées, dont trois contiennent des matériaux d'importance culturelle. À l'emplacement 1 de la traversée de la rivière Albany, on a trouvé un seul morceau de déchets d'éclats (sous-produit de la fabrication d'outils en pierre) fabriqué à partir des cherts des basses-terres de la baie d'Hudson. L'emplacement 2, un ancien campement situé près de la traversée de la rivière Albany, connu sous le nom de site Caviar, a été recommandé pour une enquête de phase 3 en raison de son importance culturelle. Il contenait des restes d'un dépotoir de canettes et de bouteilles, d'une toilette extérieure, de zones de cuisson et de structures de tentes, indiquant son utilisation tout au long du XXe siècle et peut-être même avant. À l'emplacement 3, près de la traversée de la rivière Ogoki, on a trouvé des preuves d'activités de fabrication d'outils, mais on n'y a déterminé aucune autre valeur de patrimoine culturel.



Qu'est-ce que la..

Chaille : Un rocher sédimentaire à grains fins qui se trouve souvent dans des environnements marins, lacustres ou terrestres.

Patrimoine culturel

L'évaluation du patrimoine culturel a examiné les caractéristiques du patrimoine culturel dans un rayon de 5 kilomètres des options de trajet proposées, connu sous le nom de zone d'étude locale. Les caractéristiques du patrimoine culturel comprennent des éléments créés par l'homme ou des éléments naturels importants pour la communauté, reflétant l'histoire autochtone ou européenne. D'après des recherches préliminaires, des cartographies et les commentaires de la communauté, l'étude a identifié 288 sites patrimoniaux d'importance culturelle.

Ils comprennent :

- 149 zones de récolte (106 pour les animaux, 25 pour les poissons et 18 pour les plantes);
- 49 zones culturelles, spirituelles et sacrées;
- 90 zones d'habitation;
- 23 trajets de déplacement.

Ces caractéristiques sont importantes pour comprendre l'histoire du lieu, des événements et des personnes, et elles contribuent à l'identité culturelle de la communauté.



Effets potentiels et mesures d'atténuation

Archéologie

Les effets potentiels sur les ressources archéologiques ont été analysés en examinant la construction et l'utilisation à long terme de la route d'accès à la collectivité. Des activités telles que la mobilisation d'équipement, le défrichage, le forage, le dynamitage, la construction de routes et l'installation de ponts et de ponceaux pourraient perturber le sol et endommager les ressources archéologiques. Les zones de préparation temporaires, les routes d'accès, les camps de construction et les carrières peuvent également causer des perturbations du sol et affecter les sites archéologiques pendant la construction et la fermeture des sites temporaires. L'utilisation et l'entretien à long terme de la route pourraient entraîner une usure et une détérioration du milieu ambiant, ce qui pourrait avoir un impact sur les ressources archéologiques à proximité.

Pour réduire ces effets potentiels, une évaluation archéologique de phase 2 supplémentaire sera réalisée pour les zones à fort potentiel archéologique dans la zone d'étude qui sera touchée par la construction. Une planification supplémentaire des travaux sera faite en consultation avec les collectivités autochtones afin de garantir leur participation et leur contribution lors de la phase de conception, dans les années à venir. Si cela ne peut être évité, le site Caviar nécessitera une enquête sur le terrain de phase 3.

Les mesures d'atténuation privilégiées pour les sites archéologiques consistent à éviter et à protéger le site, ainsi qu'à effectuer une documentation détaillée si l'évitement n'est pas possible. Si le site est évité, les mesures comprendront la mise en place d'une barrière temporaire avec une zone tampon de 20 mètres, la surveillance par un archéologue agréé et l'émission d'instructions de « nonaccès » dans la zone tampon. Si l'évitement n'est pas possible, il est nécessaire de procéder à l'excavation du site avec une documentation détaillée et un enregistrement afin de préserver la signification culturelle du site.

Patrimoine culturel

Cette évaluation a examiné comment la route d'accès à la collectivité pourrait affecter les sites patrimoniaux et les paysages de la région, en identifiant à la fois les impacts directs et indirects qui pourraient nuire à ces éléments du patrimoine. Les impacts négatifs permanents comprennent la suppression ou la démolition de bâtiments, l'ajout de nouvelles caractéristiques physiques et la perturbation du sol, ce qui peut nuire à la valeur patrimoniale des propriétés. Les impacts indirects comprennent les ombres qui modifient l'apparence des éléments patrimoniaux, les vibrations causées par la construction entraînant des perturbations du sol, l'isolement des éléments patrimoniaux de leur environnement et le blocage de vues importantes par de nouvelles infrastructures.

Les activités de construction, comme la construction de nouvelles routes d'accès et de nouveaux ponts, le défrichage et le dégagement de végétation, le forage et le dynamitage, l'installation de camps de construction temporaires et la gestion de la circulation, pourraient également avoir un impact sur les sites patrimoniaux.

Pour protéger les paysages patrimoniaux culturels dans la zone d'étude, plusieurs mesures d'atténuation sont recommandées. Ces mesures comprennent la conception du projet de manière à éviter les impacts directs sur les paysages du patrimoine culturel, une planification et une construction minutieuses pour éviter les impacts, l'information des équipes de construction sur les emplacements des paysages du patrimoine culturel et la mise en place d'un processus de surveillance avec des règles et des zones interdites pour protéger les zones importantes. Si l'itinéraire change, un expert devrait vérifier si ces changements affectent les sites patrimoniaux et mettre à jour les recommandations au besoin.

Il peut y avoir des impacts négatifs sur les deux paysages patrimoniaux culturels potentiels, à savoir la rivière Ogoki et la rivière Albany. Avant de commencer la construction, les experts étudieront ces rivières pour déterminer si elles ont une valeur patrimoniale en utilisant le Règlement de l'Ontario 9/06 ou le Règlement de l'Ontario 10/06 de la *Loi sur le patrimoine de l'Ontario*. Si l'on détermine que les rivières Ogoki ou Albany ont une valeur patrimoniale, des évaluations de l'impact sur le patrimoine devraient être préparées afin de comprendre les impacts et de recommander des mesures de protection.

Effets résiduels

Grâce à l'utilisation adéquate de mesures d'atténuation, les effets potentiels sur les ressources du patrimoine culturel de la construction et de l'utilisation à long terme de la route d'accès communautaire devraient être gérés, réduits ou atténués de manière efficace.

La route d'accès communautaire a le potentiel d'avoir des impacts directs et indirects sur les zones de récolte, les zones culturelles, spirituelles et sacrées, ainsi que les zones d'habitation. Les évaluations des paysages du patrimoine culturel auront lieu avant la construction afin de déterminer les mesures d'atténuation et les alternatives de conception, le cas échéant.

Les effets résiduels n'ont pas été étudiés pour l'archéologie, car le rapport suivait les normes du ministère des Affaires civiques et du Multiculturalisme.

Effets cumulatifs

Les effets cumulatifs n'ont pas été étudiés pour l'archéologie ou le patrimoine culturel, car le rapport suivait les normes du ministère des Affaires civiques et du Multiculturalisme.





Voulez-vous en savoir plus?

Si vous souhaitez en savoir plus sur ce sujet, veuillez consulter le rapport technique disponible en annexe de la version préliminaire du rapport d'évaluation environnementale ou du rapport d'étude d'impact.

Coordonnées

N'hésitez pas à contacter l'équipe du Projet de route d'accès à la collectivité de la Première Nation de Marten Falls à tout moment si vous avez des questions ou des commentaires.

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GETE-GEGOONAN GAA- DAZHIKAMOWAAD GAYE IZHITWAWIN

PAYATE ISHIKIISHWEWIN MAMAW TIPACIMOWIN

Ekiio'oshipiihikatek kacakosich kiisis 2025



Iwe Dazhiikewin Miikana ayaamagak da-onji-aanjiseg gaa-dazhiikigaadegin gete-gegoonan gaye izhitwaawin imaa. Mikigaadewan gaye waawaabanjigaade-wan gete-gegoonan (waabigani-akikwag gaye asinii-aabajichiganan) gaye gaa-gii-danakamigak (gii-bagidawaang, gaye gii-adaawaazowaad maanitaanag), gaye dash izhitwaawin, naagadawaabanjigaade bakaan geگون gaye gaa-inakamigaak gaye waakaa'iganan. Maamawi-waabanjigaadegin ono, gi-ga-onji-nisidotaamin aaniin gaa-bi-izhinaa-gwak bimaadiziwin omaa mewhinzha.

Noongom Gaa-izhiseg

Gete-gegoonan Gaa-dazhiikigaadegin

Naagadawaabanjigaade gete-gegoonan gii-dazhiikigaadegin ji-gikenjigaadeg aaniin gaa-izhiseg mewinzha gaye aaniin ezhiseg noongom gaa-izhi-inaabing.

Nitam 1

ganawaabanjigaade aaniin gaa-izhi-nanaando-gikenjigaadeg odaanaang ji-gikenjigaa-deg wegonen gemikigaadegiban noongom.

Nitam 2

ganawaabanjigaade wegonen gaa-waabanjigaade noongom ganage ji-ayaamagakin gete-gegoonan imaa gaa-izhi-inaabing.

Nitam 3

nanaandogikenjigewag e-moona'ige-waad enendamowaad e-ayaagin gete-gegoonan, ji-gagwegikendamowaad aaniin ge-inigokwaag ge-izhi-moona'igewaad gaye aaniin gaa-izhisegi-ban imaa mewinzha.

Nitam 4

niizhinoon gaa-izhichigewaad omaa. Bezhig iwe Nitam 4, moona'igewag e-odaapina-mowaad gaa-mikamowaad imaa gii-moona'ige-waad. Mii imaa Nitam 4 gaye ezhi-manaajitoo-waad eyaamagak imaa anamakamig, jiganawen-jigaadeg daabishkoo. Mii omaa ezhi-gikendamowaad aaniin gaa-inakamiganogwen mewinzha, e-naanaagadawaabanjigaadeg gaye e-manaajichi-gaadeg iwe aki, gaye e-ikidowaad aaniin ge-izhi-manaa-wanashkwechigaadeg iwe aki gaa-izhi-ayaagin ini gete-gegoonan. Owe izhichigewag jibwaa-bashkoga'igewaad ji-maajii-ozhitoowaad iwe miikana.

Nitam 1 Gete-gegoon Nanaando-gikenji-gewining gii-izhi-ganawaabanjigaade aaniin gizhiseg Giiwednong Ontario 11,000 daso-biboon gaa-izhiseg oada-naang, Paleo, Archaic gaye Woodland apii iwe 1800s gaye wiiba 1900s. Aan gaa-daswewaanagiziwaad Anishinaabeg omaa jibwaa-dagoshinowaad wemitigoo-zhiwag gii-waabanjigaade. Paleo (8,000- 4,500 BC), giiwednong imaa Gichi-zaaga'iganiing gii-dazhiikewag anishinaabeg. Archaic dash (5,400-250 BC) gii-aabawaa nawach, gii-ani-baatiinowag awiyag, bangii eta gii-babaa-izhaawag, nawach ginwesh bezhigwan gii-ayaawag gaye e-gii-meshkoodonamaadiwaad. Woodlands (700 BC – 1650 AD) gii-maa-jii-ozhi'aawaa waabigan akikwa'. Gii-giizhawaayaag gii-nitaawiginoon gitigaa-nan gaa-gii-miijiwaad, gaawiin dash wiin gii-gitigesiiwag daabishkoo Anishinaabeg zhaawanong gaa-gii-doodamowaad. Giiliyaabi gii-bagidawaawag gaye gii-andawenjigewag owe apii.

Gii-ani-ganawaabanjigaade nawach niibiwa akin ge-wanashkwechigaadegi-baniin gaye iwe Nitam 1 gii-izhisemagan imaa. Gii-inenjigaade ji-mikigaadegin gete-gegoonan besho ji-ayaamagak iwe Dazhiikewin Miikana gaa-izhi-ayaag nibi gaye miijim ge-ondinigaadeg, gaye gaa-izhidaanaaniwang. Omaa Marten Falls Waakaa'igan, gii-dazhi-meshkwadooni-gewag gaa-adaawewaad maanitaana'. Marten Falls Waakaa'igan gii-waawaa-banjigaade 1980 gii-izhiseg, egii-mika-mowaad gete-gegoonan daabishkoo waabigan aabajichiganan, waasechigan-aabig biiwaabik aabajichiganan, godak aabajichiganan, ayaawish okanan gaye Anishinaabe gaa-gii-aabajitood. Imaa Albany Ziibiing gii-mikigaadewan gete-gegoonan gaa-gii-aabajichigaadegin jibwaa-dagoshing wemitigoozhi omaa. Jiigibiig gaye jiigiya'ii gaa-gii-babaami-ayaanaaniwang daa-mikigaadean gete-gegoonan.

2019 gii-izhiseg, Nitam 2 Gete-gegoonan o-gii-ganawaabandaanaawaa, imaa gaa-izhi-aazhawishkaang Ogoki gaye Albany Ziibiin. Naanan izhi-ganawaabanjigaade, nisin gete-gegoonan ayaamaganoon. Bezhig imaa 1 Albany Ziibiing imaa gii-mikigaade gete-gegoon (asinii-aabajichi-gan) imaa Hudson's Bay gaa-izhi-waaba-ndamong. Imaa dash 2, gete-dazhiikewin jiigiya'ii Albany Ziibi gaa-izhi-aazhawishk-aang Caviar izhinikaade gaa-ikidong Nitam 3 ji-izhi-naanaagadawaabanjigaa-deg egii-inakamigak imaa izhitwaawining izhi. Biwaabikoonsan gaa-izhi-biindeg zhiwaabo gaye moodayaabikoon gii-mikigaadewan, miiziiwigamig, gaa-izhi-jiiibaakwenaaniwang, gaye gaa-gii-izhi-badakidegin bagwaanegamigoon, e-waa-banjigaadeg aaniin gaa-izhichigeng imaa 20th odaanaang ngodwaak daso-biboon. Imaa 3 jiigiya'ii Ogoki Ziibi gaa-izhi-aazhawishkaang, gii-mikigaadewan gete-gegoonan, gaawiin dash doosh gikenji-gaadesinoon.



Ekonen iwe...

Besho Gaa-naagadawaabanjigaadeg ngojigo 5 km akwaa imaa Dazhiikewin Miikana ge-ayaamagak. Niibiwa aya'aa-wishag gaye bineshiinzag gaye manijoo-shag imaa ayaawag noopimiing eyaa-waad mitigoog gaye mashkiig, e-ayaa-magaki ge-izhi-babaamishkaang, nibi ge-minikwaadeg gaye ji-bagidawaang. Mii imaa gaa-ondaadiziwaad Anishinaabeg gii-dazhiikewaad imaa. Ziibiing gii-onji-babaa-ayaawag daabishkoo miikanawan gii-inendaagonoon, 1943 biinsh 1950 gii-izhiseg dash wasigan gii-maajii-ozhichigaade imaa Albany gaye Ogoki Ziibiin gii-ozhichigaadegin giba'iganan imaa Wa-zhashk Baawitigong gaye Waabooz Baawitigong.



Ekonen iwe...

Makatewinapakaasin:

kanapakaapikisich asin eishimikawakanech ima nanew, sakahikanik kayema okitakamik nekehi.

Izhitwaawin Gikenjigaadeg

Izhitwaawin Gaa-nanaando-gikenjigaa-deg o-gii-ganawaabandaanaawaa izhi-twaawin imaa 5 km ako ge-inamok, gaye Besho Ge-inishkaagemagak gaa-izhinikaadeg. Gaa-gii-ozhitoowaad anishi-naabeg mewinzha owaabandaanaawaa, gaye wemitigoozhiwag gii-bi-ayaawaad. Ngojigo 288 gii-izhi-mikigaadewan gegoonan, gii-nanaandawaabanjigewaad gii-ozhitoowaad gaye akiimazina'iganan. Daabishkoo onowe:

- 149 gaa-gii-dazhimijimikewaad (106 aya'aa-wishag, 25 giigooyag, 18 gitigaanan);
- 49 gaa-gii-dazhi-anishinaabewichigewaad mewinzha;
- 90 gaa-gii-izhi-dazhiikewaad; gaye
- 23 gaa-gii-izhi-babaami-ayaawaad.

Gii-gichi-inendaagwanoon ono ji-nisidotamang aaniin gaa-izhiseg odaanaang, gaa-inakamigak gaye Anishinaabeg gaa-izhi-bimaadiziwaad, gaye aaniin noongom ezhigikendaagwak izhitwaawin.



Ge-inishkaagemagak manaaji'iwewin

Gete-gegoonan Gii-dazhiikigaadegin

Gii-ganawaabanjigaade aaniin ge-inish-kaagemagak ozhichigaadeg Dazhiikewin Miikana ini gete-gegoonan. Gii-aabajitoo-waad gichi-aabajichiganan, gii-bashko-ga'igewaad, gii-biima'igewaad, gii-baashkidewisigewaad, gii-ozhitoowaad miikana, gaye aazhogan gaye mikan-aang gaa-aazhawising anaaming, da-wanishkwechigemaganoon gete-gegoonan. Gaa-ozhichigaadegin gii-miikanaakeng, miikanaansan, dazhiike-winan gaye waanikaanan da-wanishkwe-chigemaganoon. Ginwesh aabajichigaa-deg iwe miikana gaye daa-onji-maanzhi-se gegoon imaa giwitaaya'ii, ji-maanzh-isegin gete-gegoonana gaa-ayaagin imaa.

Nitam 2 Gete-gegoonan Nanaando-gikenjigewin daa-giizhichigaade ge-izhi-maanishkaagemagakiban miikana ozhi-chigaadeg. Gaye giiyaabi daa-niigaani-ganawaabanjigaade, gaye ji-ganoonin-dwaa Anishinaabeg enendamowaad ji-dagwiiwaad gewiinawaa apii maajii-dazhinjigaadeg ge-izhichigaadeg iwe miikana ani-akiiwang. Giishpin gashkichi-gaadesinog ji-izhiseg, iwe Caviaring da-dazhi-doodamoog Nitam 3.

Maawach daa-onizhishin ji-izhaanaani-wanzinog imaa gaa-izhi-danendaagokin gete-gegoonan, gaye ji-manaajitoo-waad giishpin mikamowaad. Giishpin manaa-jichigaadeg gaa-izhi-ayaagin ini gete-gegoonan, 20 m ako daa-izhaanaani-wanzinog imaa, gete-gegoonan gaa-dazhiikang ji-naagajitood, gaye ji-ikidod gaawiin awiya imaa ji-izhaasig. Giishpin iwe izhichigenaaniwanzinog, ndawaa aapiji weweni oada-gagwe-moona'aa-naawaa ini gete-gegoonan gaye ji-mazi-naakizamowad.

Ge-inishkaagemagak manaaji'iwewin

Izhitwaawin Ganawenjigewin

Owe naagajichigewin gii-ganawaabanji-gaade aaniin ge-inishkaagemagak iwe Dazhiikewin Miikana imaa gaa-izhi-ayaagin gaa-gii-gichi-inenjigaadegin, ji-ikidonaaniwang aaniin ge-inishkaage-magakin. Dawinigaadegin waakaa'iganan gaye ozhichigaadegin oshki-iyaa'in gaye wanashkwechigaadeg aki, daa-onji-maanzhisewan ini gaa-izhi-ayaagin gete-gegoonan. Waabanjigaade aaniin ezhi-naagwak gete-gegoonan gaa-izhi-yaagin gaye gii-biima'igewaad aaniin ezhi-gokoshkoseg aki, e-maanzhichigemagak iwe gii-doodamowaad, gaye ji-naagosi-nog gaa-izhinaagwak.

Ozhitoowaad oshki-miikanaansan gaye aazhoganan, bashkoga'igewaad gaye biima'igewaad gaye baashkidewisige-waad, ozhitoowaad ge-danakamigak ozhichigaadeg miikana, da-maanzhichi-gemagan imaa gaa-izhi-gichi-inendaa-gwak.

Ji-ganawendamowaad ini akin gaa-izhi-gichi-inendaagwak, owe da-izhichigewag ji-manaajitoowaad. Izhichigewin gaawiin da-izhaamagazinoon gaa-izhi-gichi-inenjigaadeg aki, weweni ji-niigaanenda-mowaad ezhichigewaad, gaye ji-danaka-migizisigwaa gaa-izhi-ayaag gegoon, ji-wiindamawaaganiwiwaad anokiiwininiwag aandi eyaagin gaa-gichi-inendaagwak aki gaye ji-wiindamaageng aandi ge-izhaa-sigwaa. Giishpin aanjiseg gaa-inamog, gaa-gikendaasod da-wiindamaage aaniin ge-izhi-inishkaagemagak gaye ji-wiinda-maageng miinawaa.

Maagizhaa niizhinoon gaa-gichi-inendaa-gokin, Ogoki Ziibi gaye Albany Ziibi. Jibwaa-maajii-miikanaakewaad, o-da-waabandaanaawaa gaa-gikendaasowaad giishpin gichi-gegoon imaa ayaamagak ji-aabajitoowaad Ontario Regulation 9/06 gemaa Ontario Regulation 10/06 iwe Ontario Ge-iyaa'in Inaakonigewin. Giishpin Ogoki Ziibi gemaa Albany Ziibi ayaama-gak ge-gichi-inendaagwakiban imaa, Heritage Impact Nanaando-gikenjigewin-an da-ozhichigaadewan ji-nisidotamong aaniin ge-inishkaagemagak gaye aaniin ge-izhi-manaajichigaadegin.

Ge-inishkaagemagak

Aanawi manaajichigewaad, giiyaabi gegoon da-inishkaagemagan gii-ozhitoo-waad iwe miikana gaye ji-aabajichigaad-eg iwe Dazhiikewin Miikana, weweni da-naagajichigaade iwe apii.

Dazhiikewin Miikana gegoon da-inishkaa-gemagan gaa-izhi-maawadoonigaadeg miiim, gaye gaa-gii-izhi-anishinaabewi-chigewaad mewinzha Anishinaabeg gaye gaa-gii-izhidaawaad. Da-gagwe-gikenji-gaade aaniin enendaagwak iwe jibwaa-maajii-miikanaakewaad ji-manaajitoowaad iwe aki.

Gaawiin gii-naagadawaabanjigaadesi-noonan Gete-Gegoonan Gaa-dazhiikig-aadegin ji-biminizha'amowaad iwe Ogimaawiwinn Citizenship gaye Maamaw izhitwaawin gaa-izhinikaadeg.

Maamaw Inishkaagewin

Maamaw inishkaagewin gaawiin gii-naagajichigaadesinoon Gete-gegoonan Gaa-dazhiikigaadegin gaye Izhitwaawin ji-biminizha'amowaa iwe Ogimaawiwinn Citizenship gaye Maamaw izhitwaawin gaa-izhinikaadeg.





Awashime na kiwiikikentan?

Kiishpin ekiciinentaman awashime ewiikikentaman owe katashincikatek, onci nakacitooon iwe kanakaciiwitipacimomakak tipacimowin imaneke kasakisink oma misise ahkiwin nakacikewin/ isisein ikitowin.

Kekanonach Wiintamakewinan

Kinantomiko ima cishayan akwaaahkiink tashiikewinik miikana kapimanokiitamowach anapii piko wiikakweteyan kayema wiipakitinaman ikitowin.

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A2.4.2 Climate Change Adaptation





CLIMATE CHANGE ADAPTATION PLAIN LANGUAGE SUMMARY



Climate change presents many challenges for infrastructure projects, particularly in remote areas like Marten Falls First Nation. This study is intended to look at how climate change may affect both the construction and long-term use of the Community Access Road. Climate events such as increased rainfall, flooding, wildfire risks, extreme heat and changes in the ecosystem were considered in this study.

Existing Climate Conditions

The climate history (from 1981 to 2010) in the area of the Community Access Road has had cold winters and mild summers. General climate trends include:

- An average temperature of 5.5°C;
- Approximately 600 mm of rain each year, mostly in the summer;
- The most rain in a month was 82 mm in September;
- January was the coldest month, averaging -20.3°C, and July was the warmest, averaging 17.1°C;
- The coldest temperature recorded was -46.7°C in December 2008, and the hottest was 39.8°C in June 1995;
- September had the most rain, while February was the driest month with 22 cm of snow and 1 mm of rain; and
- The heaviest daily rainfall was 82 mm on October 10, 1993.

Community members shared their observations on changes in climate over time and noted less snowfall in winter and more thunderstorms in summer, which brought heavy rain and strong winds causing damage to buildings and trees. They also observed more tornadoes in Northwestern Ontario. These observations match scientific measurements and expectations. As temperatures rise, the atmosphere has more energy, leading to more severe thunderstorms and tornadoes. Records show that only one tornado occurred from 1981 to 2010 in the area of the Community Access Road, but from 2017 to 2024, there has been about one tornado per year.

Potential Effects and Mitigations

Climate change is affecting the weather along the Community Access Road. Future climate models predict:

Higher Average Temperatures and more Heat Waves

Warmer temperatures mean milder winters with less snow and shorter frost seasons, but longer growing seasons. Heat waves in summer could start in the spring and last until fall, raising wildfire risk. Dry and hot weather makes it easier for fires to start and spread, which can impact Indigenous communities, air and water quality, ecosystems, and increase the risk of flooding and landslides after fires.

More Frequent and Intense Rainfall Events / Extreme Snowfall Events

Heavier and more frequent rain can cause floods. In winter, there will be less freezing rain but more heavy snow, leading to more snow on the roads.

Increased Risk of Wildfires

Climate change increases risk of wildfires to the Community Access Road. Higher temperatures and heat waves pose risks to construction workers and road users. Wildfires can create dangerous driving conditions and reduce air quality. Heavy rainfall can cause flooding and damage the road. More heavy snowfall can lead to high snow accumulation. If climate events result in the closure of the Community Access Road, it will also affect Marten Falls First Nation and potentially other communities which depend on it.

Biodiversity and Ecosystem Changes

Climate change will impact the area's plants, animals and ecosystems. Species are at risk because of higher temperatures, changing rainfall, and more pests and diseases.

The ecosystem will slowly change over many years due to things like seed spreading, soil moisture, and events like wildfires and droughts. Climate change will also affect water supply, food, medicinal plants and cultural traditions.

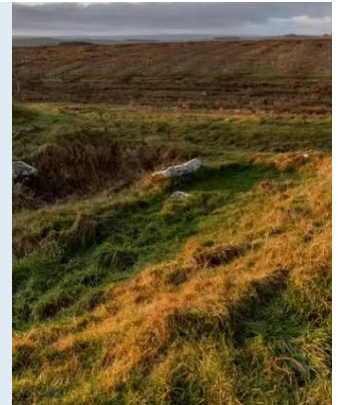
Climate change is a significant consideration with the design of the Community Access Road. Ways to avoid or reduce negative impacts and enhance positive ones include following industry standards, government regulations, best management practices and recommendations from Indigenous communities.



To reduce the risk of climate change-related effects on the construction and long-term use of the Community Access Road, the following measures are recommended:

Extreme Temperature and Heat Waves:

- Give workers more frequent breaks in activity and implement flexible work schedules during heat waves, and provide protective gear and air conditioning in camps;
- Set up an alert system for hot weather and heat waves;
- Inform construction workers about the health risks of extreme heat; and
- Provide cool, shaded, or air-conditioned areas for workers.



Extreme Rainfall:

- Design drainage systems to handle heavy rain;
- Use larger culverts to manage increased flooding;
- Regularly maintain the road to handle heavy rain better; and
- Inform the public about road conditions, especially during floods. For example, share the location and status of floods or road washouts in construction camps and in the community.

Wildfire:

- Avoid using timber in bridge structures; use steel or concrete instead;
- Regularly clear and inspect the road and its surroundings to prevent fire hazards;
- Set up early warning systems for wildfires; and
- Develop an Emergency Preparedness and Management Plan for wildfires.

Thunderstorms:

- Create a storm warning system to alert road users; and
- Provide guidelines on what to do during a thunderstorm.

Residual Effects

The climate change assessment does not consider residual effects as the objective of this study was to assess the impacts of climate change on the Community Access Road.

Cumulative Effects

The climate change assessment looked at each climate event independently and not how one event might impact another. Therefore, no cumulative effects of climate change were considered for the Community Access Road.

Want to learn more?

If you are interested in learning more about this topic, please review the technical report available in the appendix of the Draft Environmental Assessment / Impact Statement.

Contact Info

You are welcome to contact the Marten Falls First Nation Community Access Road Project Team at any time with questions or comments.

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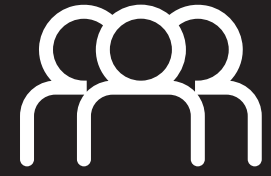
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ADAPTATION AUX CHANGEMENTS CLIMATIQUES RÉSUMÉ EN LANGAGE SIMPLE

Publié en février 2025



Les changements climatiques présentent de nombreux défis pour les projets d'infrastructure, en particulier dans les régions éloignées comme la Première Nation de Marten Falls. La présente étude vise à examiner comment les changements climatiques peuvent affecter à la fois la construction et l'utilisation à long terme de la route d'accès à la collectivité. Les événements climatiques, comme l'augmentation des précipitations, les inondations, les risques d'incendie, la chaleur extrême et les changements dans l'écosystème, ont été pris en compte dans cette étude.

Conditions climatiques existantes

Selon l'évolution climatique (de 1981 à 2010), la région de la route d'accès de la collectivité a connu des hivers froids et des étés doux. Les tendances climatiques générales comprennent :

- Une température moyenne de 5,5 °C ;
- Environ 600 mm de pluie chaque année, principalement en été ;
- Le mois où il y a eu le plus de pluie était septembre avec 82 mm.
- Janvier a été le mois le plus froid, avec une moyenne de -20,3 °C, et juillet a été le plus chaud, avec une moyenne de 17,1 °C ;
- La température la plus froide enregistrée était de -46,7 °C en décembre 2008, et la plus chaude était de 39,8 °C en juin 1995 ;
- Septembre a été le mois le plus pluvieux, tandis que février a été le mois le plus sec avec 22 cm de neige et 1 mm de pluie ;
- La plus forte pluie quotidienne a été de 82 mm le 10 octobre 1993.

Les membres de la collectivité ont partagé leurs observations sur les changements climatiques au fil du temps et ont noté une diminution des chutes de neige en hiver et plus d'orages en été, ce qui a entraîné de fortes pluies et des vents violents causant des dommages aux bâtiments et aux arbres. Ils ont également observé plus de tornades dans le Nord-Ouest de l'Ontario. Ces observations correspondent aux mesures scientifiques et aux attentes. À mesure que les températures augmentent, l'atmosphère gagne en énergie, ce qui entraîne des orages violents et des tornades plus sévères. Les dossiers montrent qu'une seule tornade s'est produite de 1981 à 2010 dans la région de la route d'accès à la collectivité, mais que de 2017 à 2024, il y a eu environ une tornade par année.

Effets potentiels et mesures d'atténuation

Les changements climatiques affectent la température le long de la route d'accès à la collectivité. Les modèles climatiques futurs prédisent ce qui suit :

Des températures moyennes plus élevées et davantage de vagues de chaleur

Des températures plus chaudes signifient des hivers plus doux avec moins de neige et des saisons de gel plus courtes, mais des saisons de croissance plus longues. Les vagues de chaleur estivales pourraient commencer au printemps et durer jusqu'à l'automne, augmentant ainsi le risque d'incendie. Le temps sec et chaud facilite le déclenchement et la propagation d'incendies, ce qui peut avoir des répercussions sur les communautés autochtones, la qualité de l'air et de l'eau, les écosystèmes, et augmenter le risque d'inondations et de glissements de terrain après les incendies. Des épisodes de précipitations et de chutes de neige extrêmes plus fréquentes et intenses.

Risque accru de feux de forêt

Les changements climatiques augmentent le risque de feux de forêt sur la route d'accès à la collectivité. Des températures plus élevées et des vagues de chaleur présentent des risques pour les travailleurs de la construction et les usagers de la route. Les feux de forêt peuvent créer des conditions de conduite dangereuses et réduire la qualité de l'air. Des précipitations abondantes peuvent causer des inondations et endommager la route. Des chutes de neige plus abondantes peuvent entraîner une accumulation élevée de neige. Si des événements climatiques entraînent la fermeture de la route d'accès à la collectivité, cela affectera également la Première Nation de Marten Falls et potentiellement, d'autres collectivités qui en dépendent.



Biodiversité et changements des écosystèmes

Les changements climatiques auront une incidence sur les plantes, les animaux et les écosystèmes de la région. Les espèces sont en danger en raison de températures plus élevées, de changements dans les précipitations et de la présence accrue d'organismes nuisibles et de maladies.

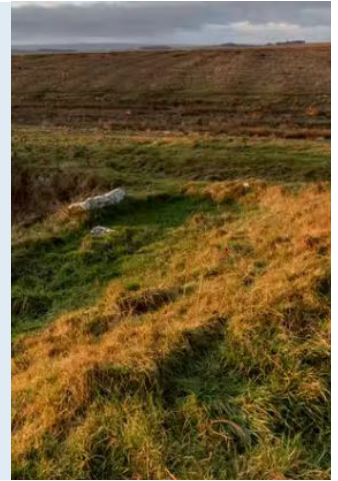
L'écosystème changera lentement au fil des années en raison de facteurs tels que la dissémination des semences, l'humidité du sol et des événements, comme les feux de forêt et les sécheresses. Les changements climatiques affecteront également l'approvisionnement en eau, l'alimentation, les plantes médicinales et les traditions culturelles.

Les changements climatiques sont un élément important à prendre en compte lors de la conception de la route d'accès à la collectivité. Les moyens d'éviter ou de réduire les impacts négatifs et d'améliorer les impacts positifs comprennent le respect des normes de l'industrie, la réglementation gouvernementale, des pratiques exemplaires en matière de gestion et des recommandations des collectivités autochtones et des experts.

Pour réduire le risque des effets liés aux changements climatiques sur la construction et l'utilisation à long terme de la route d'accès à la collectivité, les mesures suivantes sont recommandées :

Températures extrêmes et vagues de chaleur :

- Accorder aux travailleurs des pauses plus fréquentes pendant les périodes de chaleur intense, mettre en place des horaires de travail flexibles et fournir des équipements de protection ainsi que des climatiseurs dans les camps ;
- Mettre en place un système d'alerte pour les périodes de temps chaud et les vagues de chaleur ;
- Informer les travailleurs de la construction des risques pour la santé liés à la chaleur extrême ;
- Fournir des zones fraîches, ombragées ou climatisées pour les travailleurs.



Précipitations extrêmes :

- Concevoir des systèmes de drainage pour gérer les fortes pluies.
- Utiliser des ponceaux plus grands pour gérer l'augmentation des inondations.
- Entretenir régulièrement la route pour mieux gérer les fortes pluies ;
- Informer le public des conditions routières, notamment pendant les inondations. Par exemple, transmettre l'emplacement et l'état des inondations ou des affaissements de route dans les camps de construction et dans la collectivité.

Feu de forêt :

- Éviter d'utiliser du bois dans les structures de pont ; utiliser plutôt de l'acier ou du béton ;
- Vérifier et inspecter régulièrement la route et ses environs pour prévenir les risques d'incendie.
- Mettre en place des systèmes d'alerte précoce pour les feux de forêt ;
- Élaborer un plan de préparation et de gestion des situations d'urgence pour les feux de forêt.

Orages :

- Créer un système d'alerte aux intempéries pour avertir les usagers de la route ;
- Fournir des directives sur ce qu'il faut faire pendant un orage.

Effets résiduels

L'évaluation des changements climatiques ne tient pas compte des effets résiduels, car l'objectif de cette étude était d'évaluer les impacts des changements climatiques sur la route d'accès à la collectivité.

Effets cumulatifs

L'évaluation des changements climatiques a examiné chaque événement climatique indépendamment et non pas la manière dont un événement pourrait avoir un impact sur un autre. Par conséquent, aucun effet cumulatif lié aux changements climatiques n'a été pris en compte pour la route d'accès à la collectivité.



Voulez-vous en savoir plus?

Si vous souhaitez en savoir plus sur ce sujet, veuillez consulter le rapport technique disponible en annexe de la version préliminaire du rapport d'évaluation environnementale ou du rapport d'étude d'impact.

Coordonnées

N'hésitez pas à contacter l'équipe du Projet de route d'accès à la collectivité de la Première Nation de Marten Falls à tout moment si vous avez des questions ou des commentaires.

Courriel: eaisinput@martenfallsaccessroad.ca

Téléphone : 1-800-764-9114

Site Web : eais.martenfallsaccessroad.ca



የጥገና ልማት

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Δ'Δ'ρ': eaisinput@martenfallsaccessroad.ca

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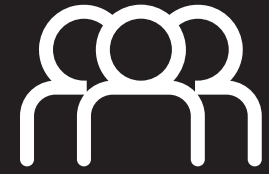
Δ'Δ'ρ': eais.martenfallsaccessroad.ca





KAMEMEYKIWEPAK KANAWAPANCIKATEK PAYATE ISHIKIISHWWIN MAMAW TIPACIMOWIN

Ekii'oshipihikatek kacakosich kiisis 2025



Ka memeykiwepak ishikikemakan mishiin animisewinan kaoshikikatekin kekonan, imaanek mawach nopimaakamiink tinokan akwaaaakiink tashiikewin kaishiatek. owe nanantokikencikewin kinacikate cikanawapancikatek aniin ka memeykiwepak keisisehiwemakak oshikikatek miinawaa kinwensh apaciatek iwe tashiikewin miikana. ka memeykiwepak iniweniwan tinokan kakikimowak, kamooshkipiik, kasakitek, kakici kishitek miinawaa kaishi ayancisek aakiwin kiinakacikatewan oma nanantokikencikewinik.

Nonkom Ka ayakin Memeykiwepan Isisewinan

Iwe kamemeykiwepak otanank (onci 1981 akonak 2010) imaanek kawiishiacikatek iwe tashiikewin miikana ki ayamakan ekii kicitakayak kapipoonk miinawaa ekishitek kaniipik. iniweniwan ka memeykiwepak kaisisekin onoweniwan:

- Minikok kaynapikishkamakak 5.5°C;
- Minikok 600 mm kiikimowan peshiko akiwin, mekwach kaaniipik;
- Mawach kakiikimowak iwe kakiisisowak 82 mm mekwach waatepaka kiisis;
- Kicimaanito kiisis mawach kitakaya, ekiinapikishkak -20.3°C, miinawaawaa apitaaniipin kiisis ekiikishwayak, ekiinapikishkak 17.1°C;
- Mawach kakiitakayak kakiioshipihikatek ekiinapikishkak -46.7°C mekwach makoshewi kiisis 2008, miinawaa kakiikishitek 39.8°C mekwach othemini kiisis 1995;
- Waatepaka kiisis mawach kiishikimowan mawach, miinawaa namepini kiisis kiipankwa minikok 22 cm ekiisokipok miinawaa 1 mm minikok kakiikimowak; miinawaa
- Mawach kakiikimowak peshikokiishika 82 mm mekwach pinaakwe kiisis 10, 1993.

Anishinaabek okiiwiintanawa kayshi wapancikewach iniweniwan kanimemeykisek memeykiwepanon owetineke otanank miinawaa ekiiwiintamowach eka napich koon e-ayach miinawaa mishiin kapinesiiwak mekwach kaniipik, ekii isisek ekicikimowak miinawaa ekicinootik ekiipikosekin wakahikanan miinawaa shikopiik. kaye miin ekiiwapantamowach kishipasitosak owetineke kiiwetinok onteriiyo. Onoweniwan kaishiwapancikewach ishimiikose kaishi mamantaw tipakincikewin

miinawaa kainencikatekin. kanikiishwayak, kaishikiishikak ishpišemakan, eniisisek cikici pinesiiwak miinawaa ciayakin kishipasitosak. kaishi sakakincikaniwak wiincikemakan peshik kishipasitos kiata imaa tashiikewin miikana kawiihshicikatek, shakoch onci 2017 akonak 2024, kiayamakanon kishipasitosak peshikwa eyaakiiwak.

Kainencikatekin Kiisisek miinawaa Keyshimiinocikaniwak

Kamemeykiwepak tayshicikemakan kaishiwepak imaa tashiikewin miikana keishiateg. Niikan keniishiwepak kiinakacicikate:

Ciishpisek keynapiki kak miinawaa awashime cikishitek

Kakishitek kainapikishkak taysise cikiishwayak kapipoonk eka tepwe cikoonek miinawaa cicakwak ka akocikemakak, shakoch kinwensh ciisisek kanitawikicikemakak. kakishitek mekwach kaniipik isise cishimaacitamakak mekwa kasiikwak miinawaa ciakosek ani takwakik, cishpisek nopimink kasakitekin. kapankwak miinawaa kakishitek kaishiwepak onci wencise cisakitek cimaacitamakak miinawaa ciompwetamakakin, cionci mansisekin anishinape tashiikewinan, pakitanamowin miinawaa nipi kainatekin, ahkiiwinan, miinawaa ciishpisekin animisewinan onci kamooshkiipik miinawaa ciniisatahesekin ahkiin ikwa sakitek.

Cii-pisekin animisewinan onci kasakitek

Kamemeykiwepak onci ishpiše animisewin cisakitek imaa tashiikewin miikanank. kaishpapikisikemakak miinawaa kakicikishitek taonci mansisewak anokiinakanak keoshitowach miikanani miinawaa ke-apacitowach miikanani. kasakitek onciisise cianimaak kapimipisonaniwak miinawaa citapasisek kapakitanamonaniwak. kicikimowak taonciisise cimooshkiipik miinawaa cipiikocikemakak miikanank. Awashime kichi sokipok taysise cii-pakonakak. Kiishpin kaishiwepak iniweniwan taysise cikipakwahikatek iwe tashiikewin miikana, kaye imaa taishimaansise akwaaahkiink miinawaa kaye iniweniwan kotakiyan tashikewinan keonci apenimowach.

Kapimaatisiimaakakin miinawaa akiwinan keyshi ancisekin

Kamemeykiwepak taishisemakan imaa mashkoshiin kanitawikikin, awiiyashiishak miinawaa ahkiiwinan. awiiyashiishak taonci animisewak onci ani ishpaikisikemakak kakishitek, ancisek minikok kakimowak,



miinawaa awashime manicoshak kaye ahkosiwinan.

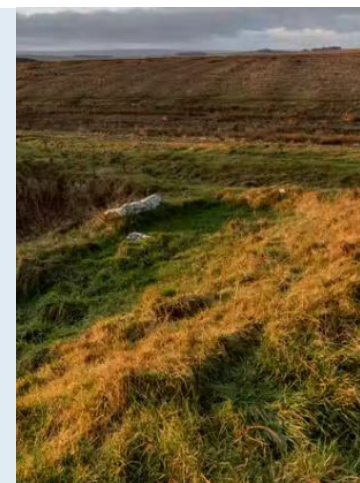
Iwe akiwin pekach tani ancitamakan mishiinoahkiwin iniweniwan onci kaoncinitawikikin ciompwetamakakin, kani piwakamikak, miinawaa kaye kasakitek kaye kapankwak. kamemeykiwepak ta ancisewan iniweniwan nipiin, miicimaan, mashkikii mashkoshiin miinawaa anishinape inakanesiwin.

Kamemeykiwepak isise cinakacicikatek keishinakok tashiikewin miikana. ketocikatek ci ikatecikaniwak kayem citapasinikatek kakaisisekin miinawaa keishiminosekin ci acikatekin kainatek miikanakewin, okimaawin inakonikewinan, ciminosekin pimiwicikewinan miinawaa ikitowinan kapakitinamowach anishinape tashiikewinan miinawaa kanakaciiwach.

Citapasinikatek ankwamisiwin onci kaishiwepek ciancisekin isisewinan imaa oshicikatekmiinawaa apacicikatek kinwensh iwe tashiikewin miikana, onoweniwan totamowinan ikitonaniwan:

Kakici Kishitek miinawaa Kapimiyamakak Kakishitek:

- Ikiweniwak kanokiiwach cikakipiciiwach iwe katotokiiwach miinawaa kainacikatenik otanokiiwiniwa mekwa kapimiyamakak kakishitek, Cimiinawaakanewach kikishkacikanan miinawaa citakasicikemakak imaa kapeshiwinink; cionacikatek kewiincikemakak kiishpin wiikishitek kaishiwepek miinawaa kapimiyamakak kakishitek;
- Ciwiintamawakanewach anokiinakanak iweni onci minoyawin mekwa kici kishitek; miinawaa
- Ci-acikatekin keshitakisik, ciakwanatek, kayema citakasicikemakak keishiapiwach anokiinakanak.



Kichi Kimowak:

- Cionacikatek keishinakok keishi pimiciwak nipi mekwach kicikimowak;
- Ciapacicikatekin kaishi shipapimiciwak nipi cikanawapancikatek eka cimoshkipiik;
- Cipimi pamicikatek iwe miikanan eka cimaansisek mekwach kicikimowak; mina
- Ciwiintamakenaniwak ikiweniwak ininiwak onci miikana eshinakwak, imaa mawach mekwa kamooshkipiik. owe tinokan, ciwiincikatek antinekehi miinawaa eshinakok kamooshkipiik kayema miikana okiciciwak imaa ka-oshitowach okapeshiwiwiniwa miinawaa imaa tashiikewinik.

Kasakitek:

- Eka ciapacihakanech mitikok imaa kayshi ashawamocikaniwak; apaciton piwapikon kayema asiniikewin;

- Cikape kisiinikaniwak miinawaa cinakacicikatek miikana miinawaa wakahi eka ciisisek cisakitek;
- Cionacikatek wiipach kawincikemakak onci kasakitek; miinawaa cionacikatek animisewin oncikewin miinawaa pimiwicikewin kaishikanawapancikatek onacikwein onci kasakitek.

Kapinesiiwak:

- Cioncikatek pinesiiwin wiicikewin cionci kikentamowach ka apacitowach miikanani; miinawaa
- Cionacikatek napapancikan ketotank awiyya kiishpin pinesiiwak.

Kamamawisekin Isisewinan

Owe kamemeykiwepak nakacicikewin kawin nakacicikatesiin kamamawisekin isisewinan ekiikanawapancikatek owe nakacicikewin aniin keisisehiwemakak kani memeykiwepak imaa tashiikewin miikanank.

Kamamaaw Atekin Isisewinan

Owe kani memeykiwepak nakacicikewin okiinakacitonawa iniweniwan memeykiwepanan epeshiko kanawapancikatekin minawaa. Eka keyshi nakishkatiimaakakin iniweniwan keyshiwepakin. iwetash, kawin kamamaaw isisekin onci ka memeykiwepak cionci nakacicikatekin onci tashiikewin miikanank.

Awashime na kiwiikikentan?

Kiishpin ekiciinentaman awashime ewiikikentaman owe katashincikatek, onci nakacitoon iwe kanakaciwitipacimomakak tipacimowin imaneke kasakisink oma misise ahkiiwin nakacicikewin/ isisein ikitowin.

Kekanonach Wiintamakewinan

Kinantomiko ima cishayan akwaaahkiink tashiikewinik miikana kapimanokiitamowach anapii piko wiikakweteyan kayema wiipakitinaman ikitowin.

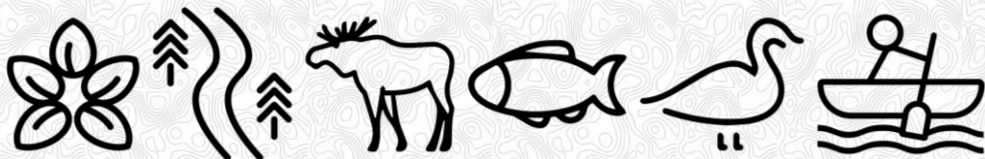
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A2.4.3 *Community Well-Being*





COMMUNITY WELL-BEING PLAIN LANGUAGE GUIDE

Issued April 2025



The Marten Falls First Nation Community Access Road could bring important changes to life in the Community. To complete the ongoing Environmental Assessment / Impact Assessment, we need to understand these potential changes; particularly those related to socio-community, human health and community safety, and the economy as together these contribute to Community Well-Being.

These areas are closely connected because strong community relationships, and access to healthcare and job opportunities, work together to improve quality of life. For example, improved transportation and connectivity from the Community Access Road could help people access health care and schools more easily, find jobs, and connect with friends and family. At the same time, the Community Access Road may bring challenges like changes to the environment or the way people live and interact, affecting traditions and relationships within the Community. The Community Access Road could also strain existing infrastructure such as housing by increasing interest in living in the community.



This summary focuses on Marten Falls First Nation and Aroland First Nation because they are located in the Local Study Area and the proposed Community Access Road travels between these locations.

Economics

Existing Conditions

Over the past decade, Marten Falls First Nation has seen its community grow and evolve. Between 2011 and 2021, Statistics Canada data shows that the population living in the community increased from 190 to 243 residents, despite limited local job opportunities. Some members of Marten Falls First Nation have never lived on the reserve because their parents moved away before they were born. Members move off-reserve due to housing constraints, employment and education opportunities. Off-reserve community members access services, such as social programs, within the communities they move to. The working-age population is estimated at 170 individuals. Of those, 41% are either working or actively looking for work (participation rate), and 30% of those participants are unemployed. The remaining individuals are not engaged in the labour market and may include students, retirees, homemakers, individuals with disabilities, and others not seeking employment. The average after-tax income in 2024 was higher for women (\$34,500) than for men (\$26,000). The latest financial statement for the community (2018 / 2019) shows revenues of \$25.1 million and expenditures of \$22.8 million, resulting in a surplus of \$2.2 million.

Over the past decade, Aroland First Nation has seen notable changes in its community. According to Statistics Canada, the population living in the community decreased from 361 to 178 residents between 2011 and 2021. Although not directly comparable to Statistics Canada data, the Aroland First Nation website estimates the population to be approximately 400 residents, which could suggest a growing population. Among the 130 work-aged individuals identified by the census, 38% are actively participating in the labour market. In 2024, women earned an after-tax income of \$30,800, surpassing the \$23,600 earned by men. The latest financial statement (2023 / 2024) shows revenues of \$16.8 million and expenditures of \$13.6 million, resulting in a surplus of \$3.2 million.

Socio-Community

Marten Falls First Nation currently faces challenges such as housing shortages, overcrowding and limited infrastructure. The average household size is 3.5 people, with 71.4% of homes meeting suitability standards. According to Statistics Canada, housing suitability means that a home has enough bedrooms for the number of people living there. In addition, the community requires updated water and wastewater treatment facilities. Traditional activities like hunting, fishing, trapping and gathering are vital to the community's way of life, supporting food security, cultural preservation and community resilience. Additionally, Marten Falls First Nation has limited access to educational opportunities, with the local school only serving students up to grade 8. Students need to leave the community for high school, though Matawa has begun to offer online high school courses.

Aroland First Nation faces socio-community challenges including housing shortages and infrastructure limitations. The average household size is 3.1 people, with 83.3% of homes meeting suitability standards. Traditional activities are vital to Aroland First Nation's way of life but are under pressure from industrial activities. The local school in Aroland First Nation serves students from junior kindergarten to grade nine. For high school, students typically attend school in Geraldton, approximately 70 kilometers away. Kiikenomaga Kikenjigewen Employment and Training Services offers programs to support education and employment for Matawa Nations members.

Human Health and Community Safety

Marten Falls First Nation has limited access to healthcare and social services, including maternal and child health services, mental health support and elder care. The community does not have fire or ambulance services, relying on flight transportation services for medical emergencies. Substance use, particularly alcoholism and opioid addiction, is a significant issue with approximately 80% of the workforce currently struggling with addictions. Efforts are underway to build a treatment center to provide in-community addictions treatment.

Aroland First Nation also struggles with limited access to healthcare and social services. The community relies on medical transportation services for emergencies and does not have a fire station or fire truck. Substance use, including alcoholism and drug addiction, is a significant challenge, although specific data on substance use rates in Aroland First Nation is not readily available.

Potential Effects and Mitigations

Potential Effects:

Construction Phase

During the construction phase, the project is expected to bring positive effects to Marten Falls First Nation, Aroland First Nation, and other neighboring communities such as Webequie First Nation, including the creation of numerous job opportunities that could boost local employment. Indigenous businesses would benefit from new opportunities, supporting regional development and economic growth. Additionally, the project is expected to generate around \$299 million in tax revenues in Ontario, mainly from income taxes. Nationally, the total tax revenue effect is expected to be approximately \$333 million. Improved mental well-being through employment and increased financial stability may reduce stress and enhance the sense of pride and confidence among community members.

Conversely, the influx of workers and construction activities may disrupt traditional activities and lead to a temporary gender imbalance due to more working-age men in work camps. In addition, increased construction-related employment opportunities could encourage off-reserve members to return, applying added pressure to already strained housing and infrastructure. There may also be some disruption to traditional activities and potential loss of traditional harvesting areas, which may adversely affect the traditional economy, consumption of traditional foods, and increase reliance on store-bought foods. There is potential for increased mental health challenges, substance use, violence, harassment and traffic-related accidents due to potential changes in social dynamics and increased traffic.

Long-Term Use (Operation and Maintenance Phase)

In the operation and maintenance phase, the road is expected to improve connectivity, creating long-term economic growth and improving access to goods and services. This could lead to better availability of healthcare resources for both mental and physical well-being, improved food access through more efficient road-based deliveries, and increased access to educational opportunities for members of Marten Falls First Nation.

Ongoing disruption to traditional activities may occur due to increased access and potential loss of traditional harvesting areas. Improved transportation could lead to greater reliance on store-bought food, impacting traditional food consumption. There may be continued challenges related to mental health and substance use, as well as an increased risk of violence due to shifting social dynamics. Year-round road access will likely lead to more road-related accidents as travel increases. The new road may make it easier to bring drugs and alcohol into Marten Falls First Nation, potentially worsening existing addiction challenges, even with increased access to mental health services. Environmental impacts on air, water, soil and noise levels may affect human health directly or indirectly.

Mitigation Measures

To reduce potential negative effects during construction and long-term use of the Community Access Road, several mitigation measures will be implemented. Working groups, consisting of the owner, contractor and representatives from Marten Falls First Nation and Aroland First Nation, will be established to support ongoing engagement and feedback, helping the Project Team respond to community needs and concerns. The working groups will discuss community-proposed topics related to the Community Access Road, including healthcare, emergency services, employment support, housing, safety measures, cultural programming and violence prevention. Incorporating Indigenous languages in worksite signage and minimizing construction disturbances during harvesting seasons may also be considered.

Workers will be housed in work camps to minimize social disruptions and reduce pressure on local housing and infrastructure. Diversity and inclusion hiring policies will create equitable opportunities for community members. The road contractor will also provide ongoing job readiness programs to support community members in their transition into the workforce and long-term career growth. Mental health support will be available to address challenges related to employment and social change. Enforcing strict zero-tolerance policies against harassment and discrimination will maintain a safe working environment. Additionally, alcohol and other substances will be prohibited in work camps. To allow for timely mitigation, environmental monitoring will track air, water, soil and noise levels.



For as long as I can remember, Marten Falls First Nation has had a strong desire to develop a road that would connect our remote northern community to the Ontario provincial highway network and advance our vision of building a sustainable and thriving community in the north.

– Chief Bruce Achneepineskum, September 2023.



Residual Effects

Even with mitigation measures in place, some effects will remain. Positive residual effects include improved accessibility, economic growth and lower costs for goods. The road will enhance connectivity making it easier for residents to travel, access services and receive goods, which can contribute to economic development and improved quality of life.

Negative residual effects may include strain on housing due to increased population, disruption of traditional activities as new areas are accessed, and increased risk of substance use and violence due to changes in social dynamics and easier access to drugs and alcohol. Environmental impacts such as changes in air, water, soil quality and noise levels may also persist, potentially affecting human health and traditional land use.

Cumulative Effects

Cumulative effects consider the combined impact of the Community Access Road with other existing and future developments. Identified risks include potential effects on public safety, traditional food consumption, access to clean water and environmental health. For example, increased traffic may raise concerns about road safety and accidents, while disruptions to traditional harvesting areas and changes in water quality could affect the availability of traditional foods, impacting food security and cultural practices.

To address these risks, mitigation measures will include safety training for residents, environmental monitoring of air, water and soil quality, and community support strategies to help residents adapt to the new conditions. Ongoing monitoring and adaptive management will help ensure these measures are effective, demonstrating a commitment to reducing cumulative impacts and supporting positive outcomes for the community and the environment.

Conclusion

The Marten Falls Community Access Road is an opportunity to improve connectivity, economic growth and community resilience. While it brings many benefits, it also poses challenges that need careful management. By implementing proactive measures and ongoing monitoring, the Project Team can seek to balance development with cultural and environmental sustainability.



“

As we move forward to now begin to consider road construction and operations, our commitment remains to be strong stewards of our lands and our environment, in balance with being active partners in growing economic opportunities and benefits for both our communities and other First Nation communities

”

– Chief Bruce Achneepineskum, July 2024.



Want to learn more?

If you are interested in learning more about this topic, please review the technical report available in the appendix of the Draft Environmental Assessment / Impact Statement.

Contact Info

You are welcome to contact the Marten Falls First Nation Community Access Road Project Team at any time with questions or comments.

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Web: eais.martenfallsaccessroad.ca





BIEN-ÊTRE COMMUNAUTAIRE

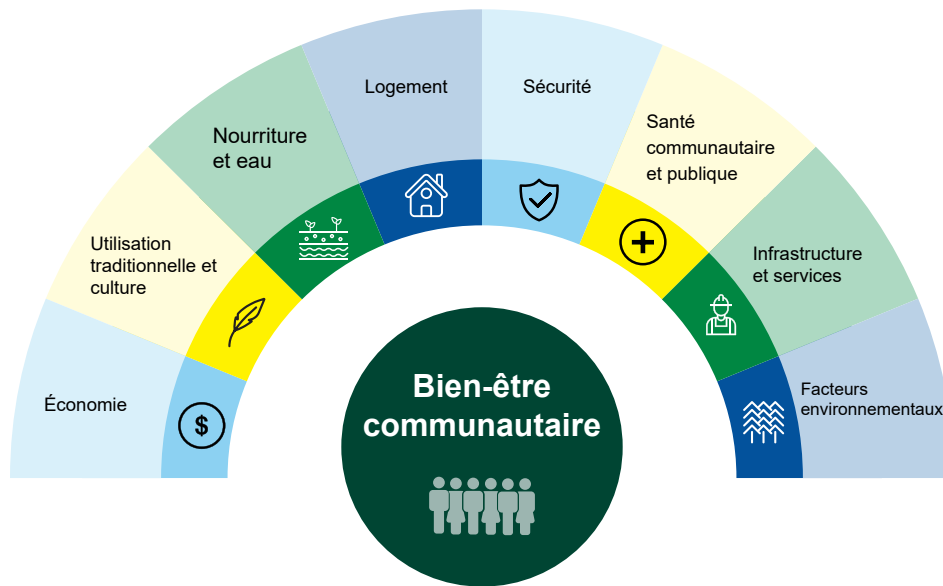
GUIDE EN LANGAGE CLAIR

Diffusé en avril 2025



La route d'accès à la collectivité de la Première Nation de Marten Falls pourrait engendrer des changements importants dans la collectivité. Pour effectuer l'évaluation environnementale/l'évaluation d'impact, nous devons comprendre ces changements potentiels; en particulier ceux liés aux conditions sociocommunautaires, à la santé humaine et à la sécurité communautaire, ainsi qu'à l'économie, car ensemble, ces facteurs contribuent au bien-être communautaire.

Ces domaines sont étroitement liés, car de solides relations communautaires, ainsi que l'accès aux soins de santé et aux opportunités d'emploi, vont de pair pour améliorer la qualité de vie. Par exemple, l'amélioration des transports et de la connectivité grâce à la route d'accès à la collectivité pourrait aider les gens à accéder plus facilement aux soins de santé et aux écoles, à trouver des emplois et à rester en contact avec des amis et des membres de leur famille. Parallèlement, la route d'accès à la collectivité peut entraîner des défis comme des changements à l'environnement ou dans la façon dont les gens vivent et interagissent, affectant les traditions et les relations au sein de la collectivité. La route d'accès à la collectivité pourrait également mettre à rude épreuve l'infrastructure existante, comme le logement, en augmentant l'intérêt pour vivre dans la collectivité.



Ce résumé se concentre sur la Première Nation de Marten Falls et la Première Nation d'Aroland dans la zone d'étude locale, car la route d'accès à la collectivité proposée traverse ces lieux et aura le plus grand impact ici.

Conditions existantes

Économique

Au cours de la dernière décennie, la Première Nation de Marten Falls a vu sa communauté croître et évoluer. Entre 2011 et 2021, les données de Statistique Canada montrent que la population vivant dans la collectivité est passée de 190 à 243 résidents, malgré des possibilités d'emploi limitées dans la région. La population en âge de travailler est estimée à 170 individus. Parmi ceux-ci, 41 % travaillent ou cherchent activement un emploi (taux de participation), et 30 % de ces participants sont au chômage. Les personnes restantes ne participent pas au marché du travail et peuvent inclure des étudiants, des retraités, des personnes au foyer, des personnes ayant une incapacité et d'autres personnes ne cherchant pas d'emploi. Le revenu moyen après impôt en 2024 était plus élevé pour les femmes (34 500 dollars) que pour les hommes (26 000 dollars). Le plus récent état financier de la communauté (2018/2019) montre des revenus de 25,1 millions de dollars et des dépenses de 22,8 millions de dollars, ce qui entraîne un surplus de 2,2 millions de dollars.

Au cours de la dernière décennie, la Première Nation d'Aroland a connu des changements notables dans sa communauté. Selon Statistique Canada, la population vivant dans la collectivité a diminué de 361 à 178 résidents entre 2011 et 2021. Bien que non directement comparable aux données de Statistique Canada, le site Web de la Première Nation d'Aroland estime la population à environ 400 résidents, ce qui pourrait suggérer une population croissante. Parmi les 130 personnes en âge de travailler identifiées par le recensement, 38 % participent activement au marché du travail, avec près de 0 % de chômage. En 2024, les femmes ont gagné un revenu après impôt de 30 800 dollars, dépassant les 23 600 dollars gagnés par les hommes. Le plus récent état financier (2023/2024) montre des revenus de 16,8 millions de dollars et des dépenses de 13,6 millions de dollars, ce qui entraîne un surplus de 3,2 millions de dollars.

Sociocommunautaire

La Première Nation de Marten Falls est actuellement confrontée à des défis comme des pénuries de logements, le surpeuplement et une infrastructure limitée. La taille moyenne des ménages est de 3,5 personnes, avec 71,4 % des logements répondant aux normes en matière de taille convenable du logement. Selon Statistique Canada, la taille convenable du logement signifie qu'une maison a suffisamment de chambres pour le nombre de personnes y vivant. De plus, la communauté a besoin d'installations mises à niveau de traitement des eaux et des eaux usées. Les activités traditionnelles comme la chasse, la pêche, le piégeage et la cueillette sont essentielles au mode de vie de la communauté, soutenant la sécurité alimentaire, la préservation culturelle et la résilience communautaire. De plus, la Première Nation de Marten Falls a un accès limité aux possibilités éducatives, l'école locale accueillant seulement des élèves jusqu'à la 8e année. Les étudiants doivent quitter la collectivité pour leurs études secondaires, bien que Matawa ait commencé à offrir des cours secondaires en ligne.

La Première Nation d'Aroland est confrontée à des défis sociocommunautaires, y compris des pénuries de logements et des infrastructures limitées. La taille moyenne des ménages est de 3,1 personnes, avec 83,3 % des logements répondant aux normes en matière de taille convenable du logement. Les activités traditionnelles sont essentielles au mode de vie de la Première Nation d'Aroland, mais sont soumises aux pressions exercées par les activités industrielles. L'école locale dans la Première Nation d'Aroland accueille des élèves de la prématernelle à la 9e année. Pour le secondaire, les élèves fréquentent généralement l'école à Geraldton, environ 70 kilomètres plus loin. Kiikenomaga Kikenjigewen Employment and Training Services offre des programmes pour soutenir l'éducation et l'emploi chez les membres des Nations Matawa.

Santé humaine et sécurité communautaire

La Première Nation de Marten Falls a un accès limité aux soins de santé et aux services sociaux, y compris les services de santé pour les mères et les enfants, le soutien en santé mentale et les soins aux aînés. La collectivité n'a pas de services d'incendie ou d'ambulance, dépendant de services de transport aérien pour répondre aux urgences médicales. La consommation de substances, en particulier l'alcoolisme et la dépendance aux opioïdes, est un problème important, environ 80 % de la main-d'œuvre étant actuellement aux prises avec des dépendances. Des efforts sont en cours pour construire un centre de traitement afin de fournir des soins de traitement des dépendances dans la collectivité.

La Première Nation d'Aroland éprouve également des difficultés en raison d'un accès limité aux soins de santé et aux services sociaux. La collectivité dépend des services de transport médical pour les urgences et n'a pas de caserne de pompiers ni de camion de pompiers. La consommation de substances, y compris l'alcoolisme et la toxicomanie, représente un défi important, bien que des données spécifiques sur les taux de consommation de substances dans la Première Nation d'Aroland ne soient pas facilement accessibles.

Effets potentiels et mesures d'atténuation

Effets potentiels :

Phase de construction

Pendant la phase de construction, le projet devrait avoir des effets positifs sur la Première Nation de Marten Falls, la Première Nation d'Aroland et d'autres communautés voisines comme la Première Nation de Webequie, y compris la création de nombreuses opportunités de travail qui pourraient stimuler l'emploi local. Les entreprises autochtones bénéficieraient de nouvelles opportunités, soutenant le développement régional et la croissance économique. De plus, le projet devrait générer environ 299 millions de dollars en revenus fiscaux en Ontario, provenant principalement de l'impôt sur le revenu. Au niveau national, l'effet total des revenus fiscaux devrait être d'environ 333 millions de dollars. Un bien-être mental amélioré grâce à l'emploi et une stabilité financière accrue peuvent réduire le stress et renforcer le sentiment de fierté et de confiance parmi les membres de la collectivité.

Inversement, l'afflux de travailleurs et les activités de construction peuvent perturber les activités traditionnelles et entraîner un déséquilibre temporaire entre les genres en raison d'un plus grand nombre d'hommes en âge de travailler dans les camps de travail. De plus, l'augmentation des possibilités d'emploi liées à la construction pourrait encourager les membres vivant hors réserve à revenir, exerçant une pression supplémentaire sur les logements et l'infrastructure déjà mis à rude épreuve. Il pourrait également y avoir des perturbations des activités traditionnelles et une possible perte des zones de récolte traditionnelles, ce qui pourrait nuire à l'économie traditionnelle, à la consommation d'aliments traditionnels et augmenter la dépendance aux aliments achetés en magasin. Il existe un potentiel d'augmentation des problèmes de santé mentale, de consommation de substances, de violence, de harcèlement et d'accidents liés à la circulation en raison de changements potentiels dans les dynamiques sociales et d'une augmentation du trafic.

Utilisation à long terme (phase de fonctionnement et d'entretien)

Pendant la phase d'exploitation et d'entretien, on s'attend à ce que la route améliore la connectivité, créant une croissance économique à long terme et améliorant l'accès aux biens et services. Cela pourrait conduire à une meilleure disponibilité des ressources de santé pour le bien-être mental et physique, à un meilleur accès à la nourriture grâce à des livraisons routières plus efficaces, et à un accès accru aux possibilités d'éducation pour les membres de la Première Nation de Marten Falls.

Une perturbation permanente des activités traditionnelles peut survenir en raison d'un accès accru et d'une perte potentielle des zones de récolte traditionnelles. Une amélioration du transport pourrait entraîner une dépendance accrue à l'égard de la nourriture achetée en magasin, ce qui toucherait la consommation d'aliments traditionnels. Il pourrait y avoir des défis continus liés à la santé mentale et à la consommation de substances, ainsi qu'un risque accru de violence en raison de l'évolution des dynamiques sociales. L'accès routier à long terme entraînera probablement plus d'accidents liés à la route à mesure que les déplacements augmenteront. Avec la nouvelle route, il pourrait être plus facile de faire entrer des drogues et de l'alcool dans la Première Nation de Marten Falls, aggravant potentiellement les défis existants en matière de dépendance, même avec un accès amélioré aux services de santé mentale. Les impacts environnementaux sur la qualité de l'air, de l'eau, du sol et les niveaux de bruit peuvent affecter la santé humaine directement ou indirectement.

Mesures d'atténuation

Pour réduire les possibles effets négatifs pendant la construction et l'utilisation à long terme de la route d'accès à la collectivité, plusieurs mesures d'atténuation seront mises en œuvre. Des groupes de travail, composés du propriétaire, de l'entrepreneur et de représentants de la Première Nation de Marten Falls et de la Première Nation d'Aroland, seront établis pour soutenir l'engagement et les retours continus, aidant l'équipe de projet à répondre aux besoins et aux préoccupations de la collectivité. Les groupes de travail discuteront des sujets proposés par la communauté liés à la route d'accès à la collectivité, y compris les soins de santé, les services d'urgence, le soutien à l'emploi, le logement, les mesures de sécurité, la programmation culturelle et la prévention de la violence. L'incorporation des langues autochtones sur les panneaux dans les chantiers et la minimisation des perturbations de la construction pendant les saisons de récolte peuvent également être envisagées.

Les travailleurs seront logés dans des camps de travail pour minimiser les perturbations sociales et réduire la pression sur le logement et l'infrastructure à l'échelle locale. Les politiques de diversité et d'inclusion en matière d'embauche créeront des possibilités équitables pour les membres de la communauté. L'entrepreneur en travaux routiers fournira également des programmes continus de préparation à l'emploi pour soutenir les membres de la communauté dans leur transition vers le marché du travail et l'avancement professionnel à long terme. Un soutien en santé mentale sera disponible pour relever les défis liés à l'emploi et au changement social. L'application de strictes politiques de tolérance zéro contre le harcèlement et la discrimination permettra de maintenir un environnement de travail sûr. De plus, l'alcool et d'autres substances seront interdits dans les camps de travail. Pour permettre une atténuation rapide, la surveillance environnementale suivra la qualité de l'air, de l'eau, du sol et les niveaux de bruit.

« Depuis aussi longtemps que je me souviens, la Première Nation de Marten Falls a eu un fort désir de développer une route qui relierait notre communauté nordique éloignée au réseau routier provincial de l'Ontario et de faire avancer notre vision de construire une communauté durable et prospère dans le nord. »

– Chef Bruce Achneepineskum, septembre 2023



Effets résiduels

Même avec des mesures d'atténuation en place, certains effets demeureront. Les effets résiduels positifs comprennent une meilleure accessibilité, une croissance économique et des coûts réduits pour les biens. La route améliorera la connectivité, facilitant les déplacements, l'accès aux services et la réception des biens pour les résidents, ce qui peut contribuer au développement économique et à l'amélioration de la qualité de vie.

Les effets résiduels négatifs peuvent inclure une pression sur le logement en raison de l'augmentation de la population, la perturbation des activités traditionnelles à mesure que de nouvelles zones deviennent accessibles, et un risque accru de consommation de substances et de violence en raison des changements dans les dynamiques sociales et d'un accès plus facile aux drogues et à l'alcool. Les impacts environnementaux comme les changements dans la qualité de l'air, de l'eau, du sol et des niveaux de bruit peuvent également persister, affectant potentiellement la santé humaine et l'utilisation traditionnelle des terres.

Effets cumulatifs

Les effets cumulatifs tiennent compte de l'impact combiné de la route d'accès à la collectivité avec d'autres développements existants et futurs. Les risques identifiés comprennent les possibles effets sur la sécurité publique, la consommation d'aliments traditionnels, l'accès à l'eau potable et la santé environnementale. Par exemple, l'augmentation du trafic peut soulever des préoccupations concernant la sécurité routière et les accidents, tandis que les perturbations des zones de récolte traditionnelles et les changements dans la qualité de l'eau pourraient affecter la disponibilité des aliments traditionnels, touchant la sécurité alimentaire et les pratiques culturelles.

Pour gérer ces risques, les mesures d'atténuation comprendront une formation en sécurité pour les résidents, un suivi environnemental de la qualité de l'air, de l'eau et du sol, ainsi que des stratégies de soutien communautaire pour aider les résidents à s'adapter aux nouvelles conditions. Un suivi continu et une gestion adaptative aideront à garantir que ces mesures sont efficaces, démontrant un engagement à réduire les impacts cumulatifs et à soutenir des résultats positifs pour la communauté et l'environnement.

Conclusion

La route d'accès à la collectivité de Marten Falls est une occasion d'améliorer la connectivité, la croissance économique et la résilience communautaire. Bien qu'elle apporte de nombreux avantages, elle pose également des défis qui nécessitent une gestion attentive. En mettant en place des mesures proactives et un suivi continu, l'équipe de projet peut chercher à équilibrer le développement avec la durabilité culturelle et environnementale.



« Alors que nous commençons maintenant à envisager la construction et l'exploitation d'une route, notre engagement demeure d'être de bons intendants de nos terres et de notre environnement, tout en étant des partenaires actifs dans la création de possibilités économiques et d'avantages pour nos communautés et d'autres communautés des Premières Nations. »

– Chef Bruce Achneepineskum, juillet 2024



Voulez-vous en savoir plus?

Si vous souhaitez en savoir plus sur ce sujet, veuillez consulter le rapport technique disponible en annexe de la version préliminaire du rapport d'évaluation environnementale ou du rapport d'étude d'impact.

Coordonnées

N'hésitez pas à contacter l'équipe du Projet de route d'accès à la collectivité de la Première Nation de Marten Falls à tout moment si vous avez des questions ou des commentaires.

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Δμ· b ΔJα·β·

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ΓCC' Λ>α ▷Cα·, <·bP Δσσ·<PΠ μ·β³ ∇ P αP▷Lβ· τ⁹C Γμ<σΔΠLβ·x ·<⁴⁵ 2011 Λσ⁵ 2021, b αβC·<<C· 9·bσ⁰ βαC⁹P· ³CΠ⁹Π· Statistics Canada b ΔΠ· Δ·U⁰ ∇ P αP▷P· <·∇σβα· <P<C b CJ⁹P· 190 ▷Γ Λσ⁵ 243 <C ∇β ∇ <<ΠΓ·Δσ·β·x <σP 9 P <<ΠΓ· Δ·Cσ·<P 170 ∇ ΔCJ⁹P·x <σP CJ βα9 41% <<ΠΓ·<· τ⁹C Λd αC·Δ <<ΠΓ·<· (b <JΓ<σΓ·) τ⁹C 30% <σP b <JΓ<σΓ· Jα <<ΠΓ·<·x <σP dCΠβ· ∇β b <<ΠΓ· ∇·bσP ▷P⁹Pμ<LΓ·<·, b α⁹ΛΓ <ΛΓ·, ·ΔP·<· b <<ΠΓ·, b L⁹PΓ·, τ⁹C dCΠβ· ∇β b αC·Δ <<ΠΓ·x 2024 b <P·<·, Δ⁹·9·<· L·<· Γ⁹CΔ P ▷ΠΓ·<· (\$34,500) ∇d ·Δα αV·<· (\$26,000) b Δ⁵·b Π<<P· C⁹⁹σ⁰x LΓ· Π<Γ·J·Δ³ ∼σβσ· ΔU9, <σL Δσσ·<PΠ ▷Γ, (2018/2019) μ·β³ \$25.1 Γ<·³ Δσd· ∇ P ΛΠ·9' ∼σβ³ τ⁹C \$22.8 Γ<·³ Δσd· ∇ P <<ΠΓ', \$2.2 Γ<·³ Δσd· P⁹d<σ⁰x

ΓCC' Λ>α ▷Cα·, ∇P<³ Δσσ·<PΠ μ·β³ Γ⁹CΔ ∇ ΛCJα·β· ΛLΠΓ·Δ³x b αβC·<<C· 9·bσ⁰ βαC⁹P· ⁹CΠ⁹Π· Statistics Canada b ΔΠΓ· Δ·U·<· 361 ∇ ΔCJ·<P<³ <·∇σβα· <μ· Lb 178 ΔCJ·<· C⁹C·Δ· 2011 ∇d Lb 2021 b <P·<· ∇β ·Γ· b Δ·U' ⁹CΠ⁹Π· Statistics Canada b ΔΠΓ·, Δ·ULβ³ Δ³J·τ⁹ ∇P<³ Δσσ·<PΠ b ΔJ <σJΓβU· ·<⁴⁵ 400 <·∇σβα· <<ΠΓ·<· μ·β³ <P<C ∇Π ΓΓΠΓ· <·∇σβα· ΔC·Δσ·x b P αC·Δ P⁹σΓβU·, 130 <σP 9 P <<ΠΓ· 38% <<ΠΓ·<· τ⁹C 9β' 0% ∇β b <<ΠΓ·x 2024 b <P·<·, Δ⁹·9·<· L·<· Γ⁹CΔ P ▷ΠΓ·<· (\$30,800) ∇d ·Δα αV·<· (\$23,600) b Δ⁵·b Π<<P· C⁹⁹σ⁰x LΓ· Π<Γ·J·Δ³ ∼σβσ· ΔU9, <σL Δσσ·<PΠ ▷Γ, (2023/2024) μ·β³ \$16.8 Γ<·³ Δσd· ∇ P ΛΠ·9' ∼σβ³ τ⁹C \$13.6 Γ<·³ Δσd· ∇ P <<ΠΓ', \$3.2 Γ<·³ Δσd· P⁹d<σ⁰x

LL·Δ CJ⁹·Δ³

b ΔJ ▷CΓ⁹β9Lβ· ∇P<³ Δσσ·<PΠ <μ· Jα ΠΛ CΠ·α ·<PβΔβα, ∇ LΓΓJ⁹Pασ·<· τ⁹C ∇β ∇ ΠΛ ΔJσ·β· ΔC·Δ³x αΔ ∇ Δ⁹Λβ· CJ⁹·ΔβΓ· 3.5 <·∇σβα· CP CJ⁹·<·, 71.4% Δσd· CJ⁹·ΔβΓ·β ΠΛ Γ·αJ·αx b Δ·UΓ· ⁹CΠ⁹Π· (Statistics Canada b ΔΠΓ·), ∇ Γ·αJ· CJ⁹·ΔβΓ· b ΔCJ⁹P· <·∇σβα· ΔCΠ·α σV·ΔβΓ·βx <J· Lb, C·∇σC·β³ <P<C ΔC·Δσ· PΓ ΔC·β· 9 ΔJ Γ·αβΓCσ·<· σΛ τ⁹C P⁹d<ΠσβU· ·∇Γβ>Δ ·<LJ P·9ΛσβU·x Δσσ·Δ J·C·J·Δα CΛ⁹d· ³CΓα>Δ³, μCΓ⁹·Δ³, <αΔ9·Δ³ τ⁹C L·<Dσ9·Δ³ P⁹UσC·β·α Δσσ·Δ ΛLΠΓ·Δσ·, ∇ ·ΔΓΔ·∇Lβ· PΓ <4β· ΓΓ⁹, βα·∇σΓβU· ΔC⁹βτ⁹·Δ³ τ⁹C L⁹β·ΔPΓLβ· ΔC·Δ³x <J· Lb Jα ΠΛ ΔC·β³ P⁹Pμ<L9·Δ³ <·bP Δσσ·<PΠ, 8 Λd Δ⁹d ΔC·β³ P⁹Pμ<L9·Δ³ <P<C Δσσ·<PΠx ▷P⁹Pμ<LΓ·<· ΔβU ΔC·Δσ· ³C·Δ ΔJ P⁹Pμ<LΓ·<· b Δ⁵<σ· P⁹Pμ<LJ·ΔβΓdσ⁰, <C <μP⁹ LC·< P ▷J·C⁰ P⁹Pμ<L9·Δσσ⁰ 9 ▷Γ P⁹Pμ<LΓ·ασ·<· Δ³J·τ⁹Π·x

∇P<³ Δσσ·<PΠ Lσ<σΔd·<· ΛLΠΓ·Δσσ⁰ <P<C Δσσ·<PΠ ∇β ∇ ΠΛ ΔC·βP ·<PβΔβα τ⁹C 9 ▷Γ σ<·ΔLβ·x αΔ ∇ Δ⁹Λβ· CJ⁹·ΔβΓ· 3.1 <·∇σβα· CP CJ⁹·<·, 83.3% Δσd· CJ⁹·ΔβΓ·β ΠΛ Γ·αJ·αx α⁹Λ· P⁹UσC·β³ Δσσ·Δ J·C·J·Δ³ ∇P<³ Δσσ·<P ΠΛLΠΓ·Δσ·<· σd· Ld⁹βd·<· PΓ <<ΠΓ·Δσσ⁰x P⁹Pμ<LJ·ΔβΓ· ∇P<³ Δσσ·<PΠ b ΔC·β· b ΛJ⁹P· ▷Γ Λσ⁵ σ³ b ΔCΓ·x b Δ⁹<· P⁹Pμ<LJ·ΔβΓd· b ΔCΓ· ▷P⁹Pμ<LΓ·<· ΓΠ⁹ ΔC·Δσ· ΔJ·U·<·, ·<⁴⁵ 70 P·J·J·U· Δ⁹ΛP·α·β³ P⁹μLβ <9⁹P⁹·Δ³ (Kikenomaga Kikenjigewin) <<ΠΓ·Δ τ⁹C P⁹Pμ<L9·Δ <D⁹·9·Δα ΔC·β·α 9 ·ΔΓΔdΓ· LC·< Δσσ·<PΠx



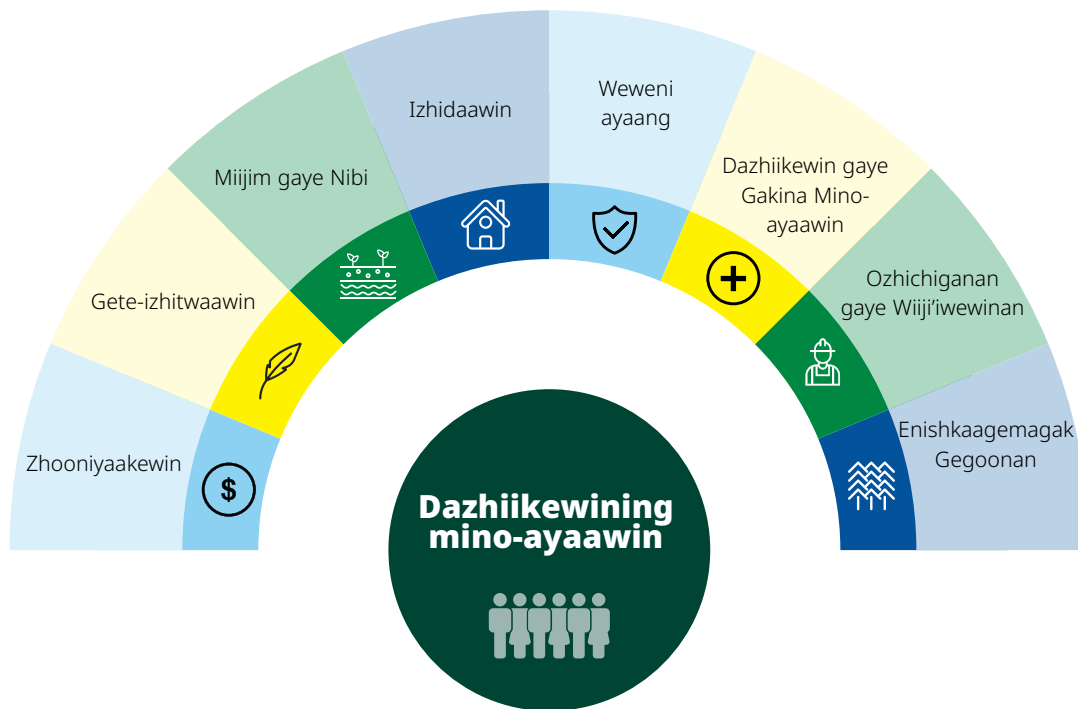
DAZHIKEWINING JI-MINO- AYAAWAAD WIINDAMAAGEWIN

Ozhichigaade April 2025



Marten Falls Anishinaabeg Dazhiikewin Miikana daa-onji-bijigaadewan niibiwa gaa-aanjiseg ishkoninganing. Ji-giizhichigaadeg iwe Enishkaagemagak / Inishkaagewin gi-daa-nisidotaamin onowe: daabishkoo aanenenda-mang gaa-izhiseying omaa ishkoninganing, mino-ayaawin, gaye ji-maanzhisesiwang, gaye zhooniyaakewin aanawi aaniish gidoonji-mnosemin omaa dazhiikewining.

Gegaa bezhigwan inendaagonoon ono aaniish Anishinaabeg daa-minowijiiwidiwag, gaye odaa-gashkitoonaawaa aakoziwigamigong ji-izhaawaad aakoziwaad gaye anokiiwin ji-debinamowaad, ji-minobimaadiziwaad. Iwe Dazhiikewin Miikana daa-wijiiwemagan ji-debinamowaad mino-ayaawin, gikino'amaa-goziwin, anokiiwin gaye ji-mawadisaawaad odinawemaaganiwaa. Iwe Dazhiikewin Miikana gaye daa-onji-aanjise bimaadiziwin, iwe aki gaa-ayaag, gaye gaa-izhiwijiiwidiwaad awiyag. Iwe Dazhiikewin Miikana daa-onji-zanagise maagizhaa ani-agaasiinokin waakaa'iganan.



Marten Falls Anishinaabeg gaye Aroland gaa-onjiiwaad dazhimaawag omaa mazina'iganing Besho Naagajichigewining, aaniin ge-inishkaa-gemagak Dazhiikewin Miikana ozhichigaadeg, bimi-ayaawaad awiyag omaa.

Noongom Ezhiseg

Zhooniyaakewin

Gaa-ako-midaasobiboonagaag Marten Falls Anishinaabe dazhiikewin ani-michaa, ani-aanjise gaye. 2011 biinish 2021, mii ekidowaad Statistics Canada 190 egii-dashiwaad anishin-aabeg biinish dash 243 noongomiike gaawiin dash aapiji anokiiwin e-ayaasinog. 170 dashiwag ge-anokiiwaapan. 41% igi noongom anokiiwag gemaa gagwe-anokiiwag (mii iwe minik), gaye 30% igi noongom gaawiin anokii-siiwag. Godak dash awiyag gaawiin gagwe-anokiisiiwag gemaa gaawiin apiitaadizisiwag, daabishkoo gikino'amawaaganag, gaa-boona-nokiwaad, omaamaamaag, gaa-maagiziwaad, gaye godak gaa-wii-anokiisigwaa. Giii-ishkwaa-diba'amowaad taxes 2024 gii-izhiseg, ikwewag (\$34,500) iniwag dash (\$26,000). Noongom dash owe izhibii'igaade dazhiikewining (2018 / 2019) \$25.1 miniyan gaye ediba'igewaad \$22.8 miniyan, e-ishkosed \$2.2 miniyan.

Midaasobiboon gaa-izhiseg, Aroland Ishkoni-gan owaabandaanaawaa niibiwa gegoon e-aanjiseg dazhiikewining. Statistics Canada ikidoomagan 361 gii-dashiwag Anishinaabeg imaa noongom dash 178 2011 biinish 2021.

Gaawiin dash memindage Statistics Canada izhisesinoon, Aroland Anishinaabeg dash ngoji 400 dashiwag, aazha e-ani-baatiinowaad. Ngoji go 130 dashiwag ge-anokiiwaapan, 38% dash gagwe-anokiiwag, gegaa 0% gaawiin anokiisii-wag. 2024 gii-izhiseg, ikwewag \$30,880 gii-gashkichigewag gii-ishkwaa-diba'igewaad taxes, iniwag dash \$23,600. Iwe dash ishkwaaawaach mazina'igan ikidoomagan (2023 / 2024) \$16.8 miniyan gii-biindige zhooniyaa, \$13.6 miniyan dash gii-zaaga'am, \$3.2 miniyan egii-ishkosed.

Gaa-izhi-bimaadiziwaad

Marten Falls Anishinaabeg noongom agaasii-nadanoon waakaa'iganan, mooshkinewag waakaa'iganing. Endaso-waakaa'iganing 3.5 awiyag imaa izhidaawag, 71.4% e-onizhishing-in ini waakaa'iganan. Statistics Canada ikido-wag ji-debisewaad gaa-izhidaawaad imaa waakaa'iganing. Daa-wawezhichigaade ji-bekag nibi ge-aabajichigaadeg gaye ge-izhi-maajijiwigang moowaabo. Onizhishin ji-anda-wenjigewaad Anishinaabeg, ji-bagidawaawaad gaye ji-wanii'igewaad gaye ji-mawinzowaad ji-ayaawaad miijim gaye ji-anishinaabewaadizi-waad daabishkoo mewinzha. Gaye Marten Falls Anishinaabeg gaawiin aapiji odebinezii-naawaa gikendaasowin, grade 8 eta akoshkaamagan iwe gikino'amaadiiwigamig gaa-ayaa-magak imaa ishkoniganing. Maajaawag gichi-oodenaang wii-izhaawaad ishpi-gikino'amaa-diiwigamigong gikino'amawaaganag, aanawi Matawa online gikino'aamewin odayaanaawaa.

Aroland Anishinaabeg zanagisewag e-ayaasigwaa deminig waakaa'iganan gaye godak waakaa'iganan. Ngojigo 3.5 dashiwag endaso-waakaa'iganing 83% ini waakaa'iganan e-onizhishingin. Daa-andawenjigewag gewii-nawaa Aroland Anishinaabeg ozaam dash anokiiwin onashkwechigemagan. Grade 9 akoshkaawag abinoojiizhag gikino'amaadiiwig-amigong imaa Aroland ishkoniganing. Geraldton dash izhaawag 70 km ishpi-gikino'amaadiiwigamigong wii-izhaawaad. Kiikenomaga Kikenjigewen Employment and Training Services wiiji'iwewag ji-gikino'amaa-gewaad gaye ji-anokii'iwewaad Matawa gaa-izhi-dibendaagoziwaad.

Mino-ayaawin gaye Minobimaadiziwin

Marten Falls Anishinaabeg bangii eta odebi-naanaawaa ji-izhaawaad aakoziwigamigong gaye ahangewigamigong, mino-ayaawin gaye gitaadiziig gaye abinoojiizhag ji-naagaji'indwaa. Gaawiin ayaasinoon gegoon giishpin zakizod awiya gemaa akooziwidaabaan, ji-andoji-gaadeg eta gaa-bimisemagak giishpin awiya gichi-aakozid gemaa gegoon izhised. Minikwe-win gaye gii-aabajichigaadegin gaa-maanzhi-chigemagakin gegoonan onji-maanzhisewag 80% gaa-anokiiwaad. Gagwe-ozhichigaade dash waakaa'iganan ge-dazhi-boonitoowaa-pan ini.

Aroland ishkoniin gaye gaawiin odebinanzii-naawaa aakoziwigamigong ji-izhaawaad gemaa ahangewigamigong. Akozii-odaabaan eta aabadizi gaawiin gaye odaabaanens giish-pin zakizod awiya. Minikwewin gaye ayaama-gan, gaawiin dash wiin noongom gikenjigade-sinoon aaniin mayaa minigok e-izhisewaad iwe Aroland ishkoniinaning.

Ge-inishkaagemagakiban manaa'izhichigeng gaye

Ge-inishkaagemagakiban

Miikanaakeng

Megwaa miikanaakeng, da-minochigemagan iwe izhichigewin imaa Marten Falls ishkoniinaning gaye Aroland ishkoniinaning gaye godak daabishkoo Webikwe ishkoniin, ji-ozhichi-gaadeg anokiiwin. Gaa-zhooniyaakewaad gaye Anishinaabeg da-onji-minosewag ayaamagak anokiiwin imaa, miziwe imaa gaa-izhi-ayaa-waad awiyag, ji-ozhi'od zhooniyaa. Gaye dash iwe izhichigewin zhooniyaakemagak, ngojigo \$299 miniyaa tax zhooniyaa da-ozhi'o imaa Ontario, taxes ji-onjiid zhooniyaa. Ngojigo \$333 miniyaa da-ozhi'o zhooniyaa. Da-onji-minose-wag Anishinaabeg anokiiwaad, ji-minwenda-mowaad ayaawaawaad zhooniyaa, gaawiin aapiji ji-ziindendamowaad daabishkoo gaa-inendaagwak gii-ayaasinog anokiiwin, gaye da-gichi-inendamoo imaa odazhiikewiniwaang.

Giiyaabi dash biizhaawaad anokiiwininiwag imaa ishkoniinaning maagizhaa da-wanashkwe-chigemagan, ayaawaad biiwideweg anokiiwaad imaa, aanawi gaye ishkoniinaning onjiwaad. Giishpin gaye ayaamagak anokiiwin imaa ishkoniinaning, daa-bigiiwewag Anishinaabeg oodenaang gaa-daawaad imaa dash ishkoniin-ganing gaa-izhi-dibendaagoziwaad, maagizhaa dash gaye da-mooshkina'idiwag waakaa'igan-ing ji-ziindendamowak. Maagizhaa gaye gaawiin aapiji da-andawenjigesiiwag awiyag imaa ishkoniinaning gaa-daawaad, gaawiin aapiji da-minosesinoon, gaawiin odamiijsiinaawaa moozowiiyaas ndawaach eta adaawewigami-gong ji-ondinamowaad miijim. Mii dash gaye ge-izhisegiban ji-maanzhiseg bimaadiziwin giishpin minikwenaaniwang, miigaadinaaniwang gaye odaabaanensing onji-maanzhise-waad giishpin minikwewaad.

Ginwesh Aabadak (Aabajichigaadeg miikana gaye Wawezhichigaadeg)

Megwaa ozhichigaadeg gaye wawezhichigaa-deg iwe miikana, da-minosemagan ji-izhaa-naaniwang oodenaang gaye anokiiwin gaye zhooniyaakewin ji-debinigaadeg, gaye ji-debinigaadegin gegoonan gaye wiiji'iwewinan. Nawach babenak mino-ayaawin da-izhise iwe, ji-minwendamowaad awiyag, ji-mino-ayaaw-aad, ji-debinamowaad miijim gaye ji-ayaawaad gikino'amaagoowin igi Marten Falls ishkoni-ga-ning gaa-dibendaagoziwaad.

Ayaag iwe miikana gaawiin aapiji da-andawen-jigesiiwag awiyag, maagizhaa gaye gaawiin aapiji da-aabajichigaadesinooon aki. Nawach adaawewigamigong da-onjigaade miijim, gaawiin wiin noopimiing onji. Ani-aanjiseg bimaadiziwin ishkoni-ganing nawach da-minikwewag awiyag gaye gaa-maanzhichige-magak ji-aabajichigaadeg. Da-miigaadiwag Anishinaabeg. Da-bitakoshkaagewag bimibi-zowaad. Nawach gaye da-wendan ji-biidoo-waad gaa-onzhishinziinog gaa-odaapinamo-waad oshkaadiziig gaye minikwewin imaa Marten Falls, nawach ji-zanagiseg bimaadizi-win gaye mino-ayaawin. Gaa-bagidanaamo-wing gaye nibi gaye azhashki gaye ombiigiziwin gi-ga-maanishkaagomin bimaadiziying omaa.

Ge-izhi-manaa-izhiseg

ji-manaa-maanzhichi-gemagak iwe ozhichigaadeg miikana gaye aabajichigaadeg ginwesh iwe Dazhiikewin Miikana, da-gagwe-doodamoog gegoonan. Gaa-dibendang izhichigewin, gaa-niigaanish-kang izhichigewin, Marten Falls gaye Aroland gaa-onjiwaad da-maamawibiwag ji-dazhind-amowaad gaa-izhisenig, ji-wiijitoowaad iwe Izhichigewin. Anishinaabeg da-bizindawaawag enendamowaad. Da-dazhinjigaade iwe Dazhiikewin Miikana ezhise-magak dazhiikewi-ning, daabishkoo mino-ayaawin, aakoziwi-daabaanag, anokiiwin ziidoshkigewin, waakaa-l'igan, mino-bimaadiziwin, izhitwaawin gaye gaawiin ji-miigaadisigwaa Anishinaabeg. Anishinaabemoomagakin ozhibii'iganan gaa-dananokiinaaniwang gaye ji-manaa-wanash-kwe'indwaa bineshiinzhang megwaa ozhichigaa-deg iwe miikana inenjigaade.

Anokiiwininiwag da-asaawag nibewigami-goonsan bikish, gaawiin wiin biinji-ishkoniga-ning ji-izhidaa'aaganiwiwaad. Da-inaakonige-naaniwan bizaanigo ishkoni-ganing gaa-ayaa-waad Anishinaabeg ji-debinamowaad anokii-win imaa. Awe ga-niigaanishkang anokiiwin gaye oda-izhitoon ji-wiiji'indwaa awiyag gaa-wii-anokiiwaad ji-gikendamowaad aaniin ge-izhi-maajii-anokiiwaad ginwesh gaye ji-anokii-waad. Da-wiiji'aawag gaye ji-gikendamowaad aaniin ge-izhi-wiiji'idizowaad anokiiwaad gaye gegoon ge-izhi-aanjiseg obimaadiziwiniwaang. Gaawiin awiya da-odaapinamawaasii anokiiwin ozaam e-ikwewid gemaa e-anishin-aabewid. Gaye gaawiin da-bagidinigaadesin-oon ji-minikwenaaniwang gaa-izhidaawaad anokiiwininiwag. Da-naagajichigaade gaye gaa-bagidanaamowing, nibi gaye azhashki ji-bekag.

“ Eko-ganwiikeyaan, niinawind omaa Marten Falls gaa-onjiyaang ninandawendaamin miikana ge-izhi-gashkitoowaang ji-izhaayaang Ontario gichi-miikanaang gaye ji-ozhitoowaang mino-bimaadiziwin omaa giwedonong.

– Ogimaakaan Bruce Achneepineskum, September 2023.

”



Ishkwaawaach Gaa-inishkaagemagak

Aanawi manaa-maanzhichigeng, giiyaabi da-maanzhise gegoon. Gaa-onizhishing iwe ji-debinigaadeg gegoon gaa-andawenjigaadeg, zhooniyaakewin, gaye bangii nawach ji-inagin-deg gegoon gaa-adaaweying. Ayaamagak miikana da-onizhishin ji-babaami-ayaawaad awiyag, ji-debinamowaad gegoon gaye ji-onji-zhooniyaakenaniwang ji-minosenaaniwang.

Da-zanagisenaaniwan nawach baatiinonaani-wang gaawiin dash deminik waakaa'iganan, gaye ji-zanagendaagwak andawenjigewin, ani-izhaanaaniwang bagwadakamik, nawach niibiwa minikwenaaniwang. Gaa-aanjiseg gaye gaa-bagidanaamowing, nibi, azhashki gaye gii-ombiigiziimagak gaa-aabadak, mii iwe ge-izhi-aanjisemagak gaa-izhi-bimaadiziying omaa.

Maamaw Ge-inishkaagemagak

Maamaw da-inishkaagemagan iwe Dazhiikwin Miikana gaye godak gaa-inakamigak noongom gaye ani-akiiwang. Daabishkoo gegoon ji-onji-maanzhiseying, gaye moozoog gii-amongwaa, ji-ayaayin nibi gaa-bekaagamig, gaye gakina gegoon ji-onizhishing. Daabishkoo nawach ani-baatiinowaad odaabaanensag maagizhaa awiya daa-bichibizok ji-bitakoshkodaadiwaad bimibizowaad, gaye ji-wanashkwechigaadeg gaa-izhi-dazhiikewaad aya'aawishag, ji-aanjis-emagak nibi gaawiin aapiji ji-ayaasiwang gaa-gii-inanjigeying mewinzha.

Ji-manaa-izhiseg owe, da-gikino'amawaawag awiya gaa-daawaad imaa ji-manaaji'idizowaad gaye ji-manaajichigaadeg gaa-bagidanaamo-ying, gaye nibi, gaye azhashki ji-bekag, gaye ji-wiiji'aaganiwiwaad awiyag ani-aanjiseg bimaa-diziwin ishkoniganing. Bizhishig naagajichigaa-deg ezhiseg, da-onizhishin, ji-maamawi-maanzhisinog gegoon, gaye ji-wiiji'aaganiwi-waad ishkoniganing gaa-daawaad ji-mino-bimaadiziwaad, gaye aki ji-bekag.

Ishkwaawaach

Marten Falls Dazhiikewin Miikana ayaamagak da-onji-minose ji-izhaanaaniwang oodenaang gaye ji-zhooniyaakenaniwang gaye ji-zoongak bimaadiziwin ishkoniganing. Aanawi onji-minoseg, giiyaabi da-zanagisemagan gegoon. Igiwe gaa-anokiiwaad imaa Izhichigewining, naagajitoowaad ezhiseg gegoon, da-onizhishin ji-izhitwaawaad Anishinaabeg gaye ji-bekag gidakiiminaan.



“

E-ani-gaanishkaaying ji-naagadawendamang iwe ozhichigaadeg miikana gaye bimiwijigaa-deg, giiyaabi gi-mashkawendaamin ji-ganaw-endamang gidakiiminaan ji-bekag, gaye ji-dagwiiying zhooniyaakenaaniwang, gaye ge-izhi-minoseying gidazhiikewininaang gaye godak ishkonganan.

”

– Ogimaakaan Bruch Achneepineskum, July 2024.



Awashime na kiwiikikentan?

Kiishpin ekiciinentaman awashime ewiikikentaman owe katashincikatek, onci nakacitooon iwe kanakaciiwitipacimomakak tipacimowin imaneke kasakisink oma misise ahkiiwin nakacicikewin/ isisein ikitowin

Kekanonach Wiintamakewinan

Kinantomiko ima cishayan akwaaahkiink tashiikewinik miikana kapimanokiitamowach anapii piko wiikakweteyan kayema wiipakitinaman ikitowin.

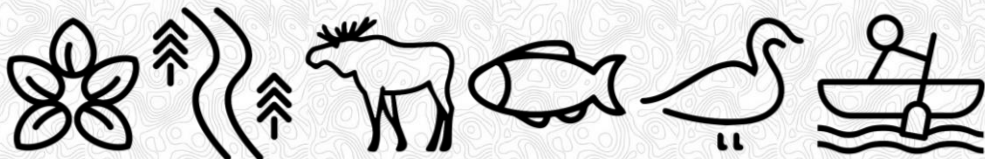
Piiwapikonk: eaisinput@martenfallsaccessroad.ca

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A2.4.4 Fish and Fish Habitat





FISH AND FISH HABITAT PLAIN LANGUAGE SUMMARY

Issued February 2025



The areas studied for the Community Access Road have many lakes and rivers. These waterbodies are important for fish to live, eat, reproduce and migrate. Our studies looked at fish and fish habitat in the area close to the Community Access Road footprint, plus an extra 2.5 kilometres around the route; this is called the Local Study Area. In places where the proposed routes would cross water, a larger area was looked at. Most of these areas are in the Albany River watershed, including parts of the Upper Albany Makokibatan, Lower Ogoki and Upper Albany Muswabik watersheds.

From the feedback we have received from Indigenous peoples, the public, federal authorities and other interested groups, six types of fish were highlighted as important for the Community Access Road project to study; these have been identified as 'valued components'. The six species of fish are:

- Nameh / Lake Sturgeon
- Okaas / Pickerel / Walleye
- Masamekos / Speckled Trout / Brook Trout
- Naiwabe / Northern Pike
- Atikameg / Lake Whitefish
- Mihzhash / Ling / Burbot

These six species of fish have either been referenced in historical records or found during field studies in the different study areas (e.g., Construction Disturbance Area, Local Study Area and Regional Study Area).



Fish Habitat

We assessed 91 water crossings throughout the study area. Nine of these crossings are on large, well-known rivers like the Albany, Wabassi, Dusey and Ogoki rivers. Local Indigenous communities have identified the Ogoki and Albany rivers, and Gourlie Creek, as having high traditional value. Indigenous Knowledge indicates that the Albany River is a spawning habitat for sportfish like Lake Sturgeon, Walleye and Brook Trout, while the Dusey River is a spawning habitat for Brook Trout and Northern Pike.

Field studies found spawning areas for six fish species (Lake Sturgeon, Lake Whitefish, Brook Trout, Walleye, Northern Pike and Burbot) in Gourlie Creek and the Albany, Ogoki and Dusey rivers.

The Local Study Area has many lakes and rivers that provide habitat for fish. It supports 37 fish species, including the six fish species mentioned above. The larger waterbodies provide fish habitat year-round, including spawning, rearing, feeding and overwintering habitat. The smaller, shallower lakes and rivers often freeze in winter, so they cannot be used by fish for overwintering. They do, however, offer good habitat for spawning, rearing and feeding during parts of the year, especially in early spring and after the spring thaw.

Streams with fast-moving water and gravel or cobble bottoms provide fall spawning habitats for Brook Trout and spring spawning habitats for sucker species. Some larger streams may also offer spawning habitats for Lake Sturgeon. Lakes like Patience Lake may provide spawning habitats for species like Walleye.

Fish Presence

There are 64 crossings in the Construction Disturbance Area that are either on waterbodies with known fish or are connected within 2 km of such water bodies. Most of the fish data comes from past field surveys. Many named waterbodies and some of the smaller streams have fish. Even if there are no records, fish are likely present in these waterbodies. During recent field surveys, fish were found at 16 of the 46 sites sampled.



What is the...

Construction Disturbance Area: the area of direct disturbance by construction

Local Study Area: the area where direct effects of the road are likely to take place

Regional Study Area: the area where indirect effects are likely to occur



Fish Habitat

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Potential Effects and Mitigations:

The construction and long-term use of the Community Access Road has the potential to affect Fish and Fish Habitat. The below highlights the potential effects and mitigation measures that may be put in place to lessen possible negative effects of the Community Access Road.

Changes to Fish Habitat from Structures Installed on or over Waterbodies

The construction and operations of the Community Access Road could impact fish habitats, especially when installing culverts (a pipe that lets water pass underneath a road) and bridges. To reduce these impacts, best management practices will be followed, like only working within the area needed, using existing access roads and bridges when possible, and having Environmental Monitors on site during construction. To make sure that fish habitats remain functional, with only minor decreases in productivity, erosion control measures will be in place. Timing restrictions on certain construction activities, when necessary, will also be used to protect fish habitats during important life stages.

Changes to Fish Habitat due to Clearing Vegetation

Clearing vegetation along the Community Access Road can harm fish habitat by changing water temperature, food supply and habitat structure, especially in smaller watercourses. To reduce these effects, guidelines for clearing and revegetating the riparian zone will be followed, like avoiding use of herbicides and adhering to timing windows, where possible, to restrict activities during spawning and other important life stages. These measures will help ensure that the negative impacts on fish habitats are minimal and mostly reversible.

Injury or Mortality of Fish from In-stream Construction

In-stream construction can harm fish through physical injuries or death caused by heavy machinery and placing materials in waterbodies. To reduce these effects, any water taken will be screened to keep fish out, and Aquatics Specialists will rescue and relocate fish before construction starts. With these measures in place, negative impacts are expected to be minor, localized and short-term.

Changes in Habitat Quality from the Release of Sediment During Construction at Waterbody Crossings

Construction at waterbody crossings can increase sediment in the water, which can stress or harm fish and change their habitats. The impact depends on how much sediment there is and how long it lasts. Fine sediments can smother plants and reduce habitat quality. To minimize these negative effects, erosion control and careful construction practices will be used. These measures will help minimize negative effects, making them local, infrequent and short-term.

Potential Effects and Mitigations

Changes to Fish Habitat from the Placement of Water Crossings

Different parts of a watercourse, like deep areas, shallow areas with fast water and smooth flowing sections are important for fish habitat. Construction can change the shape and stability of the channel, increase sediment and affect water flow, which can lead to long term changes from permanent features like bridges. Culverts may also narrow the channel and change water flow patterns. To reduce these effects, measures to prevent erosion will be used to reshape disturbed areas and avoid grading the banks as much as possible. When waterbody crossings are installed below the high-water mark, they can negatively impact fish habitats, but only in the immediate construction area. The changes are minor and will not cause loss of habitat or fish. For permanent crossings, these effects will last a long time and cannot be reversed. For temporary crossings, the effects will last until the crossings are removed.

Changes to Fish Survival, Reproduction and Distribution from Permanent Water Crossing

Waterbody crossing structures can block fish from reaching their habitats. To prevent this, culverts will be designed to allow fish to pass through. With these measures, the impact on fish survival and reproduction is expected to be minor and localized.

Changes to Fish Habitat due to Changes in Groundwater

Changes in water flow can impact fish habitats, affecting their spawning, feeding and migration. Construction might alter groundwater flows, changing drainage, water levels and fish habitats. Mitigation measures like surface water management and erosion control will help ensure these impacts are minor and localized.

Blasting Related Injuries or Mortality to Fish

Blasting in or near water can harm fish by creating shock waves that injure or kill depending on the type of explosive and how close the fish are. To minimize harm, blasting will only be used if other methods are not possible. A detailed Blasting and Communication Management Plan will be created and followed. The guidelines include keeping pressure changes and vibrations at safe levels, as outlined by Fisheries and Oceans Canada, to minimize impacts on fish and their habitats.

Changes to Fish Habitat Quality from Air Contaminants and Dust

Construction will create air contaminants and dust, which can affect water quality and fish habitats. To reduce these effects, a Dust and Air Quality Management Plan will be prepared and implemented. This plan includes measures like using multi-passenger vehicles, controlling dust and minimizing vehicle emissions during high winds. These actions will help protect fish habitats and maintain water quality.

Potential Effects and Mitigations

Changes to Fish Survival and Reproduction from Improved Public Access to Recreational Angling Areas

The Community Access Road could lead to more fishing by nearby communities and construction workers. An increase in recreational fishing, however, is unlikely because the area is remote. Increased access might also spread invasive species and diseases. Mitigation measures, like removing temporary infrastructure and developing policies for project workers, will help minimize these impacts resulting in minor effects on fish populations.

Changes to Fish Survival and Reproduction from Spills of Fuel or Other Materials

Spills during construction can harm water quality and fish by causing toxicity that affects their reproduction and survival. To prevent this, a Spill Prevention and Emergency Response Plan will be prepared and implemented. This plan includes having spill containment equipment onsite and personnel trained in spill response. Effective planning and mitigation measures will minimize the impact of spills, making any negative effects minor and localized.

Residual Effects

Through the proper use of mitigation measures, the potential effects from the construction and long-term use of the Community Access Road are expected to be effectively managed, minimized or mitigated.

The Community Access Road will cause changes to fish habitat quantity and quality through physical alteration of waterbodies where construction is completed below the high-water mark. Fish survival and reproduction will also be impacted due to improved public access to recreational angling areas. Mitigation measures and best management practices will be implemented to reduce the effects on the habitats.

Cumulative Effects

The Cumulative Effects Assessment considered the residual effects (left over effects after a mitigation measure is applied) of the Community Access Road and other future developments, such as the Northern Road Link, Anaconda and Painter Lake Forestry Access Road Upgrades and Rapid Lynx Broadband projects on fish habitats by changing waterbodies with crossing structures.

These changes can impact fish habitats by disturbing the waterbody bed, altering food supply, and changing water flows and the shapes and layouts of banks. The impact will depend on factors like the type and timing of construction, the specific habitats at the crossing sites, and whether the crossings are temporary or permanent.

To limit habitat loss, each project will have its own specific mitigation measures, including appropriate waterbody crossing structures, erosion control and environmental monitoring. These measures will follow best management practices and regulatory requirements, such as permitting.



Want to learn more?

If you are interested in learning more about this topic, please review the technical report available in the appendix of the Draft Environmental Assessment / Impact Statement.

Contact Info

You are welcome to contact the Marten Falls First Nation Community Access Road Project Team at any time with questions or comments.

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POISSONS ET HABITAT DES POISSONS RÉSUMÉ EN LANGAGE SIMPLE

Publié en février 2025



Les zones d'étude pour la route d'accès à la collectivité regorgent de nombreux lacs et rivières. Ces plans d'eau sont importants pour assurer la vie, l'alimentation, la reproduction et la migration des poissons. Nos études ont porté sur les poissons et leurs habitats dans la zone située près de l'empreinte de la route d'accès à la collectivité, ainsi que sur un rayon supplémentaire de 2,5 km autour de la route ; c'est ce que l'on appelle la zone d'étude locale. Dans les endroits où les tracés proposés traverseraient de l'eau, une zone plus grande a été examinée. La plupart de ces zones se trouvent dans le bassin versant de la rivière Albany, y compris des parties des bassins versants du cours supérieur de l'Albany Makokibatan, du cours inférieur de l'Ogoki et du cours supérieur de l'Albany Muswabik.

D'après les commentaires que nous avons reçus des Autochtones, du public, des autorités fédérales et d'autres groupes intéressés, six types de poissons ont été mis en évidence comme étant importants pour l'étude du projet de route d'accès à la collectivité ; ceux-ci ont été identifiés comme des « composantes valorisées ». Les six espèces de poissons sont :

- Nameh/esturgeon jaune
- Okaas/doré jaune
- Masamekos/omble de fontaine
- Naiwabe/grand brochet
- Atikameg/grand corégone
- Mihzhash/lotte

Ces six espèces de poissons ont été mentionnées dans des documents historiques ou trouvées lors d'études sur le terrain réalisées dans les différentes zones d'étude (p. ex. zone de perturbation de la construction, zone d'étude locale et zone d'étude régionale).



Conditions existantes

Habitat des poissons

Nous avons évalué 91 passages d'eau dans toute la zone d'étude. Neuf de ces passages se font sur de grandes rivières bien connues, comme les rivières Albany, Wabassi, Dusey et Ogoki. Les communautés autochtones locales ont identifié les rivières Ogoki et Albany, ainsi que le ruisseau Gourlie, comme ayant une grande valeur traditionnelle. Le savoir autochtone indique que la rivière Albany est un habitat de frai pour des poissons destinés à la pêche sportive, comme l'esturgeon jaune, le doré jaune et l'omble de fontaine, tandis que la rivière Dusey est un habitat de frai pour l'omble de fontaine et le grand brochet.

Des études sur le terrain ont révélé des zones de frai pour six espèces de poissons (esturgeon jaune, grand corégone, omble de fontaine, doré jaune, grand brochet et lotte) dans le ruisseau Gourlie et les rivières Albany, Ogoki et Dusey.

La zone d'étude locale compte de nombreux lacs et rivières qui offrent un habitat aux poissons. Il soutient 37 espèces de poissons, y compris les six espèces de poissons mentionnées ci-dessus. Les grands plans d'eau offrent un habitat pour les poissons toute l'année, y compris pour le frai, l'alevinage, l'alimentation et la survie hiémale. Les lacs et les rivières plus petits et moins profonds gèlent souvent en hiver, ils ne peuvent donc pas être utilisés par les poissons pour la survie hiémale. Ils offrent cependant un bon habitat pour le frai, l'alevinage et l'alimentation pendant certaines périodes de l'année, notamment au début du printemps et après la fonte des neiges.

Les cours d'eau, où l'eau bouge rapidement et dont le fond contient du gravier ou des galets, offrent des habitats de frai à l'automne pour l'omble de fontaine, et un habitat de frai au printemps pour les espèces de meuniers. Certains cours d'eau plus importants peuvent également offrir des habitats de frai pour l'esturgeon jaune. Les lacs comme le lac Patience peuvent offrir des habitats de frai pour des espèces comme le doré jaune.

Présence de poissons

Il y a 64 passages dans la zone de perturbation de la construction, qui se trouvent soit sur des plans d'eau où l'on sait qu'il y a des poissons, soit à moins de 2 km de ces plans d'eau. La plupart des données sur les poissons proviennent d'enquêtes antérieures sur le terrain. De nombreux plans d'eau nommés et certains des petits cours d'eau contiennent des poissons. Même s'il n'y a pas de données, il est probable que des poissons soient présents dans ces plans d'eau. Au cours de récentes enquêtes sur le terrain, des poissons ont été trouvés dans 16 des 46 sites échantillonnés.



Qu'est-ce que la...

Zone de perturbation de construction : la zone de perturbation directe attribuable à la construction

Zone d'étude locale : la zone où les effets directs de la route sont susceptibles de se produire

Zone d'étude régionale : la zone où les effets indirects sont susceptibles de se produire.



Effets potentiels et mesures d'atténuation

Modifications de l'habitat des poissons causées par les structures installées sur ou au-dessus des plans d'eau.

La construction et l'exploitation de la route d'accès à la collectivité pourraient avoir un impact sur les habitats des poissons, en particulier lors de l'installation de ponceaux (tuyau permettant à l'eau de passer sous une route) et de ponts. Pour réduire ces impacts, les meilleures pratiques de gestion seront suivies, le travail sera fait uniquement dans la zone nécessaire, les routes d'accès et les ponts existants seront utilisés lorsque c'est possible, et des contrôleurs environnementaux seront sur place pendant la construction. Pour veiller à ce que les habitats des poissons restent fonctionnels et ne subissent que de légères diminutions de productivité, des mesures de contrôle de l'érosion seront mises en place. Au besoin, des contraintes temporelles sur certaines activités de construction seront également utilisées pour protéger les habitats des poissons pendant les étapes importantes de leur vie.

Modifications de l'habitat des poissons causées par le défrichage de la végétation

Le défrichage de la végétation le long de la route d'accès à la collectivité peut nuire à l'habitat des poissons en modifiant la température de l'eau, l'approvisionnement en nourriture et la structure de l'habitat, surtout dans les cours d'eau plus petits. Afin de réduire ces effets, les lignes directrices pour le défrichage de la végétation de la zone riveraine seront suivies, l'utilisation d'herbicides sera évitée et les périodes particulières seront respectées, dans la mesure du possible, afin de restreindre les activités pendant la période de frai et d'autres étapes importantes de la vie. Ces mesures garantiront que les impacts négatifs sur les habitats des poissons sont minimes et surtout, réversibles.

Blessures ou mortalités des poissons dues aux travaux dans un cours d'eau

Des travaux effectués dans un cours d'eau peuvent nuire aux poissons et entraîner des blessures physiques, voire la mort, en raison de l'utilisation de la machinerie lourde et du dépôt de matériaux dans les plans d'eau. Pour réduire ces effets, toute l'eau prélevée sera filtrée pour empêcher les poissons d'y entrer, et les spécialistes en vie aquatique sauveront et déplaceront les poissons avant le début des travaux de construction. Avec la mise en place de ces mesures, on s'attend à ce que les impacts négatifs soient mineurs, localisés et de courte durée.

Modifications de la qualité de l'habitat en raison de la libération de sédiments lors de la construction de traverses de cours d'eau

La construction aux traverses de cours d'eau peut augmenter la quantité de sédiments présents dans l'eau, ce qui peut causer un stress ou nuire aux poissons et modifier leurs habitats. L'impact dépend de la quantité de sédiments présents et de la durée de leur présence. Les sédiments fins peuvent étouffer les plantes et réduire la qualité de l'habitat. Afin de réduire au minimum ces effets négatifs, des mesures de contrôle de l'érosion et des pratiques de construction prudentes seront utilisées. Ces mesures aideront à minimiser les effets négatifs, les rendant locaux, peu fréquents et de courte durée.

Modifications de l'habitat des poissons en raison de l'installation de traverses de cours d'eau

Différentes parties de cours d'eau, comme les zones profondes, les zones peu profondes ayant un courant rapide et les sections à écoulement régulier, sont importantes pour l'habitat des poissons. La construction peut modifier la forme et la stabilité du chenal, augmenter les sédiments et affecter l'écoulement de l'eau, ce qui peut entraîner des changements à long terme sur des éléments permanents tels que les ponts.

Les ponceaux peuvent également rétrécir le chenal et modifier les schémas d'écoulement de l'eau. Pour réduire ces effets, des mesures de prévention de l'érosion seront utilisées pour remodeler les zones perturbées et éviter autant que possible le nivellement des berges. Lorsque des traverses de cours d'eau sont installées sous la laisse de crue, elles peuvent avoir un impact négatif sur les habitats des poissons, mais uniquement dans la zone de construction immédiate. Les changements sont mineurs et n'entraîneront pas de perte d'habitat ou de poissons. Pour les passages permanents, ces effets dureront longtemps et ne peuvent pas être inversés. Pour les passages temporaires, les effets dureront jusqu'à ce que les passages soient retirés.

Modifications de la qualité de l'habitat de poissons en raison des contaminants atmosphériques et de la poussière

La construction va créer des contaminants atmosphériques et de la poussière, et ainsi affecter la qualité de l'eau et les habitats de poissons. Pour réduire ces effets, un plan de gestion de la poussière et de la qualité de l'air sera préparé et mis en œuvre. Ce plan comprend des mesures, comme le recours au covoiturage, le contrôle de la poussière et la réduction au minimum des émissions de véhicules par grand vent. Ces actions aideront à protéger les habitats de poissons et à maintenir la qualité de l'eau.

Modifications de la survie, de la reproduction et de la répartition des poissons en lien avec les traverses de cours d'eau permanentes

Les structures de traverses de cours d'eau peuvent empêcher les poissons d'accéder à leurs habitats. Pour prévenir cela, les ponceaux seront conçus de manière à permettre aux poissons de les traverser. Par ces mesures, on s'attend à ce que l'impact sur la survie et la reproduction des poissons soit mineur et localisé.

Modifications de l'habitat des poissons en raison des changements dans les eaux souterraines

Les modifications du débit de l'eau peuvent avoir un impact sur les habitats de poissons, affecter leur frai, leur alimentation et leur migration. La construction peut altérer les flux d'eau souterraine, modifiant le drainage, les niveaux d'eau et les habitats des poissons. Des mesures d'atténuation, comme la gestion des eaux de surface et le contrôle de l'érosion, contribueront à garantir que ces impacts soient mineurs et localisés.

Blessures ou mortalité chez les poissons liées aux explosions

Le dynamitage fait dans l'eau ou près de l'eau peut nuire aux poissons en créant des ondes de choc, qui les blessent ou les tuent selon le type d'explosif et la proximité des poissons. Afin de réduire au minimum les dommages, le dynamitage ne sera utilisé que si d'autres méthodes ne sont pas possibles. Un plan détaillé de gestion des explosifs et des communications sera élaboré et suivi. Les lignes directrices comprennent le maintien des changements de pression et des vibrations à des niveaux sécuritaires, comme indiqué par Pêches et Océans Canada, afin de minimiser les impacts sur les poissons et leurs habitats.

Modifications de la survie et de la reproduction des poissons à cause de l'amélioration de l'accès du public aux zones de pêche récréative

La route d'accès à la collectivité pourrait permettre une augmentation de la pêche par les collectivités avoisinantes et les travailleurs de la construction. Toutefois, une augmentation de la pêche récréative est peu probable, car la région est éloignée. L'accès accru pourrait également favoriser la propagation d'espèces envahissantes et de maladies. Les mesures d'atténuation, comme le retrait des infrastructures temporaires et l'élaboration de politiques pour les travailleurs du projet, contribueront à réduire au minimum ces impacts, ce qui entraînera des effets mineurs sur les populations de poissons.

Modifications de la survie et de la reproduction des poissons à cause des déversements de carburants ou d'autres matériaux

Les déversements pendant la construction peuvent nuire à la qualité de l'eau et aux poissons en causant une toxicité qui affecte leur reproduction et leur survie. Pour éviter que cela se produise, un plan de prévention des déversements et d'intervention d'urgence sera préparé et mis en œuvre. Ce plan comprend l'équipement de confinement des déversements sur place et du personnel formé en intervention en cas de déversement. Une planification efficace et des mesures d'atténuation permettront de réduire au minimum l'impact des déversements, rendant ainsi les effets négatifs mineurs et localisés.

Effets résiduels

Grâce à l'utilisation adéquate de mesures d'atténuation, les effets potentiels de la construction et de l'utilisation à long terme de la route d'accès à la collectivité devraient être gérés, réduits ou atténués de manière efficace.

La route d'accès à la collectivité entraînera des modifications de la quantité et de la qualité de l'habitat des poissons en raison de l'altération physique des plans d'eau où la construction est effectuée en dessous de la laisse de crue. La survie et la reproduction des poissons seront également affectées en raison de l'amélioration de l'accès du public aux zones de pêche récréative. Des mesures d'atténuation et des pratiques de gestion optimales seront mises en œuvre pour réduire les effets sur les habitats.

Effets cumulatifs

La construction de plusieurs projets, y compris de la route d'accès à la collectivité, pourrait avoir des effets cumulatifs (ou combinés) sur les habitats des poissons en raison de la modification des plans d'eau par des structures de traverse. Ces changements peuvent avoir un impact sur les habitats des poissons en perturbant le lit du plan d'eau, en modifiant l'approvisionnement alimentaire et en changeant les flux de l'eau ainsi que les formes et les agencements des rives. L'impact dépendra de facteurs tels que le type et le moment de la construction, les habitats spécifiques aux sites de passage et le fait que les passages soient temporaires ou permanents.

Pour limiter la perte d'habitat, chaque projet aura ses propres mesures d'atténuation spécifiques, y compris des structures appropriées pour la traverse de plans d'eau, le contrôle de l'érosion et la surveillance environnementale. Ces mesures suivront les pratiques exemplaires de gestion et les exigences réglementaires, telles que l'obtention de permis.



Voulez-vous en savoir plus?

Si vous souhaitez en savoir plus sur ce sujet, veuillez consulter le rapport technique disponible en annexe de la version préliminaire du rapport d'évaluation environnementale ou du rapport d'étude d'impact.

Coordonnées

N'hésitez pas à contacter l'équipe du Projet de route d'accès à la collectivité de la Première Nation de Marten Falls à tout moment si vous avez des questions ou des commentaires.

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KINOSHE EKA MIINAWAA

KINOSHE KATASHIKEA

PAYATE ISHIKIISHWEWIN MAMAW TIPACIMOWIN

Ekii'oshipiikatek kacakosich kiisis 2025



Eka omaa aki katashinanakacicikania tapi ko- tashikei ocicisania miikana kay ishipimatamoo mishi sahakikani mina sipi ayaa no. Eka oke nia sahakikani mina sipi maa kicine taka no kinoshe katashipimatisia, mina katashii sinia eka katashinitai kihitaa. eka ninanakacicikei nina okinanakaciya kinoshe mina katashikea ahi ota miikana ka-ocipeshinaka nini, eka omaa neke 2.5 tipahaka kay ishipimatamoo; eka ishinikate omaa nekekami nanakacicikei. eka imaa ke'ociasotamoo nipika miikana, maa mi tahi piko kinanakacicikania. Eka oke nia kakinanakacicikateki a pani pisi kaishipimicia, eka mina kitacia ni an pani makopata, mina nisacia okoki, eka kitacia ni an pani ma a-pii kaishipimicia.

Eka anishinaabe otikitoi nia kakiminikoya, mina kotakiya ai ya mina okimai anokinakana eka nanaka ai ya, mamaw nikota sa yekonakosia kinoshe kakicine takosia o'e tashikei miikana kapiminaanakacicikate; eka oke nia kecina ka ya cinanakaciyakanoa. Eka oke nia kinoshe:

- Nameh
- Okaas
- Mashameko
- Naiwabe
- Atikameg
- Mihzhash

ka oke nia kakota sa yekonakosia· kinoshe ashay kimaa·tosinaha·kanoa mina ekimikaa kanoa kotakiya oke nia nanakacicikei na kakitocikatekipani omaa akika (toka, kakitananokinania, mina omaa nanakacicikei·ni eka omaa nekekami nanakacicikei·ni).



Kinoshe Katashikea

Eka 91 nikananakacitomina ka-ociaso kania nipika omaa nanakacicikei ni. Eka oke nia sakoso katasiki aso kai na maa misaa, toka an pani, a pasi, tosey eka okoki sipi. eka omaa anishinaabe ka-ocia o'l tanaa okoki eka an pani sipi eka keni sipi, maa mi tahi anishinaabe kekona ekipitocikateki. Eka anishinaabe kike tamai e cikemaka o'e an pani sipi maa mi tahi kinoshe eyamaniyaa toka nameh, oka eka mashameko, eka i 'omaa tosi sipi eha amaniyaa mashamekosa eka na a pe.

Eka meka kapiminanakacicikania kimikikate oke nia kakota sa yekonakosia kinoshe (Nameh, Atikameg, Mashameko, Oka, Nawape, eka mishah ekimikaa·kano'a keni kini eka an pani, okoki eka tosey ziibii.

Eka omaa kakinanakacicikania mishinatino sakahikani mina ziibii kinoshe katashike eka mamaw 37 kapimataki otocii·cihikonaa, eha kaye kakota sa yekonakosia kinoshe kaanimomakanoya. Eka maa kaishimakikama kape kapimiyakia·nini omaa kinoshe tashikeya, mina ishiamaniyaa, mina etanacikea, eka kapiponini kaye omaa tanacikea. Eka maa kayshiakasakami mina kaishitapasakami napi nitayaka·tino meka kapipo, ami'e apii eka kinoshe o'e ni ekiapacitoya eka sako, o'e, ka ya amaniyaa keya mina e-otacikeya meka kayakiya nini, tepew ota meka kasika nini na ta kai ka sika nini meka kakina kekona kanikiteki.

Eka omaa ziibisa kayshikishicia ki ahi kataka neka mina asinisa o'l cihikonaa omaa citashiiyamaniyaa toka mashamekosa eka kasika nini eha namehpina. Eka imaa naa kaishikicipimicia eha namehkosa. Eka sakahikani toka peyshi sakahika kecina omaa kaye taka nini kayshiiyamaniyaa kinoshe toka wa'e oka kaynakano.

Kinoshe Katashikea

Eka mamaw 64 tasino oke nia aso kay na omaa katananokinaniya toka imaa nipika oke niya kinoshe katanenimakanoya mina 2 tipahaka kayapisinaka nini imaa sanahikani. Eka wo'e kinoshey nanakacicikei ahi ki-otinikate piotana nanakacicikei na. Eka mishinatino oke niya sakahikani mina kayakasakamiki oke niya ziibiisa kinoshe katashikeya. Eka ki-pi eka maa·tonikei na etaka ki , kecina omaa kinoshe ayatoke na. meka kakipimi nanakacicikaniya, kinoshe 16 nanakacicikei na kimikaa·kanoya mamaw 64 katasiki.



Ekonen iwe...

Katashioshikatek

Ketashimikoshkacicikaniwak: ketashiisisek mikoshkacicikewin mekwach oshicikatek

Ketashinakacicikaniwak: ketashi miikoshkikemakak iwe miikanan katashi oshicikatek

Tetipahi nakacicikewin: inekehi ketashinakacicikaniwak tetipahi.



Kayepiko a Nacikey na eka miinawaa Onacikey na

Oshicikatek miinawaa kinwensh apacicikatek iwe tashiikewin miikana taisise ciwanacikemakak imaneke kiikoonsak miinawaa kiikoonsak katashiiwitowach. Iwe oma nanshiyehi wiincikemakan iniweniwan kainencikatek keisisekin miinawaa keishimamiinocikaniwak keinacikatekin citapasinikatek iniweniwan kemansisehiwemakakin onci tashiikewin miikana.

Kayacise Kinoshe Katashikeya Kekoona Ka-oshicikateki oci mina Ka-ociaso Katamocikania Nipika

Eka mikananiya mina anokinania kecina taa nacikateni kinoshe katashikeya, tepew ota piya piko acikateki ke-ociaso kaniya (eka· omaa piya piko ami'omaa nipi keocisapa·shikai¹ miikana) eka ashokanatiko. Eka, eka osat cimahciseki kekona, mi ko ka ya okimai onacikei na cipiminisahikateki, imaa ota tepew kaishitananokinania, mina ciapataki ashay kataka·ki mikana mina ashokanatiko, eka kaye akii nanakacicikei na ciapataki meka pimi anokinania mina pimi mikanakaniya. Mi ko· kiyapi omaa kinoshe citashikeya, mina piko eka osat cikicia nacikateni, eka eka mina osat cimetise neka. eka mina ka ya cionateki anapi kekishicikate imaa katananokinania, Eka ta, wo'e ka-ocitocikate ka ya cikanae cikateni omaa kinoshe katashikeya, eka maa wo'e kicine taka citocikate.

Kayaciseki Kinoshe Katashikeya apii Kapa Ke Pahikate Aki

Eka kapa ke pahikate aki imaa naniyahi tashikei mikanakei ni kinoshe kaye katashikeya ta-ocimacitocikateni osat apii kishoya·kaminini, eka mina taka nini ka-otacikey eka mina otashikeya·niya, imaa ota tepew kayshicaka catpiyani. Eka, eka wo'e ciishise, ka ya cipiminisahikate kaishipakose taka pa ka tahikeyi mina piko kana'e cike'i, eka, eka mina picipoi kayacikate ciapatanini, eka kecina ka ya onacikeyi na cinanakataye cikateki, eka ciya nacikate kayshi anamaniya kinoshe mina piko kotakiya pimatsoyi na kakicine taka ki. Eka onacikeyi na e-cihiye makano eka osat cinishonacikateni kinoshe·otashikey iniya.

Kamakiyakanoya mina Kanishonaciyakanoya Kinoshe imaa neke Katashikeya wo'e· Miikanakeyi Oci

Eka nipika neke katananokinaniya maa nicinaka cimakiyakanoya mina cinishonaciyakano kinoshe osat kiciotapana mina apacicikana kayapataki nipika. Eka wo'e eka ciishise, nipi ci-otapinikate mi ko ka ya cinanakacicikate eka mi ko kinoshe cika paka·hakanoya, eka oke niya kaishinakacitoya. anokinakana e-naa okaotapinaa mina paka ci-atay asaa kinoshe ama ye matanokinaniya. eka onacikeyi na ka ya apataki, napi paki taa·nacikania, mina piko na ta acinayi omaa citananokinaniya.

Kayaciseki Kinoshe Katashikeya Apii Keko Kayapacicikateki Meka Kapimi Mikanakaniya imaa Ashokanatiko Kayshi'asakanoya

Eka meka kapimi anokinania omaa ka-oci'aso kaniya napi mi tahi kekona taayaa no nipika, toka maa ci'a nahikoya kinoshe mina ci-aciseni katashikeya. Eka ahi ta-ocikike taka ani miniko kekona ke-ayanike imaa katashikeya eka ani mina miniko kepimisenike. Eka oke niya kekona ma koshi na ta ta-ocinitai kino na ta apii ci-acoseni kinoshe katashikeya. Eka, eka wo'e ciishise, ka ya kekona cinanakacicikateki mina ka ya anokii kayshipakose taka ci-apata. Eka onacikey na tay cihie makano, na ta kaye acinai cipimanokate.

Kayepiko a Nacikey na eka miinawaa Onacikey na

Kayaciseki Kinoshe Katashikeya Apii Eha Ashokanatiko Kayasimakanoni

Eka nanaka ishinaka imaa kayshinihpiya, ati mina ki kayaa-ya, eka mina caka katpiyaa kayshikishici'ya mina imaa kayshipimiciya eka maa oke niya kicine taka no citaka niniki kinoshe katashikeya. Eka ki pi apii anokinaniya na ta apii ta-ocimayakiciya, mina kekona ci-ani mishinatiki eka cimayakise kaishi pimiciya, eka ami'e apii kina ka cipimiseki kekoona osat ashokanatiko kakiasakanoya. Eka ashokanatiko kaye tamayakiseni apatisiya tepew ota kayshiciya. Eka, eka wo'e ciishise, ka-ya onacikey na ci'apataki eka mina ci-acose neka kayapacitoyaa kinoshe eka mina mi tahi ci'a nacikate kayshipimiciya. Eka oke niya ashokanatiko onasakanoya, na ta kaye taishiseni cinaa-cikateni oke niya kinoshe katashikeya, imaa ota tepew mayat katananokinaniya. Eka oke niya napi paki tayaciseya no eka kay taa nacikatesi kinishe otashikey niya. Eka imaa tashini kay ociyaso kaniya, a nacike'i na kina ka tapimisia-no eka kai takimininate-sinoya. eka omaa acinai ka-oci-aso kaniya, a nacikey na tapimiseya noya meka ateki aso kay na panima piko otapinikateki kaicikate.

Kayaciseki Kinoshe Katashikeya Imaa Neke Nipika Mayat Katanatakeya

Eka apii kamayakise imaa nipika ami'e apii eishiseni e-a nacikateni kinoshe katashikeya, mina ka-otacikeya eka kaynatakeya. Eka mikanakey na ta kaye okaa naye paha kayshiciya nini, mina ci-ocisakicia nini mina kayapitakaminini eka katashikeya. Eka onacikey na ka ya piminisahikateki kai taa nacikateya sino kayshiciya mina neka napi paki kekona taa nacikateya no.

Kayaciseki Kinoshe Ka-ocipimatisoya, Ka-ocinitay Kiya Osat Oke Niya Ashokanatiko

Eka oke niya ashokanatiko kayapataki na ta apii okakipako kakonaa kinoshe eka cikinatakeya otashikey niya. Eka, eka wo'e ciishise, tayshinakoyakanoya ashokanatiko cimakii panese'a kinoshe keyshipimatikaya. Eka oke niya onacikey na apacicikateki, napi paki kenoshe okaa nahikonaa.

Kayaciseki Kinoshe Katashikeya Toka Kapakitinamotamoya Mina Kekona Kapia-siki

Eka mikanakei napi mi tahi kekona ta-oci-ayaa no pakitinamoy ni mina kapimasiki kekona, eka kaye cia-nacikemakaki nipika mina kinoshe katashikeya. Eka eka wo'e ciishise, ka ya a-e-nacikey cika yatinikate mina cianokikacikate. Eka wo'e a-e nacikey, cikanaa pamakanoya kaye otapana kayapacisia, mina piko cianokate eka mi tahi kekona ciinakoteki nipika meka kaye kakicinoti. Eka wo'e tocikate maa ka ya takaye cikate no kinoshe katashikeya mina ka ya ciinakami nipi.

Baashkisikey Okamakihikonaa mina Cinisikoya Kinoshe

Eka naniyahi nipika kinoshe okamakihikonaa kapakisikaniya nini apii kanikahkamikiseni ami'e ni kemakihikoya mina kinisikoya osat esokanesini eka mina osat ekipeshinakosiya. Eka, eka wo'e ciishise, tapakisikaniya eta ki pi osat mishaki kekona toka kiciasini. Eka mina pakisikey mina ayamihitoy okimay a e nacikey cioshickate eka kecina cipiminisahikate. eka oke niya onacikey na ahi kaye tapakose taka eka osat cikicinanakahmikise eka mina eka mi tahi cikicipakisikaniya, tapi ko i'e kinoshii pimocikey eka kicikamii kanata otanacikey niya kaynate ci-apatani, eka osat cia nahikanoya kinoshe.

Kayepiko a Nacikey na eka miinawaa Onacikey na

Kayaciseki Kinoshe Katashikeya Opimacihoi Niya Eka Ka-ocinitai-kihitoya Mi ko Ka-ya Cikanaa Pacikateni Eka Mi tahi Ci'a Nahakanoa'

Eka wo'e mikanakey ahi tashikey na kapeshinaka no na ta kaye anokinakana ta-ocishaa cia tai ka ke picikeya. Maa mi tahi taka ke picikaniya, sako, wo'e ka-ocishise apii kamikanaa. eka mina paka kinoshe mina a-e yashisha tapitakonakanoya na ta tapitakoshinia eka akosoy na okatakotonaa. eka kecina onacikey na ciayaki, toka acinay ciotapinikateki anokii apacicikana mina cionacikateki onashie'i'na anokinakana kepiminishahamoya, mi ko cionacikateki oke niya ke'a nahiko'a kinoshe.

Kayaciseki Kinoshe Katashikeya Toka Ka-ocipimatisoya Apii Kaka-Napiseniki Picipoa po Mina Kotakiya Kekona

Eka apii picipoya po kaka napiseki maa takici macakamicikemaka eka apii cimacitotakoya kinishe eka kicipimacihoya eka mina cikinitai kihitoya. Eka, eka wo'e ciishise, ka ya cika-yacikicate mina cianokikacikate wo'e kiciishisey mina kanocikei a e nacikey. Eka wo'e a e nacikey cianimocikate ani keyshikanaa pacikateki kaka napiseki picipoya po eka mina ai-ya ka ya ciki kihkinohamaa kanoya ketotamoya. Eka ka ya a-e nacikey taka, maa piko paki tatocikemaka ki pi picipoa po sikiseki na ta ka-napiseki.

Kekona Ka-ocimacikemakaki

Eka ki pi ka ya onacikey na apataki, eka mina oke niya kekona na ta macitotae-makaki toka apii kina ka miikana apacicikate ami'e keishise mi ko ka ya cipiminanakacicikania, mina piko cionacikateki kekona kay macicikemakaki omaa kaishipimatamoo miikana. Eka wo'e miikanakei taa-nacikemaka eha kinoshe otashikei nia mina piko wo'e nipi kay-shitaka eka mina ami'omaa ke-ocikike taka ani keyapitakamaninike i ka miikanakaniya. Eka kinoshe ka-ocipimacihoya mina ka-ocinitai-kihitoa kaye mi tahi taa nacikateni osat apii mishi ai ya ciapacitoya wo'e mikanani. Eka ami'e ka-ocikicine taka ki onacikey na mina onashi'e i na cionateki mina cianokikacikateki mi ko ka-ya cikana'e cikateni kinoshe katashikeya.

Nanaka a Nacikey na

Eka nanaka kekona ka-oshicikateki, ahi kaye tashikey mikanakey (mamaw) kaycikate, maa nicinaka cia nacikateni oke niya kinoshe katashikeya osat apii kaye kaociacicia nini katashikeya ahi ota katocikemakaki aso-i-kai-nai naita ashokanatiko. Eka oke nia a nacikeya na maa mi tahi taa naseya kinoshe katashikeya, mina anokii, mina ka-otacikeya, mina ahkini kaocimayakinakanini ima nanew. Eka panima takikeytaka ani keishinaka-ninike oke niya a nacikey na eka ani mina miniko kepimanokinaniya ninike kai mikanakania- mina kai ociaso kania, ki pi kaye acinai- na ta kina ka kiyapataniya ke aso kai na.

Eka, eka wo'e ciishise, pinama kakina anokii na takanaa pacikatey no mina onacikey na citaka-ki, imaa ota kai ociaso kaniya nipika, mina kaishimetise neka mina ka ya aki cipimi nanakacicikate. Eka oke niya onacikei na ka ya tayapacicikateya no mina cipiminishahikateki pakose cikey-na, toka ima nakocikei kayshitaka.



Awashime na kiwiikikentan?

Kiishpin ekiciinentaman awashime ewiikikentaman owe katashincikatek, onci nakacitoo iwe kanakaciwitipacimomakak tipacimowin imaneke kasakisink oma misise ahkiiwin nakacicikewin/ isisein ikitowin.

Kekanonach Wiintamakewinan

Kinantomiko ima cishayan akwaaahkiink tashiikewinik miikana kapimanokiitamowach anapii piko wiikakweteyan kayema wiipakitinaman ikitowin.

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A2.4.5 Groundwater & Surface Water





GROUNDWATER & SURFACE WATER PLAIN LANGUAGE GUIDE

Issued February 2025



The areas studied for the Community Access Road have many lakes and rivers that are both above and below the surface of the land. It is important to study both as water impacts every aspect of life.

Groundwater is any water that is found below the Earth's surface. Groundwater is held below the ground in soil and rock layers known as aquifers. For many people, groundwater is the primary source of drinking water.

Water accumulates underground from surface water that seeps through the Earth's surface, eventually becoming groundwater. To understand the area's groundwater, we must also understand what the land and soils that surface water passes through are made up of.

Surface water is water that collects on the ground's surface and can be in the form of a permanent waterbody, like a lake or river, or as a temporary feature, like seasonal spring run-off. Surface water is important to community well-being and day-to-day life. It is an essential source of drinking water, and is important culturally, spiritually and recreationally. Surface water also supports environmental biodiversity and helps sustain all forms of life.



What is...

Bedrock is solid rock layer underneath soil and loose materials



What is...

Watershed is a land area that collects rain and snow and drains it into a common body of water, such as a river, lake, or ocean.

Existing Conditions

The study area is mostly bedrock in the southern parts of the footprint of the Community Access Road, with sloping, generally flat terrain of wetlands with peat in the northern and eastern parts. The Community Access Road lies within three watersheds: Upper Albany – Makokibatan, Lower Ogoki, and Upper Albany – Muswabik and includes 94 different waterbodies. The land of these watersheds is made up of:

- Organic materials like decayed plants and animals that have turned into soil;
- Deposits from ancient lakes and rivers; and
- A mix of rocks, sand and clay left behind by glaciers.

The land in these areas is mostly covered forests and has moderate elevation, averaging between 215 and 260 meters.

Generally, shallow groundwater flow follows the local topography. On a regional scale, groundwater flow is similar to the surface water, which flows north and east towards James Bay. Most groundwater accumulates / recharges in spring as snow melts.

Surface water yield is the amount of water that comes from rain, melting snow and groundwater that flows into rivers and streams. This is important for managing water resources in the area. On average, the area gets 122 to 384 millimeters of surface water yield each year.

Water Quality

Groundwater and surface water were tested for things like minerals, dissolved metals (including mercury), and volatile organic compounds. Samples were collected, sent for laboratory analysis and compared against Canadian and Ontario standards for drinking water quality, groundwater quality and water quality that protects aquatic life. Some lab results were above the standards each time they were tested and others only in the summer during low water flow. As there are no major developments in the area / region, the elevated numbers suggest that some measurements are naturally higher. As such, the local wildlife, fish and plants have adapted to these conditions and flourished.

Water Quantity

With the water table being almost flat across the study area, the movement of groundwater is slow. Field investigations show that the area mainly has shallow groundwater, which interacts with surface water, flowing from higher to lower areas and into waterbodies. Additionally, groundwater movement within the study area is further slowed by areas that are made up of silt and clay. These soils do not allow water to pass through them as easily as other materials and slows down the rate that groundwater flows.

Surface water levels are mainly affected by snowmelt and rainfall and are higher in spring and fall. In summer and winter, water levels are lower because of dry or frozen conditions.



What are...

Volatile organic compounds (VOCs) are a type of organic chemicals that evaporate into water or vaporize easily into the air. When VOCs are found in water it is typically the result of human activity such as oil spills or hazardous waste dumps. The impact on health varies depending on the type, amount and length of exposure to them.

Potential Effects and Mitigations

The Community Access Road may affect the quality and quantity of groundwater and surface water during construction and long-term use (i.e. operations and maintenance).

Groundwater

- Short term use of water for construction activities like installing footings or supplying temporary camps;
- Use of water for maintenance and repair activities;
- Clearing vegetation, and building roads and other facilities;
- Removing water from pits or quarries for material extraction;
- Interrupting groundwater flow in peatland areas during road construction;
- Accidental spills and leaks of fuels and chemicals;
- Waste and wastewater from construction activities;
- Blasting residues from breaking up rock;
- Exposing materials that can generate acid or leach metals during construction; and
- Use of chemicals for dust control and de-icing during road maintenance.

Surface Water

- Short term use of water for construction activities like installing footings or supplying temporary camps;
- Accidental spills and leaks of fuels and chemicals;
- Waste and wastewater from construction activities;
- Blasting residues from breaking up rock;
- Exposing materials that can generate acid or leach metals during construction;
- Use of chemicals for dust control and de-icing during road maintenance;
- Changes in the water quality because of leftover wash-off from trash, waste and leachate at waste handling and storage sites;
- Changes in the quality of water because of leftover wash-off from organic debris during vegetation maintenance; and
- Changes in the quality of water and sediment in nearby waterbodies because of increased erosion in disturbed and exposed areas, leading to sediment being carried and deposited.
- Mitigation measures have been proposed to reduce and / or eliminate or monitor each potential effect. Monitoring activities have also been proposed. These include:
 - Obtain permits for water use and discharges according to provincial regulations;
 - Obtain permits for aggregate pits and quarries under the Aggregate Resources Act;
 - Implement best management practices for design, construction and long-term use of the road;
 - Where possible, wastewater and wash water will be treated prior to being discharged to the local environment, in compliance with government regulations;
- Roads and waterbody crossings will be designed to avoid restricting groundwater flows and minimize impacts on surface water channel characteristics;
- Develop and implement an Erosion and Sediment Control Plan that includes the installation, management and monitoring of appropriate erosion and sedimentation control measures for surface water conditions;
- Develop and implement environmental plans, including spill prevention, waste management and blasting communication plans;
- The storage and handling of solid, organic and hazardous wastes will follow appropriate plans and control measures, and in compliance with applicable laws;
- Restore temporary construction sites to natural conditions after use;
- Maintain roads to provincial standards, including guidelines for dust control;
- Implement a monitoring program to identify potential changes in groundwater and surface water quality and quantity, due to road activities. Surface water monitoring programs may include water quality, streamflow conditions, implications on fish species and habitat, channel stability, and drainage pattern. Groundwater monitoring programs may include assessing water quality parameters (i.e., pH, temperature, conductivity, hardness, total dissolved solids); and
- Establish monitoring programs for potential acid-generating or metal-leaching materials and their effects on water quality and quantity, for groundwater quality.

Residual Effects

Through the proper use of mitigation measures, the potential effects from the construction and long-term use of the Community Access Road are expected to be either eliminated or minimized. Left over effects (after a mitigation measure is applied) is called a residual effect.

The predicted residual effects for groundwater are:

- Dewatering pits or quarries can change groundwater levels up to 721 meters, potentially exceeding 50% of natural variation. These changes are reversible once dewatering stops;
- Road construction in peatlands may restrict groundwater flow and change levels, which may cause long-term effects that are reversible;
- Construction waste and the release of wastewater can affect groundwater quality, with medium-term effects that are reversible once construction stops;
- Blasting residues can affect groundwater quality, with medium-term effects that are reversible after blasting ends; and
- Road maintenance activities can affect groundwater quality over the long term, but stay within water quality standards with proper mitigations. As these activities are short term in duration and temporary, the potential for any effects will be reversed once the maintenance activity is completed.

The predicted residual effects for the surface water are:

- Short-term water takings during the construction phase may result in changes to surface water quantity through reduced streamflow and / or water levels at nearby waterbodies. The specific locations, durations, and volumes of these short-term water takings will be determined during the detailed design stage of the Community Access Road;
- Discharging water during construction can affect the quality of the water and the sediment;
- Redirecting water during construction can change the amount and quality of water and sediment;
- Permanent changes to the land from construction and maintenance can affect the quantity and quality of water, as well as quality of sediment; and
- Organic debris can be washed into nearby waterbodies during construction due to increased erosion, affecting water and sediment quality.

Cumulative Effects

The Cumulative Effects Assessment considered the residual effects (left over effects after a mitigation measure is applied) of the Community Access Road and other future developments, such as but not limited to the Northern Road Link, Anaconda and Painter Lake Forestry Access Road Upgrades and Rapid Lynx Broadband projects, on ground and surface water.

The effects of the two road projects (Northern Road Link and Anaconda and Painter Lake Upgrades) are expected to be similar to the Community Access Road because they are part of the same road corridor; slightly higher effects may occur where these roads meet. The cumulative effects on groundwater and surface water are expected to remain manageable.

Monitoring programs will be set up to ensure the accuracy of the effects assessment and guide the mitigation measures. The following monitoring programs should be implemented:

Construction Monitoring

- Set up stations to monitor groundwater levels and quality before construction to make note of the conditions and support permitting. Continue monitoring to identify any impacts on groundwater, with oversight from qualified environmental staff;
- Test soils and bedrock for potential acid rock drainage before construction;
- Conduct surface water surveys at waterbody crossing locations that have not been assessed yet or where work is planned below the high-water mark to meet additional permitting requirements;
- Monitor water taking and release as well as quality of discharged water;
- Inspect all erosion and sediment management measures, bank stabilization features, and temporary in-water construction installations to ensure they are effective; and
- Monitor total suspended solids along with visual inspections for oil, and check streamflow rates and water levels at all water crossings with in-stream work to verify the effectiveness of construction procedures and mitigation measures.



Long-term Use (i.e., Operations) Monitoring:

- Sites with observed impacts should be monitored until conditions return to existing conditions or a remediation plan is implemented;
- Inspect all new permanent water crossing structures (culverts and bridges) and roadside drainage features to ensure they work properly; and
- Monitor water quality, sediment quality and streamflow conditions at sensitive waterbodies to check for any changes that could affect fish habitat, species at risk, channel stability, drainage patterns or other environmental factors.





Want to learn more?

If you are interested in learning more about this topic, please review the technical report available in the appendix of the draft Environmental Assessment / Impact Statement.

Contact Info

You are welcome to contact the Marten Falls First Nation Community Access Road Project Team at any time with questions or comments.

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EAUX SOUTERRAINES ET EAUX DE SURFACE

RÉSUMÉ EN LANGAGE SIMPLE

Publié en février 2025



Les zones étudiées pour la route d'accès à la collectivité comprennent de nombreux lacs et rivières qui se trouvent à la fois au-dessus et en dessous de la surface du sol. Il est important d'étudier les deux, car l'eau a un impact sur tous les aspects de la vie.

Les **eaux souterraines** sont toutes les eaux situées sous la surface de la Terre. Les eaux souterraines sont retenues sous terre dans des couches de sol et de roche appelées aquifères. Pour de nombreuses personnes, les eaux souterraines sont la principale source d'eau potable.

L'eau s'accumule sous la terre en provenance de l'eau de surface, elle s'infiltré à travers la surface de la Terre, devenant éventuellement des eaux souterraines. Pour comprendre les eaux souterraines de la région, nous devons également comprendre la composition des terres et des sols traversés par l'eau de surface.

L'eau de surface est l'eau qui s'accumule à la surface du sol et peut prendre la forme d'un plan d'eau permanent, comme un lac ou une rivière, ou d'une caractéristique temporaire, comme l'écoulement saisonnier du printemps. L'eau de surface est importante pour le bien-être de la collectivité et la vie quotidienne. C'est une source essentielle d'eau potable et elle revêt une importance culturelle, spirituelle et récréative. L'eau de surface soutient également la biodiversité de l'environnement et contribue à la survie de toutes les formes de vie.



Qu'est-ce que la...

Le substrat rocheux est une couche de roche solide sous le sol et des matériaux meubles



Qu'est-ce que la...

Le bassin hydrographique est une zone terrestre qui recueille la pluie et la neige et la vide dans un plan d'eau commun, comme une rivière, un lac ou un océan

Conditions existantes

La zone d'étude est principalement constituée de substrats rocheux dans les parties méridionales de l'empreinte de la route d'accès à la collectivité, avec un terrain en pente, généralement plat, composé de milieux humides contenant de la tourbe dans les parties nord et est. La route d'accès à la collectivité se trouve à l'intérieur de trois bassins versants, à savoir : le cours supérieur de l'Albany – Makokibatan, le cours inférieur de l'Ogoki et le cours supérieur de l'Albany – Muswabik, et comprend 94 plans d'eau différents. Le territoire de ces bassins versants est composé de ce qui suit :

- Des matériaux organiques tels que des plantes et des animaux en décomposition, qui se sont transformés en sol ;
- Des dépôts provenant de lacs et de rivières anciens ;
- Un mélange de roches, de sable et d'argile laissé par les glaciers.

Le territoire de ces régions est principalement couvert de forêts et présente une élévation modérée, avec une moyenne comprise entre 215 et 260 mètres.

En règle générale, l'écoulement des eaux souterraines peu profondes suit la topographie locale. À l'échelle régionale, l'écoulement des eaux souterraines est similaire à celui des eaux de surface, qui s'écoulent vers le nord et l'est en direction de la baie James. La plupart des eaux souterraines s'accumulent/se rechargent au printemps à la fonte des neiges.

Le rendement des eaux de surface est la quantité d'eau provenant de la pluie, de la fonte des neiges et des eaux souterraines qui s'écoule dans les rivières et les cours d'eau. Ceci est important pour la gestion des ressources en eau dans la région. En moyenne, la région reçoit un apport d'eau de surface variant de 122 à 384 millimètres chaque année.

Qualité de l'eau

Les eaux souterraines et les eaux de surface ont été testées pour des éléments tels que les minéraux, les métaux dissous (y compris le mercure) et les composés organiques volatils. Les échantillons ont été prélevés, envoyés pour analyse en laboratoire et comparés aux normes canadiennes et ontariennes en matière de qualité de l'eau potable, de qualité des eaux souterraines et de qualité de l'eau qui protège la vie aquatique. Certains échantillons ont obtenu des résultats de laboratoire supérieurs aux normes à chaque analyse, alors que d'autres n'ont été analysés que pendant les périodes de faible débit d'eau. Comme il n'y a pas de développements majeurs dans la zone ou la région, les chiffres élevés suggèrent que certaines mesures sont naturellement plus élevées. Par conséquent, les animaux sauvages, les plantes et les poissons locaux se sont adaptés à ces conditions et ont prospéré.

Quantité d'eau

La nappe phréatique étant presque plate dans toute la zone d'étude, les eaux souterraines se déplacent lentement. Les enquêtes sur le terrain montrent que la région a principalement des eaux souterraines peu profondes, qui interagissent avec les eaux de surface, s'écoulant des zones plus élevées vers les zones plus basses et vers les plans d'eau. De plus, le mouvement des eaux souterraines dans la zone d'étude est encore ralenti par des zones composées de limon et d'argile. Ces sols ne permettent pas à l'eau de les traverser aussi facilement que d'autres matériaux et ralentissent le débit de l'eau souterraine.

Les niveaux d'eau de surface sont principalement affectés par la fonte des neiges et les précipitations et sont plus élevés au printemps et à l'automne. En été et en hiver, les niveaux d'eau sont plus bas en raison des conditions de sécheresse ou de gel.

Effets potentiels et mesures d'atténuation

La route d'accès à la collectivité peut affecter la qualité et la quantité des eaux souterraines et des eaux de surface pendant la construction et l'utilisation à long terme (fonctionnement et entretien).

Eaux souterraines

- Utilisation à court terme de l'eau pour des activités de construction, comme l'installation d'empâtements ou l'approvisionnement de camps temporaires ;
- Utilisation de l'eau pour les activités d'entretien et de réparation ;
- Défrichage de la végétation, construction de routes et d'autres installations ;
- Enlèvement de l'eau des fosses ou des carrières pour l'extraction de matériaux ;
- Interruption de l'écoulement des eaux souterraines dans les zones de tourbières lors de la construction de routes ;
- Déversements et fuites accidentels de carburants et de produits chimiques ;
- Déchets et eaux usées provenant des activités de construction ;
- Résidus de dynamitage provenant de la fragmentation de la roche ;
- Exposition des matériaux pouvant produire de l'acide ou la lixiviation de métaux pendant la construction ;
- Utilisation de produits chimiques pour le contrôle de la poussière et le déglacage lors de l'entretien des routes.

Eau de surface

- Utilisation à court terme de l'eau pour des activités de construction, comme l'installation d'empâtements ou l'approvisionnement de camps temporaires ;
- Déversements et fuites accidentels de carburants et de produits chimiques ;
- Déchets et eaux usées provenant des activités de construction ;
- Résidus de dynamitage provenant de la fragmentation de la roche ;
- Exposition des matériaux pouvant produire de l'acide ou la lixiviation de métaux pendant la construction ;
- Utilisation de produits chimiques pour le contrôle de la poussière et le déglacage lors de l'entretien des routes ;
- Changements dans la qualité de l'eau en raison des résidus de lavage provenant des rebuts, des déchets et des lixiviats dans les sites de gestion et de stockage des déchets ;
- Changements dans la qualité de l'eau en raison des résidus de lessivage provenant des débris organiques lors de l'entretien de la végétation ;
- Changements dans la qualité de l'eau et des sédiments dans les plans d'eau avoisinants en raison de l'augmentation de l'érosion dans les zones perturbées et exposées, ce qui entraîne le transport et le dépôt de sédiments.

Eau de surface

Des mesures d'atténuation ont été proposées pour réduire ou éliminer ou surveiller chaque effet potentiel. Des activités de surveillance ont également été proposées. Ces mesures comprennent :

- Obtenir des permis pour l'utilisation et les rejets d'eau conformément aux règlements provinciaux ;
- Obtenir des permis pour les agrégats de gravière et de carrières en vertu de la *Loi sur les ressources en agrégats* ;
- Mettre en œuvre les pratiques exemplaires de gestion pour la conception, la construction et l'utilisation à long terme de la route ;
- Lorsque cela est possible, les eaux usées et les eaux de lavage seront traitées avant d'être rejetées dans l'environnement local, conformément aux règlements gouvernementaux ;
- Les franchissements de routes et de cours d'eau seront conçus de manière à éviter de restreindre les écoulements d'eau souterraine et à réduire au minimum les impacts sur les caractéristiques des canaux d'eau de surface ;
- Élaborer et mettre en œuvre un plan de contrôle de l'érosion et des sédiments, qui comprend l'installation, la gestion et la surveillance de mesures appropriées de contrôle de l'érosion et de la sédimentation pour les conditions des eaux de surface ;
- Élaborer et mettre en œuvre des plans environnementaux, y compris des plans de prévention des déversements, de gestion des déchets et de communication sur les explosions ;
- Le stockage et la manipulation des déchets solides, organiques et dangereux suivront des mesures de contrôle et des plans appropriés, et seront conformes aux lois en vigueur ;
- Restaurer les chantiers temporaires à leur état naturel après utilisation ;
- Maintenir les routes aux normes provinciales, y compris les lignes directrices en matière de contrôle de la poussière ;
- Mettre en place un programme de surveillance pour déterminer les éventuels changements de qualité et de quantité des eaux souterraines et de surface liés aux activités routières. Les programmes de surveillance de l'eau de surface peuvent comprendre la qualité de l'eau, les conditions de l'écoulement fluvial, les répercussions sur les espèces de poisson et l'habitat, la stabilité du canal et le régime d'écoulement des eaux. Les programmes de surveillance des eaux souterraines peuvent inclure l'évaluation des paramètres de qualité de l'eau (c.-à-d. pH, température, conductivité, dureté, matières dissoutes totales) ;
- Établir des programmes de surveillance pour les matériaux potentiellement générateurs d'acide ou de lixiviation de métaux et leurs effets sur la qualité et la quantité de l'eau, pour la qualité des eaux souterraines.

Effets résiduels

Grâce à l'utilisation adéquate de mesures d'atténuation, les effets potentiels de la construction et de l'utilisation à long terme de la route d'accès à la collectivité devraient être soit éliminés, soit réduits au minimum. Les effets restants (après l'application d'une mesure d'atténuation) sont appelés effets résiduels.

Les effets résiduels prévus en ce qui concerne les **eaux souterraines** sont les suivants :

- L'assèchement des carrières ou des sablières peut modifier les niveaux d'eau souterraine jusqu'à 721 mètres, dépassant potentiellement de 50 % la variation naturelle. Ces changements sont réversibles une fois que l'assèchement cesse ;
- La construction de routes dans les tourbières peut restreindre l'écoulement des eaux souterraines et modifier les niveaux, ce qui peut entraîner des effets à long terme, qui sont réversibles.
- Les déchets de construction et le rejet des eaux usées peuvent affecter la qualité des eaux souterraines, et causer des effets à moyen terme, qui sont réversibles une fois que la construction cesse.
- Les résidus de dynamitage peuvent affecter la qualité de l'eau souterraine et causer des effets à moyen terme, qui sont réversibles une fois que les travaux de dynamitage prennent fin.
- Les activités d'entretien des routes peuvent avoir une incidence sur la qualité des eaux souterraines à long terme, mais restent dans les normes de qualité de l'eau grâce à des mesures d'atténuation appropriées. Comme ces activités sont de courte durée et temporaires, tout effet potentiel sera inversé une fois que l'activité d'entretien sera terminée.

Les effets résiduels prévus pour l'**eau de surface** sont les suivants :

- Les prélèvements d'eau à court terme pendant la phase de construction peuvent entraîner des modifications de la quantité d'eau de surface, notamment une diminution de l'écoulement fluvial et/ou des niveaux d'eau des plans d'eau à proximité. Les emplacements spécifiques, les durées et les volumes de ces prélèvements d'eau à court terme seront déterminés lors de la phase de conception détaillée de la route d'accès à la collectivité.
- Le rejet d'eau pendant la construction peut affecter la qualité de l'eau et des sédiments ;
- La redirection de l'eau pendant la construction peut modifier la quantité et la qualité de l'eau et des sédiments ;
- Les changements permanents apportés au terrain par la construction et l'entretien peuvent affecter la quantité et la qualité de l'eau, ainsi que la qualité des sédiments ;
- Les débris organiques peuvent être entraînés dans les plans d'eau avoisinants pendant la construction en raison de l'augmentation de l'érosion, ce qui affecte la qualité de l'eau et des sédiments.

Effets cumulatifs

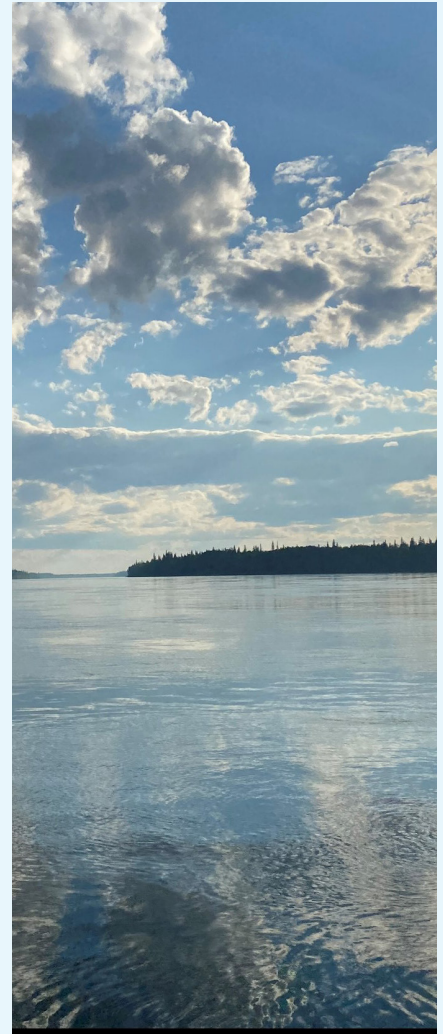
L'évaluation des effets cumulatifs a pris en compte les effets résiduels (effets restants après l'application d'une mesure d'atténuation) de la route d'accès à la collectivité et d'autres développements futurs, comme la route de raccordement du Nord, les améliorations des routes forestières Anaconda et Painter Lake, ainsi que les projets de large bande Rapid Lynx, sur les eaux souterraines et de surface.

Les effets des deux projets routiers (route de raccordement du Nord et amélioration des routes forestières Anaconda and Painter Lake) devraient être similaires à ceux de la route d'accès à la collectivité, car ils font partie du même corridor routier ; des effets légèrement plus élevés peuvent se produire là où ces routes se rencontrent. Les effets cumulatifs sur les eaux souterraines et de surface devraient rester gérables grâce à la coordination en place entre les projets routiers.

Des programmes de surveillance seront mis en place pour garantir l'exactitude de l'évaluation des effets et orienter les mesures d'atténuation. Les programmes de surveillance suivants doivent être mis en œuvre :

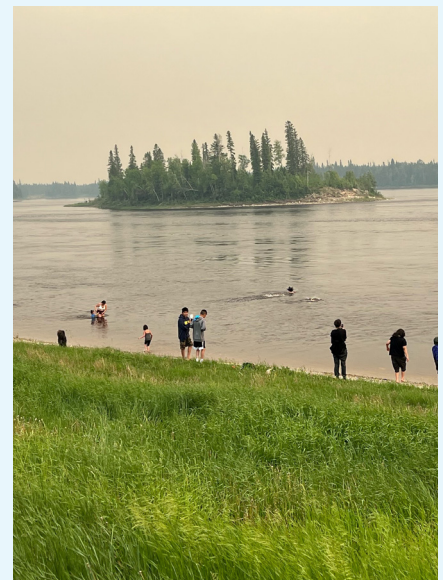
Surveillance de la construction :

- Mettre en place des stations pour surveiller les niveaux des eaux souterraines et leur qualité avant la construction afin de prendre note des conditions et de soutenir l'obtention des permis. Poursuivre la surveillance pour déterminer les éventuels impacts sur les eaux souterraines, avec la supervision du personnel environnemental qualifié ;
- Tester les sols et les substrats rocheux pour déterminer s'il y a un potentiel de drainage acide des roches avant la construction ;
- Effectuer des relevés des eaux de surface aux emplacements de franchissement de cours d'eau qui n'ont pas encore été évalués ou où des travaux sont prévus en dessous de la ligne des hautes eaux afin de satisfaire aux exigences supplémentaires en matière de permis ;
- Surveiller la prise et le rejet d'eau ainsi que la qualité de l'eau évacuée ;
- Inspecter toutes les mesures de gestion de l'érosion et des sédiments, les caractéristiques de stabilisation des berges et les installations temporaires de construction dans l'eau pour vous assurer de leur efficacité ;
- Surveiller les solides totaux en suspension ainsi que les inspections visuelles pour détecter la présence d'huile, et vérifier le débit de l'écoulement fluvial et le niveau d'eau à tous les franchissements de cours d'eau pour les travaux en eau vive afin de vérifier l'efficacité des procédures de construction et des mesures d'atténuation.



Surveillance à long terme (c.-à-d. opérations) :

- Les sites présentant des impacts observés doivent être surveillés jusqu'à ce que les conditions reviennent à l'état initial ou qu'un plan de remise en état soit mis en œuvre ;
- Inspecter toutes les nouvelles structures de franchissement de cours d'eau (ponceaux et ponts) ainsi que les caractéristiques de drainage en bordure de route pour s'assurer qu'elles fonctionnent correctement ;
- Surveiller la qualité de l'eau, la qualité des sédiments et les conditions d'écoulement fluvial dans des plans d'eau sensibles afin de détecter tout changement pouvant affecter l'habitat des poissons, les espèces en péril, la stabilité du cours d'eau, les régimes d'écoulement des eaux ou d'autres facteurs environnementaux.





Voulez-vous en savoir plus?

Si vous souhaitez en savoir plus sur ce sujet, veuillez consulter le rapport technique disponible en annexe de la version préliminaire du rapport d'évaluation environnementale ou du rapport d'étude d'impact.

Coordonnées

N'hésitez pas à contacter l'équipe du Projet de route d'accès à la collectivité de la Première Nation de Marten Falls à tout moment si vous avez des questions ou des commentaires.

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ԲՆԱԾ «ԱԼԵԿՏՐՈՆ» ՆԵ՛ՐԻ ԴԱՆՔԱՅԻՆ

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«ԱԼԵԿՏՐՈՆ»

- ԴՐԱՏՈՒ ԿՆՆՆԵՐԸ ԴՆԻՑ ԴՐԱՑՈՒԹՅՈՒՆ ԵՒ՞Ն ԳՐԱՅԻՆ ԵՆԻՑՆԵՐԸ ԴԱՐՄԱՏՈՒԹՅՈՒՆ ԿՆՆՆԵՐԸ;
- ՄԱՆ ԵՆԻՑՆԵՐԸ ԿՆՆՆԵՐԸ ԴԱՐՄԱՑՈՒԹՅՈՒՆ ԳՐԱՅԻՆ ԵՆԻՑՆԵՐԸ ԵՒ՞Ն:
- ԵՆԻՑՆԵՐԸ ԴՐԱՑՈՒԹՅՈՒՆ ԴԱՆ ԵՆԻՑՆԵՐԸ ԵՒ՞Ն ԵՆԻՑՆԵՐԸ;
- ՄԱՆ ԵՆԻՑՆԵՐԸ ԿՆՆՆԵՐԸ ԵՒ՞Ն ԳՐԱՅԻՆ ԵՆԻՑՆԵՐԸ;
- ԿՆՆՆԵՐԸ ԿՆՆՆԵՐԸ «ԱԼԵԿՏՐՈՆ» ԵՂԵՆԻՑ ԵՂԵՆԻՑ ԴՆԻՑ ԵՂԵՆԻՑ ԴՆԻՑ:
- ԵՂԵՆԻՑ ԴՐԱՑՈՒԹՅՈՒՆ ԴԱՐՄԱՑՈՒԹՅՈՒՆ ԳՐԱՅԻՆ ԵՂԵՆԻՑ:
- ԴԱՆ ԵՂԵՆԻՑՆԵՐԸ ԴՆԻՑ ԵՂԵՆԻՑ ԵՂԵՆԻՑ ԵՂԵՆԻՑ ԵՂԵՆԻՑ:
- ՆԵ՛ՐԻ ԵՂԵՆԻՑՆԵՐԸ ԵՂԵՆԻՑՆԵՐԸ ԵՂԵՆԻՑ ԵՂԵՆԻՑ ԵՂԵՆԻՑ:
- ԴԱՐՄԱՑՈՒԹՅՈՒՆ ԵՂԵՆԻՑՆԵՐԸ ԵՂԵՆԻՑ ԵՂԵՆԻՑ ԵՂԵՆԻՑ ԵՂԵՆԻՑ:
- ԴԱՐՄԱՑՈՒԹՅՈՒՆ ԵՂԵՆԻՑՆԵՐԸ ՆԵ՛ՐԻ ԵՂԵՆԻՑ ԴԱՐՄԱՑՈՒԹՅՈՒՆ ԵՂԵՆԻՑ ԵՂԵՆԻՑ ԵՂԵՆԻՑ:



NIPI -ANAMAKAMIKI'APO & AKWITAKAHMIAPWO PAYATE ISHIKIISHWEWIN MAMAW



Ekii'oshipiikatek kacakosich kiisis 2025

Eka nanakacicikeinwa kakitocikateki wo'e tasikei miikanakey oci maa ch misinatino sakahikani miinawaa ziibii eka ati akwitami eka anamakami takanwo. Eka maa ch kicine taka okenwiya mamaw cinanakacicikateki.

Eka **anamakamikia** po wo'e kaycicate nipi kamikikate omaa anamahki akika. Eka anamakahmikia po ahi ocimiciminikemaka makade kamiko miinawaa kiciasini anamahki kaayaa. eka mishi a'i ya, ami'oye ni anamakahmikia po kaminikatamoya.

Eka nipi ani maa to kamaka anamahki omaa ota a kitakahmi ka-ocisemaka, eka ami'e apii anamakahmikia po eishinikate. Eka cinisitotama anamakahmikia po ka-ocishapa shikai akika miinawaa makade kamiko maa mitahi ka-ocikike ta wo'e kaycicate.

A **Kitakamikia** po eha omaa tona nipini a kitakahmi taka nini eka ami'omaa ka-ocitaka ki kekoona, toka sakahikani miinawaa ziibii, na ta acinay ka-ocimoshakami akika meka kanikite kasika. Maa kicine taka wo'e a kitamamia po kaycicate tasokishika e-oci pimaatisia kaniya. Eka miinawaa maa wo'e kicine take toka kaminika tama, miinawaa kicine taka kaynapacitoya miinawaa piko nanaka kotakiya kekon kaynapacitoyaki. Eka akitakahmia po o'i-citona misie kekoona kapimaatisimaakaki.



Ekonen iwe...

Anamakamik napakasin aweti asin anamakamik kaishiapich ashishkiikank miinawaa ka atekin okiciyehi



Ekonen iwe...

Kayshipimiciwak nipi ima okitakamik kayshi mawantosek kakimowak miinawaa koon miinawaa eniinashikawik imaneke nipiikank, tinokan siipii, sakahikan, kayema kickaamii

Meka Ishisey na

Eka wo'e nanakacicikei eha kiciasini tananakaciyakanoya imaaa neke shaa no kayshi mamitine cikate miikana ciishitaka, miinawaa kayshi-enipeyamatina, miinawaa kayshinapahkinaka imaaa kayshinipia kamika eka kaye imaaa a pano neke. Eka wo'e mikanakey nihsi kekoona takanaa pacikade no kitacia no a pani – makokipata, nisacia okoki, eka kitacia no a pani – masa pi ekamamaw 94 a kitakahmikia po tananakacicikade no. Eka oke nia omaa kayshinipia taka ki:

- Nanaka kekoona toka kanishonataki kanitay kiki miinawaa piko a-e yashisha kakiishinekay siya;
- Kekona miinawaa ka-ociseki e ka-sakahikani miinawaa ziibii; eka
- Nanaka asini, neka eka a panoni eka kaociayaa meka misie kakimaaka miya kipa.

Eka akika kataka misie keka nopimia miinawaa piko e-ipakahkamika, toka keka 215 ney 260 tipahika (mite). Eka, kayakasakami a kitakahmikia po ami'oma e-ishipimicia. Eka misie kakanaa pacikate, a kitakahmikia po ami'oye peshika nato nipi kaicikate, eka kiy tino ishicia eka omaa a pano ahi ishicia cemi pey. Eka wo'e nipi kanikisi ko kasika nini ocisemaka.

Eka kaye wo'e a kitakahmikia po ahi ocisemaka kakimoya, miinawaa kanikisi ko eka apii kaynashikay ziibii miinawaa shipisha. Eka maa kicine taka wo'e kaya cikanaye cikate nipi. Eka, omaa nekekami mamaw 122 ney 384 me amite taka wo'e nipi tasiyahki.

Kayshinaka Nipi

Eka anamakamikia po miinawaa a kitakamikia po tananakacicite no kipi kekoona ayaa ke toka asini miinawaa kotakiya kekoona (me'ke'i), miinawaa piko kaynakami. Eka kekoona ki'otapinikade kenanakacicikeya kaniya, miinawaa nanatai kike cikey kamiko ciishinishahikateki ciocikike cikate kaynakami nipi toka kane tiya miinawaa o'te'iy otonacikey niya ciapatanini kayshimiinawaa kami nipi kaminika te miinawaa ka ya cikanay cikateki nipika kekoona kapimaataki. eka oke niya ati ashay kinanakacicikatepani eka ati miinawaa meka kapimicia ki. Eka wo'e meka kay kicimaacicikey na citaka ki. Eka miinawaa, a-e shisha, kinoshe eka ma koshi meka ka ya ishiseya no omaa kaishimikikateki.

Nipi Kayshitaka

Eka omaa nipi kayshitaka maa tapasakami ishinaka kakinanakacicikate, eka miinawaa maa papecicia. Eka kakinanakacicikaniya kimikikate maa ecaka kami wo'e naamakahmikia po, tapi ko omaa ocisemaka a kitakami, eka miinawaa e-i'pacia ney apii etapasicia. Eka ta, aa shime wo'e anamakamikia po tananakacicikate toka kaye kotakiya kekoona imaaa kamikikateki toka neka miinawaa a panoni. eka okeniya makade kamiko kay cipakitina nipi cishapa shikay nini apicii kotakiya kekoona kayshiseniki eka ami'oye ka-oci papetashikay.

Eka a kitakahmikia po ahi ocimaaka kanikisi ko eka miinawaa kakimoya, eka maa mo kaha kasika miinawaa kataka ki. Eka kanipi miinawaa kapipo maa caka kami osat eyaka tiki.

Kayepiko a Nacikei na eka miinawaa Onacikei na

Eka tashikey miikanakey na ta taa nacikemaka toka omaa kaishitaka anamakamikia po eka a kitakamikia po meka pimi anokinaniya miinawaa kinaka apata (toka pimocikey na miinawaa a'e tahinikey).

Anamakamikia po

- Acinay apata nipi meka anokinania toka kekoona ka-onaciteki miinawaa acinay kayapacikateki tanapoy na;
- Nipi kayapa kaa e-tahinikaniya miinawaa kekoona ka-oshicikateki tocikey na;
- Kakasinikate aki, miinawaa kamikanakaniya eka kotakiya kekoona ka'o cikateki;
- Nipi kay ko'e pahikate a nipiya toka kekoona ka-otapinikateki;
- Kaa na'e pahikate anamakamikia po imaaa kaynashikay meka kapimi miikanakaniya;
- Kapici sikiseki picipo'a po miinawaa kotakiya
- Kekoona kasikiseki;
- Miinawaa kamacakami nipi eka mo'a po kataka imaaa kayshitananokinaniya;
- Eka kapakisikaniya toka anisini kapakisa kanoya;
- Miinawaa kekoona kamokie pahikateki toka asinia po na ta kotakiya pi'a pikoya po meka kapimi anokinaniya;
- Miinawaa nanaka picipoya po kayapataki eka neka cipapamoye pasi miinawaa kanikicikate meka kaa-e shicikate kamaka miya miikana.

A Kitakamikia-Po

- Acinay apata nipi meka anokinaniya toka kekoona ka-onaciteki miinawaa acinay kayapacikateki tanapoi na;
- Kapici sikiseki picipoa po miinawaa kotakiya kekoona kasikiseki;
- Miinawaa kamacakami nipi eka moa po kataka imaa kayshitananokinaniya;
- Eka kapakisikaniya toka anisini kapakisa kanoya.

A Kitakamikia-Po

- Miinawaa kekoona kamokie pahikateki toka asinia po na ta kotakiya piya pikoya po meka kapimi anokinaniya;
- Miinawaa nanaka picipoa po kayapataki eka neka cipapamo'e pasi miinawaa kanikicikate meka kaa e-shicikate kamaka miya miikana;
- Miinawaa ka-ociyatakami nipi osat e-pinikey na kayaka hoteki, miinawaa moya po kapimianokate miinawaa kayacikate;
- Miinawaa ka-ociyatakami nipi osat nanaka kekoona kayaka hoteki meka kaye aki kapimi a'e tahinikate; eka
- Miinawaa ka-ociyatakami nipi osat nanaka kekoona kaishiseki nipika toka kaye neka kametahote tapi ko imaaa kakitashii tonaniya, miinawaa piko oke niya kekoona nipika kataka ki kapimocikateki miinawaa kayshiyacikateki.

Ci-Aconikatekin Anwacikeynwan

- otinikatek nakotamainw tapishkoch nipi kayapatak ekaw onte'iyoo otonacikeiwnan ciyapataninikin;
- ciotinikatek nakotamainw ciasinikakaniakw ahi ciyapatak asinikeiw onashiewinw;
- cianokikacikakaniakw kawyak onacikeiwnan kakionacikatekin, anokiinw ekaw kinawcash kaiwyapatak mikana;
- ahin kaye, macapo miinawaa moawpo kawyak cipamicikatek amawye pakitinikatek oma ahkikak, ekaw ahin ciyapacikatekin okewnianw okimaainw otonacikeiwnan;
- ahin kaye mikanan miinawaa asoskaiwnan kawyak ciishinakocikatekin ekaw ciawnacikatek anamakamikiawpo kainashikaiw ekaw miinawaa cianonikatek ekaw ciawnacikatekin kainashikaiwkin awkitakamikiawpon;
- Miinawaa ci-oshicikatek miinawaa ci-anokikacikatek kametapaekw neka miinawaa kawyak awewnacikeinw citakakw tokan kekoonan kayacikatekin, miinawaa kayshikanaawpacikatekin ekaw kawyak cinanakacikatek kayacoawpaekw neka miinawaa kekoonan imaaa katakawkin awkitakamikiawpokak;
- Miinawaa ci-oshicikatek ekaw cianokikacikatek ahkiw awewnacikeiwnan, tokan kaye kekoonan kasikisekin, miinawaa mo'awpo ekaw pakisikeiw iwtamakeiw awewnacikeiwnan;
- Kayshikanaawpacikatekin kekoonan, miinawaa picipoawpoiw kekoonan kakanaenwcikatekin ekaw kawyak cipiminishahikatekin awewnacikeiwnan miinawaa tipakonikeiwnan katakawkin;
- Cinapi awewshicikatekin kekoonan imaaa kaki tananokinaniakw akikak;
- Kawyak cipimi anokatekin miikanan ahi onte'iyoo otonacikeinw ciyapatak, ekaw kawyak ciyanokatek eka neka ciewpasik;
- Eka ciyanokikacikate nanakacicikeiw pimocikeiwnan oma anamakamikiawpokak miinawaa awkitakamikiawpokak, osat mikanak kekonan katocikatekin. Ekaw awkitakamikiawpoiw nanakacicikeiw pimocikeiwnan cikanaawpacikatek kainakamik, kainashikaiw, miinawaa kaawnahikoawch kinoshek ekaw miinawaa kotakiyan kapimaatakin, miinawaa kaishinakakw. Ekaw anamakamikiawpo nanakacicikeiw pimocikeiwnan ahin cinanakacikatekin kaishinakakw nipi (tokan nanta kakishoawkamik nanta katakakamik, kayapitakamik, miinawaa kekonan imaa katakawkin nipikak);
- Eka ci-oshicikatekin nanakacicikeiw pimocikeiwnan tapishkoch omaa nanaka kekoonan katakawkin nipikak, miinawaa kaishitakakw anamakamikiawpo;
- Kekonan ka-ocimaacicikemakakin.

Kekoonan Ka-ocimaacicikiimaakakin

Ekwa kwayak apacicikatiikin onacikiinwan, amiew keishisek ekanapich mishtahi cianwacikemakak miinawaa kakinwakas apatak wo'ew tashikeiw mikanak kaywoshcikatek. ekwa okwenianw kekonan kanaacwikemakakin (ishkwa apatakin ota onacikeinwan) amiew eishinikatek kekonan kaocimaacicikemakakin.

Ekwa wo'ew anwacikeinwan taishinakwan oma anamakamikiapwokak:

- Ekwa otapinikatek wo'ew nipi kaishiasiatwek amiew nanta minikok wo'ew 721 mite's ciapitakamik anamakamikiapwo, ekwa miinawaa 50% ciosamisemakak. Ekwa sakoch okwenianw aciseinwan takikipitinikateanwon;
- Ekwa kaye mikanakaniakw amiew apin nanta cianwacikatek anamakamikiapwo ekwa miinawaa nanaka ciyapitakamik, ekwa kinwakas cianwacikekamakan;
- Ekwa mo'apwo sikinikatek ahkikak amiew apin cianwacikatek anamakamikiapwo, ekwa sakoch takikipitinikate apii ishkwa mikanakaniakw;
- Ekwa miinawaa pakisikaniakw mishtahi tanaacwikate anamakamikiapwo, sakoch takikipitinikate ishkwa pakisikaniakw; ekwa
- Miinawaa mikanakeinw awetwahikeiw tocikeinwan mishtahi taanwacikatek anamakamikiapwo, ekwa sakoch kwayak onacikeinwan apatakin maawch cipimise. Ekwa okwenianw acinaiws ishicideinwan kaitwocikatekin, kiyapich kanaacwikemakakin takikipitinikateanwon apii ota ishkwa mikanakaniakw.

Ekwa okwenianw anwacikeinwan omaa akwitakamikiapwokak kaishisekin:

- Acinaiws tayapan nipi mekwach pimi mikanakaniakw ekwa sakoch taocimaayakise nipi tokan imaa kaishipimiciakw miinawaa kaishisakahikaniakw osat ota wo'ew nipi kayapatak omaa anokiinwik. ekwa anti mayat wo'ew nipi keotinikatek nake naawch taicwikatek mekwach ota pimiawenwacikekatek wo'ew tashikeinw mikana kaiwishipimaatamok;
- Ekwa miinawaa mishtahi nipi apatak mekwach mikanakaniakw kecinach taanwase miinawaa kekonan imaa katakwakin;
- Ekwa miinawaa mayakicianwicikatek nipi omaa mikanakeinwik napich mishtahi tayacose wo'ew nipi, ekwa miinawaa kekonan imaaa katakwakin.
- Ekwa miinawaa kanepici nisonacicikatek aki wo'ew mikanakeinw oci miinawaa awetwahinikeinw napich oci anwacikate nipi mwini kekonan katakwakin.

Nanaka Anwacikeinwan

Ekwa okwenianw kekonan kaanwacikemakakin nanakacicikeinwan kwayak cikanaapwacikatekin (Miinawaa kekonan kaishkosekin apii onacikeinwan kayapatakin) omaa tashikeiw mikanakeinwik ekwa miinawaa kotakiyan anin nikan macicikeinwan, tokan ki'etwinoiw mikanakeinw, anakwanta, peynte sahakihan miikanan ekwa kotakiyan anokiinwan kapimiawetwahinikatekin omaa akikak ekwa miinawaa akwitakamikiapwokak.

Ekwa okwenianw nishin mikanakeinwan (kiytwinoiw miikana kasakisik miinawaa anakwanta ekwa peynte sahakihan awetwahinikeinwan) ashay kikentakwan mayat ciishisek tashikeiw mikana oshicikatek osat ota mamayat imaa neke kaiwishipimaatamocikaniakw; ekwa imaaa tayshianwase kayshinakishkotatomakakin miikanan. Ekwa wo'ew anamakamikiapwo miinawaa akwitakamikiapwo kwayak taki icwicikateanwon tapishkoch imaa neke nahsaw mikanakeinwan kaishitakwakin.

Ekwa kaye nanakacicikeiw pimocikeinwan kwayak taonacikateanwon kecinach kwayak nanakacicikeinwan miinawaa onacikeinwan ciapatakin. Ekwa okwenianw nanakacicikeiw pimocikeinwan tayanokicikateanwon:

Miikanakeinw Nanakacicikeinw:

- Ekwa nanakacicikeikwamikon cionacikatekin cikanaapwacikatek kayapitakamik anamakamikiapwo miinawaa kakiishinakwak kamwaye anokinaniakw ekwa kaye ciicwicikatek nakotamainw. cipimiinawaanakacicikaniakw anin eishianwasekwen anamakamikiapwo, miinawaa ahkiw anokinakanak ciapatisiawch;
- Ekwa cinanakacicikatek makateakwamikon miinawaa kiciasinik kaocipapashikaikw nipi amwaye macimikanakaniakw;
- Ekwa cinanataiw kikencikatek akwitakamikiapwo imaa kaociasoskaniakw nipikak tepew ota ekamashi okwenianw kananakacicikatekin miinawaa piko imaaa mayat kaywshitashiitwonaniakw kecinach citocikatekin nakotamaiw pakosencikeinwan;
- Ekwa cinanakacicikatek nipi ka-ocimaacyashikaikw ekwa anin miinawaa kaynakamik;
- Ekwa miinawaa cinanakacicikatek kamecisek neka miinawaa kotakiyan kekonan, miinawaa nanew cipimiinawaanakacicikatek, ekwa kaye acinainw nipi kapimiapatak omaa miikanakeynwik kecinach kwayak ciishisek kekon; ekwa
- Miinawaa kecinach cinanakacicikatekin kekonan kasikisekin tokan apakaminikan, ekwa miinawaa anin kayapaciciakw ekwa miinawaa kayapitakamik oma kakina asoskainwan kaishitakwakin kecinach kwayak anokiww totamoinwan cipiminisahikatekin miinawaa kwayak onacikeinwan ciapatakin.



Kinwakas Kay-ywapatak (Tokan Pimocikeinw) Nanakacicikeinw

- Ekwa miinawaa cinanakacicikatekin imaa anwaseinwan kaishitakwakin panimaa piko cipunikikaniakw ishkwa mininikaniakw ahi kaye kasinikeiw awenwacikeinw ciapatak miinawaa cianokikacikatek;
- Ekwa miinawaa kwayak cipimiinawaanakacicikatekin asoskainwan (Tokan piapwikon nana asokanak) miinawaa imaaa naniyahik miikana kaocipimaashikaicwikatek nipi kecinach kwayak cianokisekin; ekwa
- Cinanakacicikatek nipi, kekonan katakwakin, miinawaa kaishiciakw imaa nipikak kishpin kaye ocimaayakisekwen nipi apin cianwahikoawch kinoshek, a'iywashishak, miinawaa kaishipiyak, miinawaa ka-ocipapiciakw, ekwa kotakiyan kekonan katakwakin ahkikak.





Awashime na kiwiikikentan?

Kiishpin ekiciinentaman awashime ewiikikentaman owe katashincikatek, onci nakacitooon iwe kanakaciiwitipacimomakak tipacimowin imaneke kasakisink oma misise ahkiiwin nakacicikewin/ isisein ikitowin

Kekanonach Wiintamakewinan

Kinantomiko ima cishayan akwaaahkiink tashiikewinik miikana kapimanokiitamowach anapii piko wiikakweteyan kayema wiipakitinaman ikitowin.

Piiwapikonk: eaisinput@martenfallsaccessroad.ca

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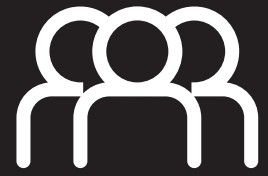
A2.4.6 Acoustics (Noise and Vibration)





ACOUSTICS (NOISE AND VIBRATION), AIR QUALITY AND GREENHOUSE GASES PLAIN LANGUAGE SUMMARY

Issued February 2025



The studies carried out for the Community Access Road looked at environmental conditions that might impact the public, Indigenous communities, federal authorities and other interested parties. These conditions, or valued component include acoustics (noise and vibration), air quality and greenhouse gas emissions.

Existing Conditions

Acoustics (Noise and Vibration)

Community noise levels, caused by activities such as road traffic, animals (e.g., dogs) and wind, were found to generally vary between 22 decibels and 38 decibels, indicating a quiet environment with occasional increases up to 55 decibels due to human activity, wind gusts and diesel generators. Remote noise levels, primarily caused by natural sounds such as wind in vegetation and wildlife, were lower than the Health Canada Noise Guidance for rural or remote areas.

Existing vibration levels are expected to be influenced by nature-based sources with little or no contribution from human-made vibrations.

Air Quality

Most air pollutants measured during field studies were below Ontario and Canadian air quality standards, except for particulates and Benzo(a)Pyrene, a harmful chemical in smoke, which is present due to wildfires and community wood burning.

Greenhouse Gas

The primary sources of greenhouse gas emissions are current community travel and land use. Due to the remote location of the Community Access Road, the environment has no significant sources of pollution aside from community transportation. Most existing greenhouse gas emissions originate from natural processes, such as vegetation, and from human activities such as local transportation, air travel and winter road traffic. Other sources, such as fuel use, are not expected to change significantly with the Community Access Road.

Potential Effects and Mitigations

Acoustics

Increase in Noise Levels

Construction activities will cause a temporary increase in noise levels, but these will be localized to the construction work areas. Noise levels will vary based on the type and number of noise sources (i.e., distance from the road or quarry), with higher noise levels closer to the construction sites; however, they are expected to stay within safe limits for humans at a maximum estimated noise level of 84 decibels at the edge of the construction work area. Once the Community Access Road is in use, noise from road traffic and maintenance will increase, though the increase will be intermittent and similar to or less than construction noise levels. To mitigate noise effects, the following mitigation measures are recommended:

- Work will be conducted during the day;
- Equipment will be well-maintained;
- Construction activities will be kept as far from sensitive receptors as possible;
- Vehicles will be turned off when not in use;
- Noise concerns will be addressed promptly; and
- Nearby Indigenous communities will be engaged early and often to coordinate the construction schedule, ensuring it does not interfere with traditional activities.



What is...

A sensitive receptor? A “sensitive receptor” can be people, animals, or a sensitive land use.

Increase in Vibration Levels due to Blasting

Blasting activities related to the construction and quarrying for the road will temporarily increase vibration levels. The amount of vibrations felt will depend on the size of the explosion and distance from the blast site. To mitigate the effects of increased vibration due to blasting, safety guidelines will be followed, with quarry blasts kept at least 190 metres and construction blasts 100 metres from sensitive receptors.

Increase in Vibration Level due to Construction and Long-term use

General construction activities will temporarily increase vibration levels near the Community Access Road, with the most significant effects occurring during pile driving, a process where large columns are hammered into the ground to create a stable foundation. Vibration levels will depend on the type and number of vibration sources and their distance from sensitive receptors. Vibrations from road traffic on the Community Access Road will meet human annoyance criteria (i.e. how much noise people can tolerate before they become annoyed) beyond 25 meters from the road's edge.

To mitigate vibration effects, the following mitigation measures are recommended:

- A detailed Construction Vibration Workplan plan will be developed;
- Work will take place during the day;
- Equipment will be kept away from sensitive receptors;
- Vibration concerns will be addressed promptly;
- Blasting will follow strict safety guidelines; and
- Nearby Indigenous communities will be engaged early and often to coordinate the construction schedule, ensuring it does not interfere with traditional activities.

Air Quality and Greenhouse Gas

Air Quality

This study assessed changes in the concentration of air contaminants. It also modelled greenhouse gas emissions that will be released from construction equipment, blasting and vehicles. Changes in how land use could affect carbon storage were also examined.

The study found that construction is not expected to have lasting negative effects on air quality, as any air quality issues arising from construction can be reversed. Higher levels of certain compounds in the air are expected near construction sites, but these levels will decrease with distance. Best Management Practices can help mitigate short-term impacts.

Since the Community Access Road will operate indefinitely, any remaining effects are considered permanent. Significant effects, like elevated levels of dust from vehicles on unpaved roads, are expected.

Greenhouse Gas

Construction and land use changes, including operations, are expected to result in a total of 1,969 kilotons of greenhouse gas emissions over 20 years. This total includes the loss of carbon stocks stored in plants, dead matter and soil. For example, converting peatlands and forests into roads reduces carbon stocks and releases greenhouse gases. A typical year of construction will result in the loss of 75 kilotons of carbon from these stocks in forests and wetlands, which is included in the 1,969-kiloton estimate.

The road may reduce greenhouse gases by replacing some air travel with road travel, however this was not fully measured due to limited data.

Residual Effects

Through the proper use of mitigation measures, the potential effects from the construction and long-term use of the Community Access Road are expected to be effectively managed, minimized or mitigated.

The Community Access Road will cause an increase in noise and vibration levels during both the construction and long-term use of the road. Mitigation measures will reduce the impacts of noise and vibration during construction. Noise and vibration effects during long-term use of the Community Access Road and quarrying for maintenance activities are expected to be low.

At the time of writing, the Residual Effects Assessment for air quality was not available to summarize. This information can be found in the appendix of the Draft Environmental Assessment / Impact Statement Report.

Cumulative Effects

The combined noise and vibration from Community Access Road in addition to other projects (e.g., Anaconda and Painter Lake Forestry Road Upgrades, Northern Road Link) could affect nearby areas, depending on the location, timing and overlap of heavy equipment use and road traffic. Effects will vary based on how close and active these sources are to sensitive receptors.

At the time of writing, the Cumulative Effects Assessment for air quality was not available to summarize. This information can be found in the appendix of the Draft Environmental Assessment / Impact Statement Report.



Want to learn more?

If you are interested in learning more about this topic, please review the technical report available in the appendix of the draft Environmental Assessment / Impact Statement.

Contact Info

You are welcome to contact the Marten Falls First Nation Community Access Road Project Team at any time with questions or comments.

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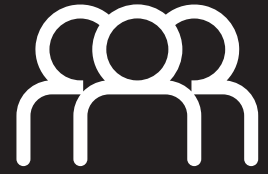
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ACOUSTIQUE (BRUIT ET VIBRATION), QUALITÉ DE L'AIR ET GAZ À EFFET DE SERRE RÉSUMÉ EN LANGAGE SIMPLE



Publié en février 2025

Les études réalisées pour la route d'accès à la collectivité se sont penchées sur les conditions environnementales qui pourraient avoir un impact sur le public, les collectivités autochtones, les autorités fédérales et les autres parties intéressées. Ces conditions, ou critères, comprennent l'acoustique (bruit et vibrations), la qualité de l'air et les émissions de gaz à effet de serre.

Conditions existantes

Acoustique (bruit et vibration)

On a constaté que les niveaux de bruit dans la collectivité, causés par des activités, comme la circulation routière, les animaux (p. ex. les chiens) et le vent, variaient généralement entre 22 décibels et 38 décibels, ce qui indique un environnement calme associé à des augmentations occasionnelles allant jusqu'à 55 décibels en raison de l'activité humaine, des rafales de vent et des génératrices au diesel. Les niveaux de bruit à distance, principalement causés par des sons naturels, comme le vent dans la végétation et la faune, étaient inférieurs aux Lignes directrices relatives au bruit de Santé Canada pour les zones rurales ou éloignées.

Les niveaux de vibration existants devraient être influencés par des sources naturelles avec peu ou pas de contribution aux vibrations d'origine humaine.

Qualité de l'air

La plupart des polluants atmosphériques mesurés lors des études sur le terrain étaient en dessous des normes de qualité de l'air de l'Ontario et du Canada, à l'exception des particules et du benzo(a)pyrène, produit chimique nocif retrouvé dans la fumée, qui est présent en raison des feux de forêt et du chauffage au bois dans la communauté.

Gaz à effet de serre

Les principales sources d'émissions de gaz à effet de serre sont les déplacements communautaires actuels et l'utilisation des terres. En raison de l'emplacement éloigné de la route d'accès à la collectivité, l'environnement ne présente aucune source significative de pollution à part le transport communautaire. La plupart des émissions de gaz à effet de serre existantes proviennent de processus naturels, comme végétation, et des activités humaines, comme le transport local, les voyages en avion et la circulation routière en hiver. D'autres sources, comme la consommation de carburant, ne devraient pas changer de manière significative avec la route d'accès communautaire.

Effets potentiels et mesures d'atténuation

Acoustique

Augmentation des niveaux de bruit

Les activités de construction entraîneront une augmentation temporaire des niveaux de bruit, mais ceux-ci seront localisés dans le secteur de travaux de construction. Les niveaux de bruit varieront en fonction du type et du nombre de sources de bruit (c.-à-d. la distance par rapport à la route ou à la carrière), les niveaux de bruit étant plus élevés plus près des chantiers de construction ; toutefois, on s'attend à ce qu'ils restent dans des limites sécuritaires pour les humains, avec un niveau de bruit maximal estimé à 84 décibels au bord du secteur des travaux de construction. Une fois que la route d'accès communautaire sera utilisée, le bruit de la circulation routière et de l'entretien augmentera, bien que cette augmentation sera intermittente et similaire ou inférieure aux niveaux de bruit de la construction. Pour atténuer les effets du bruit, les mesures d'atténuation suivantes sont recommandées :

- Le travail sera effectué pendant la journée ;
- L'équipement sera bien entretenu ;
- Les activités de construction seront maintenues aussi loin que possible des récepteurs sensibles.
- Les véhicules seront éteints lorsqu'ils ne sont pas utilisés ;
- Les préoccupations concernant le bruit seront traitées rapidement ;
- Les communautés autochtones avoisinantes seront consultées tôt et souvent afin de coordonner l'horaire de construction, en veillant à ce qu'il n'interfère pas avec les activités traditionnelles.



Qu'est-ce que la...

Un récepteur sensible? Un « récepteur sensible » peut être des personnes, des animaux ou une utilisation sensible des terres.

Augmentation des niveaux de vibration en raison du dynamitage

Les activités de dynamitage liées à la construction et à l'exploitation de carrières pour la route augmenteront temporairement les niveaux de vibration. La quantité de vibrations ressenties dépendra de la taille de l'explosion et de la distance par rapport au site de l'explosion. Afin d'atténuer les effets des vibrations accrues liées au dynamitage, les lignes directrices de sécurité seront suivies, les explosions de carrière étant maintenues à au moins 190 mètres et des explosions de construction, à 100 mètres des récepteurs sensibles.

Augmentation du niveau de vibration lié à la construction et à l'utilisation à long terme

Les activités générales de construction augmenteront temporairement les niveaux de vibration près de la route d'accès communautaire, les effets les plus importants se produisant pendant le battage de pieux, un processus où de grands poteaux sont enfoncés dans le sol pour créer une fondation stable. Les niveaux de vibration dépendront du type et du nombre de sources de vibration et de leur distance par rapport aux récepteurs sensibles. Les vibrations du trafic routier sur la route d'accès communautaire dépasseront les critères d'irritation humaine (c.-à-d. le niveau de bruit que les gens peuvent tolérer avant de devenir agacés) au-delà de 25 mètres du bord de la route. Pour atténuer les effets des vibrations, les mesures d'atténuation suivantes sont recommandées :

- Un plan de travail détaillé sur les vibrations de construction sera élaboré ;
- Le travail aura lieu pendant la journée ;
- L'équipement sera tenu à l'écart des récepteurs sensibles ;
- Les préoccupations concernant les vibrations seront traitées rapidement ;
- Le dynamitage sera fait en respectant des directives strictes en matière de sécurité ;
- Les communautés autochtones avoisinantes seront consultées tôt et souvent afin de coordonner l'horaire de construction, en veillant à ce qu'il n'interfère pas avec les activités traditionnelles.

Qualité de l'air et gaz à effet de serre

Qualité de l'air

Cette étude a évalué les changements dans la concentration des contaminants atmosphériques. Il a également modélisé les émissions de gaz à effet de serre qui seront libérées par les équipements de construction, le dynamitage et les véhicules. Les changements dans l'utilisation des terres pourraient également affecter le stockage du carbone et ont été examinés.

L'étude a révélé que la construction ne devrait pas avoir d'effets négatifs durables sur la qualité de l'air, car tout problème de qualité de l'air découlant de la construction peut être inversé. Des niveaux plus élevés de certains composés dans l'air sont attendus près des chantiers de construction, mais ces niveaux diminueront avec la distance. Les meilleures pratiques de gestion peuvent aider à atténuer l'incidence à court terme.

Puisque la route d'accès communautaire fonctionnera indéfiniment, tous les effets résiduels sont considérés comme permanents. Des effets significatifs, comme des niveaux élevés de poussière provenant des véhicules sur les routes non pavées, sont prévus.

Gaz à effet de serre

La construction et les changements d'utilisation des terres, y compris les opérations, devraient entraîner un total de 1 969 kilotonnes d'émissions de gaz à effet de serre sur 20 ans. Cette somme comprend la perte de stocks de carbone emmagasinés dans les plantes, la matière morte et le sol. Par exemple, la conversion des tourbières et des forêts en routes réduit les stocks de carbone et libère des gaz à effet de serre. Une année typique de construction entraînera la perte de 75 kilotonnes de carbone provenant de ces stocks dans les forêts et les zones humides, ce qui est inclus dans l'estimation de 1 969 kilotonnes.

La route pourrait réduire les gaz à effet de serre en remplaçant certains déplacements en avion par des déplacements en voiture ; toutefois, ce fait n'a pas été entièrement mesuré en raison de données limitées.

Effets résiduels

Grâce à l'utilisation adéquate de mesures d'atténuation, les effets potentiels de la construction et de l'utilisation à long terme de la route d'accès communautaire devraient être gérés, réduits ou atténués de manière efficace.

La route d'accès communautaire entraînera une augmentation des niveaux de bruit et de vibrations pendant la construction et l'utilisation à long terme de la route. Les mesures d'atténuation réduiront les impacts du bruit et des vibrations pendant la construction. Les effets du bruit et des vibrations lors de l'utilisation à long terme de la route d'accès communautaire et de l'exploitation de la carrière pour les activités d'entretien devraient être faibles.

Au moment de la rédaction, l'évaluation des effets résiduels sur la qualité de l'air n'était pas disponible pour résumer. Ces renseignements peuvent se trouver à **l'annexe X** de la version préliminaire du rapport d'évaluation environnementale ou du rapport d'étude d'impact.

Effets cumulatifs

Le bruit et les vibrations combinés de la route d'accès communautaire, ainsi que d'autres projets (p. ex. les améliorations des routes Anaconda et Painter Lake Forestry, la route de raccordement du Nord), pourraient avoir un incidence sur les zones avoisinantes, en fonction de l'emplacement, du moment et du chevauchement de l'utilisation d'équipements lourds et de la circulation routière. Les effets varieront en fonction de la proximité et de l'activité de ces sources par rapport aux récepteurs sensibles.

Au moment de la rédaction, l'évaluation des effets cumulatifs sur la qualité de l'air n'était pas disponible en vue d'en faire un résumé. Ces renseignements peuvent se trouver à **l'annexe X** de la version préliminaire du rapport d'évaluation environnementale ou du rapport d'étude d'impact.



Voulez-vous en savoir plus?

Si vous souhaitez en savoir plus sur ce sujet, veuillez consulter le rapport technique disponible en annexe de la version préliminaire du rapport d'évaluation environnementale ou du rapport d'étude d'impact.

Coordonnées

N'hésitez pas à contacter l'équipe du Projet de route d'accès à la collectivité de la Première Nation de Marten Falls à tout moment si vous avez des questions ou des commentaires.

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Téléphone : 1-800-764-9114

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NONTAKOCIKANAN (KANOTAKOKIN MIINAWAA KATOTOKIIMAAKAKIN), KAMINANCIKATEK ESHINAKOK MIINAWAA KAPASHKINEKIN PAYATE ISHIKIISHWEWIN MAMAW TIPACIMOWIN



Ekii'oshippihikatek kacakosich kiisis 2025

Iniwiniwan nakacicikewinan kakitocikatekin onci tashiikewin miikana okinakacitonawa kakina kayshinakokin cinakishkamowach iniwawak, anishinaabe tashiikewinan, kanata okimaawi anokiwinan miinawaa kotakiyak kepapamisiwach. onoweniwan kaysisekin, kayema ekiciinentakokin kaye iwe nontakocikanan (kanotakokin miinawaa katotokiimaakakin), kaminancikatek eshinakok miinawaa kapashkinekin.

Nokom Eshinakokin

Nontakocikanan (Kanotakokin miinawaa Katotokiimaakakin)

Tashiikewinik kanotakokin kekonan, iniwiniwan katocikatekin tinokan kapimipisonaniwak, awiyyashiishak (tinokan, animoshak) miinawaa kanotink, kishimikikatewan eapiitatekin kanontakokin 22 akonak 38 kikinawacicikan kapiisitakok onci anishinaabe ototamowinan, kanootink miinawaa kanontakokin kapimipitekin. nopimink kapiicitakokin, eonciisisekin kayshinakok akiwin tinokan kanootink imaa miinshashkoon miinawaa awiyyashiishak, etapasak iwe kaynacikatek minoyawin kanata kanoontakok napapancikan imaa tawinink kayema nopimink.

Nokom kanakokin katotokiimaakakin ishimikikate imaa eoncisek akiikank mawach pankii kayema kawin eoncisek anishiniikank iniwiniwan katotokiimaakakin.

Kaminancikatek Eshinakok

Iniwiniwan kaminancikatekin kaoncimaacinakokin kakii nakacicikatekin mekwach kananantokikencikaniwak kitapasisewan iwe onteriiyo miinawaa kanata kaminancikatek kaynacikatekin napapancikanan, iniwiniwan eta kapapamasikin mina kayshkotewakin, eka eminotocikemakak imaa kapashkinek kasakitek, eayamakak mekwach nopimik kasakitek miinawaa tashiikewinik kapotawaniwak.

Kapashkinekin

Ka-oncisekin iniweniwak kapashkinekin mekwach anishinaabek katotamowach kapapamiyawach miinawaa mekwach akiwiinan ka apacicikatekin. iwe kayshiatek kiiwetinok tashiikewin miikana, iwe kayshinakk aki kawin mikikatesinon cioncisekin kemacinakokin kaminancikatek imaa eta kapapamipisonaniwak. iniweniwan kapashkinekinoncisewan imaa akiikank, tinokan miinshashkon, miinawaa imaa kapapamiyach anishinaabe, kapimisemakak miinawaa piponimiikanank kapimiyaniwak. kotakiiyan kaoncisek, ka apacicikatek wasikanipimite, kawin inencikatesiin cikici ancisek apacicikatek tashiikewin miikana.

Kaynencikatek Keysisekin miinawaa Keyshi Mamiinocikatek

Noontakocikanaan

Ciishpisek Ka-Noontakokin Ke-apitatekin

Oshicikatek totamowinan nacina taonciispise iniweniwan kenontakokin, shakoch imaaneke eta tatashinontakonon ketashi oshicikatek miikana. Kepiitatek kanontakok iniweniwan kaapacicikatekinmiinawaa katasiwakin (tinokan, kepiisinakok imaa miikanank kayema kayshimonahikaniwak), kanontakokin ciishpisek imaa ketananokiinaniwak peshinakok; shakoch, inencikate eka cipeshinakosiwach imaa ininiikank einencikatek ciapiitatek kanontakok 84 imaaneke katashi oshicikaniwak. Apii apacicikatek iwe tashiikewin miikana, kanoontakok kapimipisonaniwak miinawaa pamicikatek miikana taishpisek, eshkam eta taishpise notakok mekwach apacicikatek miikana kayema eka ciapiicitakok mekwach oshicikatek miikana.

Cimiinocikatek iwe kanontakokin, onoweniwan miinocikewinan ketocikatekin ishi ikitonaniwan:

- Anookiiwin tatocikate mekwach kiishikak;
- Ka apacicikatekin kwayak takanawencikatewan;
- Mekwach oshicikatek wasa tatashitocikatewan imaa eka kayshinantawentakok nontakocikewinan;
- Otapanak takipitinawak eka apacihakanewach;
- Kanontakokin kishpin onci mikoshkatecikatekin wiipach takanote; miinawaa
- Kapeshinakokin anishinaabe tashiikewinan wiipach tawiintamawakanewak miinawaa cipimiwiicikatek kani apiitanokiinaniwak, cikikencikatek eka cimikoshkacikatek mekwach anishinaabek nantawencikewach.



Ekonen iwe...

Ahawe “kawencimiikoshkawanekch” taisise iniwak, awiyyashiishak, kayema kawenci miikoshkacikatek ahki kainapatak.

Ciishpisek Katotokiimaakak Kepiicisek onci Pashkapikisikaniwak

Kapashkapikisikaniwak tocikatek onci kaoshicikatek miinawaa kaoncinikatekin newankon onci miikana nacina taisise citotokicikemakak.minikok cimiikwencikatek citotokisek taoncikikentakok kepiitacikatek pashkapikisikewin miinawaa kepiisinakok iwe pashkapikisikewin. Cimiinocikatek iwe katotokisek kapashkapikisikaniwak, ankwamisiwinan tanapapancikate, iniweniwan kaye monahikewin pashkapikisikan 190 kicitasomisit miinawaa miikana pashkapikisewin 100 kicitasomisit ciapisinakok eka kakayshinantawencikatek cikicitotokicikatekin.

Ciishpisek Katotokisek Mekwach oshicikatek miinawaa Pimi Apacicikatek Miikana

Oshicikatek mekwach miikana nacina taishpise katotokicikaniwak imaa peshoonch tashiikewin miikana, ciispisek katotokicikaniwak mekwach kotawacikatekin asinii patakicikanan. Katocikatek asinii patakicikanan kakontawakamikicikatekin cionci mashkawikapawimaakak miikana keyshiatek. katotokisek kepiicisekin iniweniwan kayshinakokin kaonci totokisek miinawaa kepisinakok imaa kayshikicinentakok eka cishitotokicikaniwak. katotokisek mekwa pimipisonaniwak imaa tashiikewin miikanank eka napich cimikoshkacikemakak ininiikank kaynacikatek (tinokan, minikok awiia kenontank apii ci-ani mikoshkatentank) awashime imaa 25 kicitasomisit kayshiatek miikana.

Cimiinocikatekin katotokisek, onoweniwan miinocikewinan ikitonaniwan:

- Ciwiincikemakak iwe kaoshicikatek kepisisekin totokimaakanan onacikewin cionatek;
- Anookiiwin mekwach tatocikate kiishikak;
- Apacicikanan kawin peshoonch taishi acikatesiin eka kayshinantawentakok totokicikewin;
- Katotokicikemakakin kamikoshkatentakokin wiipach tamiinocikate;
- Kapashkapikisikaniwak kaynatek tapimininshahikate napapancikewin; miinawaa
- Kapeshinakokin anishinaabe tashiikewinan wiipach tawiintamawakanewak miinawaa cipimiwiicikatek kani apiitanokiinaniwak, cikikencikatek eka cimikoshkacikatek mekwach anishinaabek nantawencikewach.

Kaminancikatek Eshinakok miinawaa Kapashkinekin

Kaminancikatek Eshinakok

Owe nakacikewin okinakacitonawa keyshi ancisek kaminancikatek keyshimaacinakokin. kaye okiinacacitonawa keyshinakok kapashkinekin mekwach pimi oshicikatek miikana apacicikanan, pashkapikisikaniwak miinawaa otapanak.

Ci-ancisekin ka apacicikatek aki cionci kikencikatek kapshkinekin cikii kiciwinikatekinekiinakacikatek.

Owe nanakacikewin kawin mikikatesiin mekwach oshicikatek miikana eka cimaansisek kaminancikatek kayshinakok, iniweniwan kaminancikatekin mekwach pimioshicikatek miikana takii minosicikate. taishpisewach kekonan imaa kaminancikatekin peshonch ketashianokiinaniwak, shakoch tatapasisewach ani nawinakok anokiiwin. kaminosekin kapimiwicikatek anokiiwin tawiicihiwese cimiinocikatekin kacakwakin mansisewinan.

Iwe tashiikewin miikana cikape apacicikatek, kiishpin kekon onciisisek kape tanakon. iniweniwan kakiciisisekin, ciompweshkamakin kaompisek newank imaa kayshinewankowank, inencikate ciisisek.

Kapashkinekin

Oshicikatek miinawaa ka-apacicikatek aki keyshiancisek, kaye iwe pimiwicikatek, inencikatek minikok 1,969 kicitasotipapiishkocikan iniweniwan kapashkinekin cipakitinikatek onci 20 taso akiiwin. Owe mamaw kincikewin kawanicikatekin akiiwinan imaa miinshashkon, eka kapimaatisiimaakakin akiiwinan, miinawaa newankon. tinokan, ka apacicikatekin mashkiikoon miinawaa nopimaakamik keyshiateg miikana oncipakitinikate kapashkinekin. Peshiko akiiwin kaoshicikatek miikana onciwanicikate 75 kicitipapiishkocikan iniweniwan kapashkinekin imaa nopimaakamk miinawaa mashkiikoonk, emi katashimaamaw kicikatekin 1,969 kicitipapishkocikan.

Iwe miikana kecin tatapasinikemakan iniweniwan kapashkinekin ekacipimisaniwank ciapacicikatek miikana pimiyawin, shakoch kawin cikiionci mamantokicinkatekin eka ewiincikemakak.

Kemamawsekin Isisewinan

Kwayak apacicikatekin mamiinocikewinan, keysisehiwemakakin oshicikatek miinawaa pimiapacicikatek iwe tashiikewin miikana inencikate kwayak cipimiwicikatekin, citapasinikatek kayema cimiinocikatekin.

Iwe tashiikewin miikana taisise cinontakok miinawaa citotokicikemakak mekwach oshicikatek miinawaapimi apacicikatek. mamiinocikewinan tatapasinikemakan iniweniwan kenontakokin miinawaa ketotokicikemakakin mekwach oshicikatek miikana. nontakocikewin miinawaa totokicikewin mekwach apacicikatek tashiikewin miikana miinawaa nenwankocikatek inencikate citapasinikatekin.

Mekwach owe ka-oshipiihikatek, iniweniwan kemamawsekin isisewinan kakiinakacicikatek onci kaminancikatek keyshinakokkawin onciayamakasinon cikiwiincikatek. Owe wiintamakewin kayshimikan imaa Appendix X kakiishi oshipiihikatek misiwe nakacicikewin / isisewin ikitowin tipacimowin.

Ke-aninankisekin isisewinan mamawkanontakok miinawaa katotokisek onci tashiikewin miikana iniweniwan kaye kotakiiyan anokiiwinan (tinokan, anakwanta miinawaa shishoopiihikan sakahikan notakikwewin miikana, kiiwetin miikana inamocikan) taisise imaa kapeshinakokin, imaneke keyshiacikatek, tipahikan miinawaa keyshi apacihakanewach kiciotapanak miinawaa kapimipisowach miikanank. isisewinan tamemeykisewan keapiisinakok miinawaa apacihakanewach kaoncinontakok imaa kayshinontakocikemakakin.

Mekwach owe ka-oshipiihikatek, iniweniwan keaninankisekin isisewinan kakiinakacicikatek onci kaminancikatek keyshinakokkawin onciayamakasinon cikiwiincikatek. owe wiintamakewin kayshimikan imaa Appendix kakiishi oshipiihikatek misiwe nakacicikewin / isisewin ikitowin tipacimowin.

Ke-Aninankisekin Isisewinan

Mamawkanontakok miinawaa katotokisek onci tashiikewin miikana iniweniwan kaye kotakiiyan anokiiwinan (tinokan, anakwanta miinawaa shishoopiihikan sakahikan notakikwewin miikana, kiiwetin miikana inamocikan) taisise imaa kapeshinakokin, imaneke keyshiacikatek, tipahikan miinawaa keyshi apacihakanewach kiciotapanak miinawaa kapimipisowach miikanank. isisewinan tamemeykisewan keapiisinakok miinawaa apacihakanewach ka-oncinontakok imaa kayshinontakocikemakakin.

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Awashime na kiwiikikentan?

Kiishpin ekiciinentaman awashime ewiikikentaman owe katashincikatek, onci nakacitooon iwe kanakaciwitipacimomakak tipacimowin imaneke kasakisink oma misise ahkiwin nakacicikewin/ isisein ikitowin

Kekanonach Wiintamakewinan

Kinantomiko ima cishayan akwaaahkiink tashiikewinik miikana kapimanokiitamowach anapii piko wiikakweteyan kayema wiipakitinaman ikitowin.

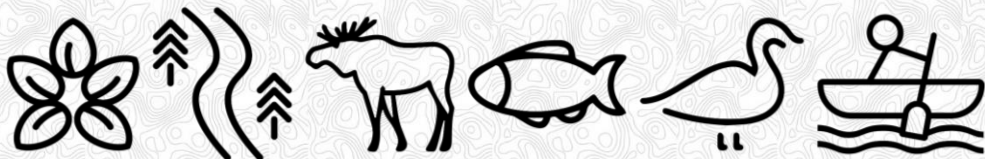
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A2.4.7 Peatlands





PEATLANDS PLAIN LANGUAGE SUMMARY

Issued February 2025



Peatlands are a type of wetland where dead plant material accumulates over thousands of years and forms peat. Water availability, climate, elevation and terrain are key to their development, with the depth of peat anywhere from 40 centimetres to three metres, or more. Peatlands include bogs, fens, organic marshes and organic swamps, which rely on slow-moving water to form peat by preventing plant material from decomposing. Peatlands are important ecosystems because they support a wide variety of plants and animals, while absorbing and storing carbon, also known as a carbon sink.



What is a carbon sink?

A carbon sink takes in and stores more carbon dioxide from the atmosphere than it releases. This helps reduce the amount of carbon dioxide in the air, which is good for the environment. Examples of carbon sinks include forests, oceans, and peatlands.

Existing Conditions

In the Local Study Area, there are 15 types of peatlands that make up 63% of this area, with fens and swamps being the most common. Generally, peatland ecosystems are more abundant in the northern portion of the Local Study Area, north of Dusey Lake. Similarly, fen and swamp communities are most common in the northern portion as well. Input from Marten Falls First Nation has also included information about the distribution of peatland environments. In particular, the Community has noted a large area of peatlands and felled trees within the lands between the southern channel of the Albany River to the Pahtegosing River.



What is...

Local Study Area: the area where direct effects of the road are likely to take place



Potential Effects and Mitigations

The construction and long-term use of the Community Access Road has the potential to affect peatlands in the Local Study Area. The potential effects include:

Direct peatland loss due to construction-related activities that would change the availability, distribution, composition and function of peatland ecosystems.

Changes to peatland ecosystems with:

- Changes to hydrology and groundwater;
- Introduction and spread of invasive plant species;
- Fragmentation of habitats and changes to the borders of habitats (edge effects);
- Increased public access;
- Release of sediment;
- Spills of fuel or other contaminants;
- Deposition of air contaminants; and
- Dust emissions.

Changes to peatland carbon storage flux (the rate at which carbon is being stored or released from the peatland ecosystem).

? What is an ecosystem?

An ecosystem is a community of living organisms and their physical environment.

? What is Hydrology?

Hydrology is the study of water, including how it moves around on Earth, where it is found, and how it interacts with the environment.

? What is an Environmental Protection Plan

An Environmental Protection Plan will be developed, and will be implemented during construction to prevent, detect, control (i.e., remove), and monitor areas with invasive species.

Mitigation measures will be implemented to protect peatland ecosystems and restore affected areas. Some examples of mitigation measures that will be implemented, to minimize direct loss of peatland ecosystems include:

Only clear vegetation within 100 metres, or less where possible, of the right-of-way.

Decommission sand and gravel pits and restore temporary access roads following construction to help natural vegetation return.

Develop and implement an Environmental Protection Plan.

Prevent, detect, control and monitor areas with invasive species.

Have Environmental Monitors on-site during construction to confirm that mitigation measures are being followed correctly.

Develop and carry out a Vegetation Restoration Plan, with specific steps for restoring peatland ecosystems.

Residual Effects

Mitigation measures will minimize effects on peatland ecosystems, but some impacts are unavoidable. There will likely be some lasting (residual) effects on the availability and distribution of peatlands resulting from the loss of vegetation during construction. No additional clearing or disturbance of peatland ecosystems is expected during long-term use of the road.

With the implementation of the recommended mitigation measures, there should be minimal impacts to groundwater and peatland ecosystems. This depends on the mitigation measures being effective in keeping the water flow and levels the same as before construction. A monitoring program will be set up, and adaptive management measures will be implemented.

Even with measures to reduce dust emissions, dust from construction is expected to harm vegetation in peatland communities close to the footprint of the Community Access Road (within 100 meters). Dust produced from the long-term use of the road is also expected to effect the peatland ecosystem, but not to the same degree as during construction. As a result, the negative effects of dust on peatland ecosystems are expected for the lifecycle of the road.

The long-term use of the Community Access Road by the public might lead to invasive species being introduced. This may result in a residual effect on peatland ecosystems.

Cumulative Effects Assessment

The Cumulative Effects Assessment considers the combined effects with other projects occurring in the area, such as (but not limited to) the Northern Road Link, the Anaconda and Painter Lake Forestry Access Road Upgrades, and the Rapid Lynx Broadband projects.

The combined projects in the area are anticipated to result in:

- Direct peatland loss;
- Changes to groundwater;
- Fragmentation of habitats and changes to the borders of habitats (edge effects); and
- Dust emissions.

Overall, the peatland ecosystems are expected to stay healthy and continue to function well.

Monitoring programs for the pre-construction, construction and long-term use of the road will check if the predicted effects are accurate and the mitigation measures effective. Adjustments to these plans will be made as needed.





Want to learn more?

If you are interested in learning more about this topic, please review the technical report available in the appendix of the Draft Environmental Assessment / Impact Statement.

Contact Info

You are welcome to contact the Marten Falls First Nation Community Access Road Project Team at any time with questions or comments.

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TOURBIÈRES

RÉSUMÉ EN LANGAGE SIMPLE

Publié en février 2025



Les tourbières sont un type de terres humides où la matière végétale morte s'accumule pendant des milliers d'années et forme de la tourbe. La disponibilité en eau, le climat, l'altitude et le terrain sont essentiels à leur développement, avec une profondeur de tourbe variant de 40 centimètres à trois mètres, voire plus. Les tourbières comprennent les bogues, les marais, les marécages organiques et les marais organiques, qui dépendent des eaux lentes pour former de la tourbe en empêchant la décomposition de la matière végétale. Les tourbières sont des écosystèmes importants, car elles soutiennent une grande variété de plantes et d'animaux, tout en absorbant et en stockant le carbone, également appelés puits de carbone.



Qu'est-ce qu'un puits de carbone?

Un puits de carbone absorbe et stocke davantage de dioxyde de carbone de l'atmosphère qu'il n'en libère. Cela aide à réduire la quantité de dioxyde de carbone dans l'air, ce qui est bon pour l'environnement. Des exemples de puits de carbone incluent les forêts, les océans et les tourbières.

Conditions existantes

Dans la zone d'étude locale, il y a 15 types de tourbières qui représentent 63 % de cette zone, les marais et les marécages étant les plus courants. En général, les écosystèmes de tourbières sont plus abondants dans la partie septentrionale de la zone d'étude locale, au nord du lac Dusey. De même, les communautés de marais et de marécage sont également les plus communes dans la partie nord. Les contributions de la Première Nation de Marten Falls ont également inclus des renseignements sur la répartition des environnements de tourbière. En particulier, la collectivité a noté une grande zone de tourbières et d'arbres abattus sur les terres entre le chenal sud de la rivière Albany et la rivière Pahtegosing.



Qu'est-ce que la...

Zone d'étude locale : la zone où les effets directs de la route sont susceptibles de se produire



Effets potentiels et mesures d'atténuation

La construction et l'utilisation à long terme de la route d'accès à la collectivité ont le potentiel d'affecter les tourbières dans la zone d'étude locale. Les effets potentiels comprennent :

La perte directe de tourbières causée par des activités de construction qui modifieraient la disponibilité, la distribution, la composition et la fonction des écosystèmes de tourbières.

Les changements dans les écosystèmes de tourbières, notamment :

- Les modifications de l'hydrologie et des eaux souterraines;
- L'introduction et la propagation d'espèces végétales envahissantes;
- La fragmentation des habitats et les changements dans les frontières des habitats (effets de bordure);
- L'accès public accru;
- Le rejet de sédiments;
- Les déversements de carburants ou d'autres contaminants;
- La déposition de contaminants atmosphériques;
- Les émissions de poussière.

Les modifications du flux de stockage de carbone des tourbières (le taux auquel le carbone est stocké ou rejeté par l'écosystème de tourbières).

? Qu'est-ce qu'un écosystème?

Un écosystème est une communauté d'organismes vivants et leur environnement physique.

? Qu'est-ce que l'hydrologie?

L'hydrologie est l'étude de l'eau, y compris comment elle se déplace sur Terre, où elle se trouve et comment elle interagit avec l'environnement.

? Qu'est-ce qu'un plan de protection de l'environnement?

Un plan de protection de l'environnement sera élaboré et sera mis en œuvre pendant la construction pour prévenir, détecter, contrôler (c.-à-d. éliminer) et surveiller les zones abritant des espèces envahissantes.

Des mesures d'atténuation seront mises en place afin de protéger les écosystèmes de tourbières et de restaurer les régions affectées. Quelques exemples de mesures d'atténuation qui seront mises en œuvre pour minimiser la perte directe des écosystèmes de tourbières comprennent :

Enlever la végétation seulement dans un rayon de 100 mètres, ou moins si possible, de l'emprise.

Désaffecter les carrières de sable et de gravier et restaurer les routes d'accès temporaires après la construction pour aider la végétation naturelle à revenir.

Élaborer et mettre en œuvre un plan de protection de l'environnement.

Prévenir, détecter, contrôler et surveiller les zones abritant des espèces envahissantes.

Avoir des contrôleurs environnementaux sur place pendant la construction pour confirmer que les mesures d'atténuation sont correctement suivies.

Élaborer et mettre en œuvre un plan de restauration de la végétation, avec des étapes spécifiques pour restaurer les écosystèmes de tourbières.

Effets résiduels

Les mesures d'atténuation minimiseront les effets sur les écosystèmes de tourbières, mais certains impacts sont inévitables. Il y aura probablement des effets durables (résiduels) sur la disponibilité et la distribution des tourbières résultant de la perte de végétation pendant la construction. Aucune déforestation ou perturbation supplémentaire des écosystèmes de tourbières n'est prévue pendant l'utilisation à long terme de la route.

Avec la mise en œuvre des mesures d'atténuation recommandées, il devrait y avoir des impacts minimes sur les eaux souterraines et les écosystèmes de tourbières. Cela dépend de l'efficacité des mesures d'atténuation à maintenir le débit et les niveaux d'eau identiques à ceux d'avant la construction. Un programme de surveillance sera mis en place, et des mesures de gestion adaptative seront mises en œuvre.

Même avec des mesures pour réduire les émissions de poussière, la poussière provenant de la construction devrait nuire à la végétation dans les communautés de tourbières situées à proximité de l'emprise de la route d'accès à la collectivité (dans un rayon de 100 mètres). La poussière produite par l'utilisation à long terme de la route devrait également affecter l'écosystème de tourbières, mais pas dans la même mesure que pendant la construction. Par conséquent, les effets négatifs de la poussière sur les écosystèmes de tourbières sont attendus pendant le cycle de vie de la route.

L'utilisation à long terme de la route d'accès à la collectivité par le public pourrait entraîner l'introduction d'espèces envahissantes. Cela peut entraîner un effet résiduel sur les écosystèmes de tourbières.

Évaluation des effets cumulatifs

L'évaluation des effets cumulatifs tient compte des effets combinés avec d'autres projets se déroulant dans la région, comme (mais sans s'y limiter) la route de raccordement du Nord, les réfections des chemins forestiers Anaconda et du lac Painter, ainsi que les projets de large bande de Rapid Lynx.

Les projets combinés dans la région devraient entraîner :

- Une perte directe de tourbières;
- Des modifications des eaux souterraines;
- Une fragmentation des habitats et des changements aux frontières des habitats (effets de bordure);
- Des émissions de poussière.

Dans l'ensemble, les écosystèmes de tourbières devraient rester sains et continuer à bien fonctionner.

Les programmes de surveillance pour la préconstruction, la construction et l'utilisation à long terme de la route vérifieront si les effets prévus sont exacts et si les mesures d'atténuation sont efficaces. Des ajustements à ces plans seront effectués au besoin.



Voulez-vous en savoir plus?

Si vous souhaitez en savoir plus sur ce sujet, veuillez consulter le rapport technique disponible en annexe de la version préliminaire du rapport d'évaluation environnementale ou du rapport d'étude d'impact.

Coordonnées

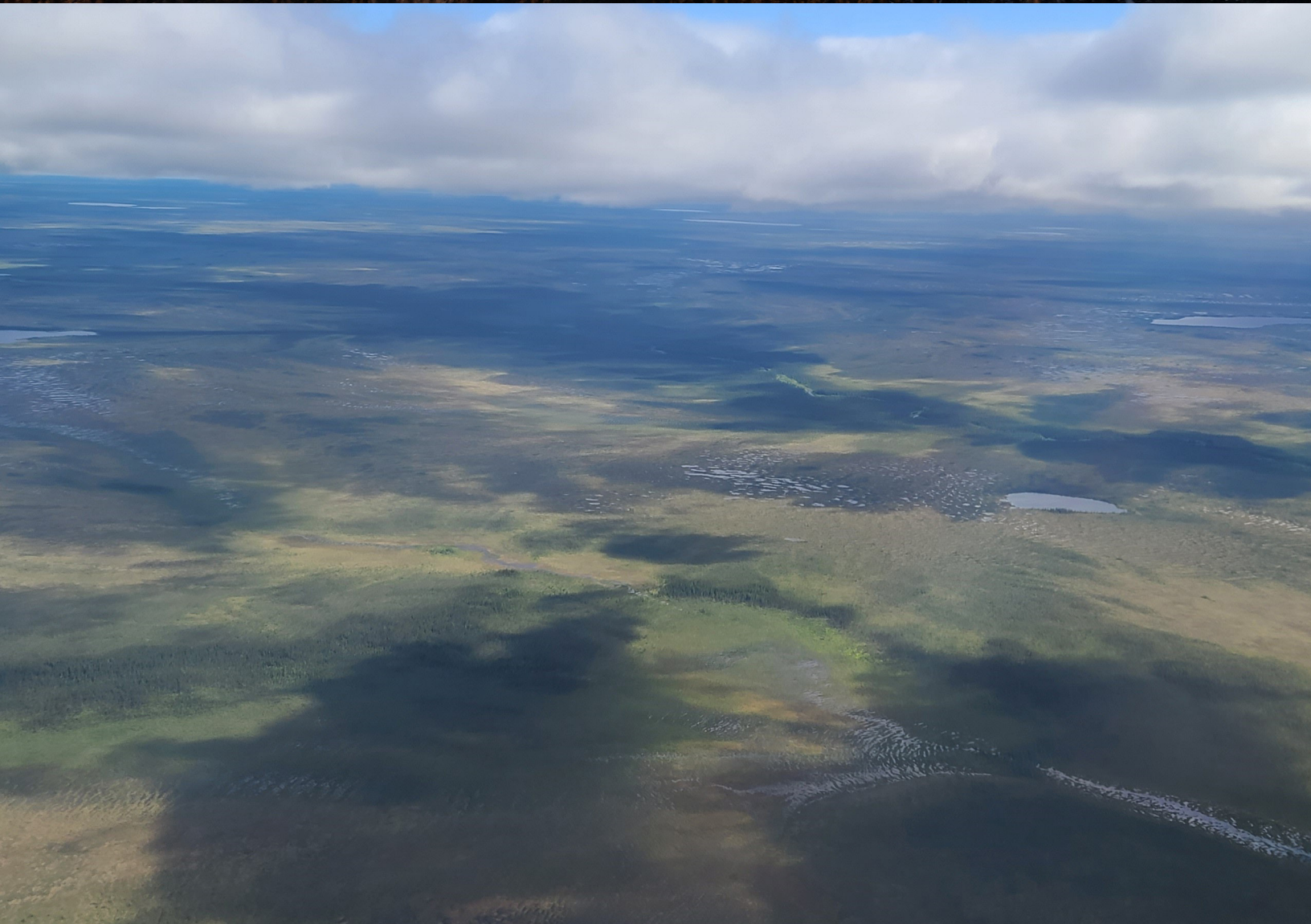
N'hésitez pas à contacter l'équipe du Projet de route d'accès à la collectivité de la Première Nation de Marten Falls à tout moment si vous avez des questions ou des commentaires.

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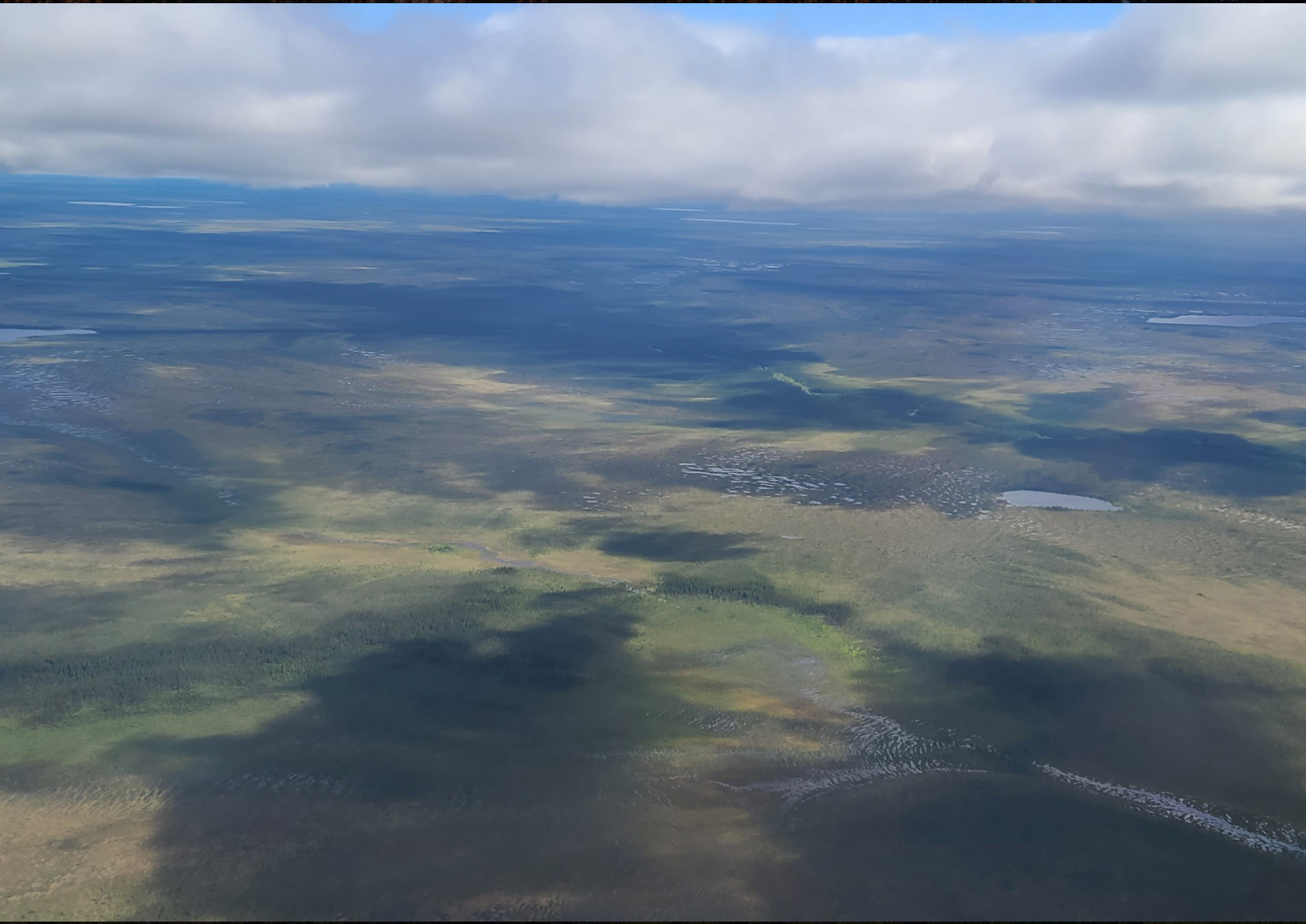
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MASHKIIG AKIIN PAYATE ISHIKIISHWEWIN MAMAW

Ekii'oshihikatek kacakosich kiisis 2025



Mashkiig akiing ayaamagan gaa-nibiiwang aki, mii imaa ezhi-ozhi'oomagak azhashki ginwesh daso-biboon, mashkiig aki e-ozhi'oomagak. Andawendaagwan nibi, gaye gaa-mino-izhiwebak gaye gaa-apiitakamigaak ji-ozhi'oomagak, ngojigo 40 cm 3 m ako. Owe mashkiig aki ayaamagan mashkiigong gaye gaa-izhi-nibiiwang aki, andawenjigaade nibi ji-bejjiwang imaa ji-ozhi'oomagak iwe azhashki gaawiin ji-wanaadazing iwe azhashki. Gichi-inendaagwanoon mashkiig akiin aaniish naa niibiwa imaa ondaadiziwag aya'aawishag gaye gitigaanan, gaye e-izhishkaag gaa-naagwasinog carbon gaa-izhinikaadeg, e-ozhi'oomagak carbon sink.



Wegonen iwe Carbon Sink?

Carbon sink gaa-ijigaadeg mii imaa ezhaa-magak carbon dioxide gaa-ijigaadeg ishpim-ing gaa-ayaag gaa-waabanjigaadesinog, bangii dash eta bagidinigaade imaa onji. Onizhishin dash gaawiin aapiji e-ayaasinog carbon dioxide ishpiming. Mitigoog gaa-ayaawaad noopimiing gaye gichigami gaye mashkiig aki ayaamagan iwe carbon sink.

Ezhinaagwak Noongom

Omaa Besho Gaa-izhi-ganawaabanjigaadeg, 15 dasinon mashkiig akiin 63% minik omaa, mashkiigoon maawach e-ayaamagakin. Mii enenjigaadeg e-baatiinadak owe mashkiig aki giiwedining Gaa-izhi-ganawaabanjigaadeg, giiwedining Dusey Zaaga'igan. Gaye mashkiigoon baatiinadanoon giiwedining inake. Imaa Marten Falls Anishinaabeg gaa-izhidaawaad wiindamaagemagan aaniindi eyaagin ini mashkiig akiin. Memindage iwe Dazhiikewin ayaamagan niibiwa mashkiig aki gaye gaa-gii-gawi'ondwaa mitigoog imaa zhaawanaong gaa-izhijiwang Albany Ziibi imaa dash Pahtegosing Ziibi.



Ekonen iwe...

Ketashinakacicikaniwak: ketashi miikoshkikemakak iwe miikanan katashi oshicikatek



Ge-inishkaagemagakiban gaye Manaajichigaadeg

Ozhichigaadeg iwe Dazhiikewin Miikana gaye aabajichigaadeg ginwesh gegoon da-inish-kaagemagan imaa Besho Gaa-izhi-ganawaabanjigaadeg. Daabishkoo onowe:

Dibinawe odaapinigaadeg iwe mashkiig aki omegwa ozhichigadeg iwe miikana da-izhi-aanjise gaa-ayaag iwe mashkiig aki, gaawiin ji-ayaamagazinog, gaye ji-aabadak.

Daa-aanjise iwe mashkiig aki owe izhiseg:

- Aanjiseg iwe nibi gaye anaamakamig gaa-ayaag nibi;
- Ayaamagakin oshki-gitiaanan gaa-gii-ayaasinogin imaa mewinzha;
- Maajii-biigoshkaa iwe gaa-danakii-waad gaa-dazhiikewaad imaa mashkiig akiing gaye ani-aanjise iwe jiigi-mashkiig akiing (bakaan e-izhi-ayaag);
- Ani-baatiinowag awiyag gaa-biizhaawaad imaa;
- Ani-bagijise mitaawang mashkiigong;
- Ziigise waasigani-bimide imaa mashkiig akiing gaye godak gaa-wiinichigemagak;
- Gaa-baashkineyaag gaa-wiinadak izhaamagan ishpiming gaye
- Gaa-baashkineyaag izhaamagan ishpiming.

Aanjise iwe mashkiig aki carbon gaa-ganawenjigaadeg imaa azhashiing (apii gaa-gitaatabiibagak gemaa gaa-bwaatawiimagak im mashkiig akiing gaa-izhiseg).

?

Wegonen iwe miziwe gaa-gikendaagwak?

Miziwe gaa-gikendaagwak mii iwe gaa-izhi-oko-dazhiikewaad bemaadiziwaad gaye gaa-izhi-dazhiikewaad.

?

Wegonen iwe nibi gaa-ando-gikenjigaadeg?

Iwe nibi gaa-ando-gikenjigaadeg ganawaab-anjigaade aaniin ezhiyaag nibi gii-babaami-ayaamagak miziwe akiing, aandi eyaag aye aan ezhiseg imaa gaa-izhi-bimaadiziying.

?

Wegonen Aki Ji-wanaajichigaadesinog.

Aki Ji-wanaajichigaadesinog da-ozhichigaade gaye da-aabajichigaade megwaa ozhichigaa-deg miikana ji-manaa-ayaamagak gitigaan ge-miiwishkaagemagak giishpin miziwe maa-jii-nitaawigig imaa.

Mii owe ge-izhichigewaad gaa-miikanaake-waad ji-manaa-maanzhidooramowaad iwe mashkiig aki gaa-ayaamagak imaa, gaye ji-wawezhitoowaad wegonen gaa-biigoshkamowaad. Daabiskoo oonoweniwan da-izhichigewag ji-manaajitoowaad iwe aki.

- 100 m ako da-bashkozhiigewag gaa-dazhi-miikanaakewaad, jiigiya'ii imaa miikanaang.
- Gaawiin daa-waanikesiiwang gaa-izhi-mitaawangaag gaye gaa-izhi-asiniinsikaag ji-aabajichigaadegin gaye miikanawan gaa-gii-ozhichigaadegin, ji-giiwe-nitaawigig gegoon gaa-nitaawigikiban imaa.
- Daa-ozhichigaade ji-biminizha'igaadeg aaniin ge-doodaming Aki Ji-wanaajichigaadesinog.
- Gego bagidinange bakaan akiing gaa-onjii-magakin gitigaanan ji-bimaadain omaa ozaam da-miiwishkaagemaganoon.
- Enishkaagemagak Gaa-naagajichigaadeg da-izhichigem ji-biminizha'igaadeg wenizhishing
- Izhichigek ji-nitaawigingin miinawaa gaa-gii-nitaawigingin imaa gitigaanan, memindage imaa mashkiig akiing.

Gaa-izhiseg Enishkaagemagak

Aanawi gagwe-manaajichigaadeg mashkiig aki megwaa miikanaakenaaniwang, giyaabi da-aanjise gegoon. Bashkozhiigaadegin gaa-nitaawigingin daabishkoo gitigaanan gaye mitigoog, da-maanzhise aki. Gaawiin dash wiin da-maanzhichigaadesinoon aki inenji-gaade giishpin ginwesh aabajichigaadeg iwe miikana.

Manaajichigaadeg dash iwe aki, gaawiin aapiji gegoon da-maanzhisesinoon nibi gaa-ayaag anaamakamig gaye mashkiig akiin.

Owe da-izhise giishpin naasaab apiichi-bimijiwang iwe nibi gaa-bimi-ayaamagak imaa mashkiig akiing gaye naasaab ji-apiichi-biig. Da-ozhichigaadeg gegoon ge-ganawaa-banjigemagak gaye da-ganawenjigaadewan ini.

Aanawi giishpin izhichigaadeg ji-mooshkine-yaabatesinog gaa-baashkineyaag, giyaabi ozhichigaadeg miikana da-onjiimagan gaa-baashkineyaag da-maanzhisemagan dash gaa-nitaawigig imaa jiigiya'ii Dazhiikewin Miikana (100 m). Gaye baashkinedaawang-bizowaad odaabaanensag giizhichigaadeg iwe miikana da-onjiimagan gaa-baashkine-yaag, ji-maanzhisemagak mashkiig aki, gaawiin dash wiin daabishkoo megwaa ozhichigaadeg iwe miikana. Apane ayaag iwe miikana da-baashkineyaa mitaawang.

Ginwesh aabadak iwe Dazhiikewin Miikana da-onji-dagoshinoog bakaan akiing gaa-onjiiwaad bemaadiziwaad daabishkoo manijooshag gemaa gitigaanan bakaan gaa-onjiimagakin. Da-maanzhise dash bangii.

Ge-oko-izhiseg Inishkaagewin

Iwe Ge-oko-izhiseg Inishkaagewin inenji-gaade godak gegoonan gaa-ozhichigaadegin imaa inake daabishkoo (gaawiin dash eta) Iwe Giiwedini Miikana, Gichi-ginebig gaye Painter Zaaga'igan Mitigokewin Miikana Wawezhichigewinan gaye Gaagizhiikaad Bizhiw Izhichigewinan.

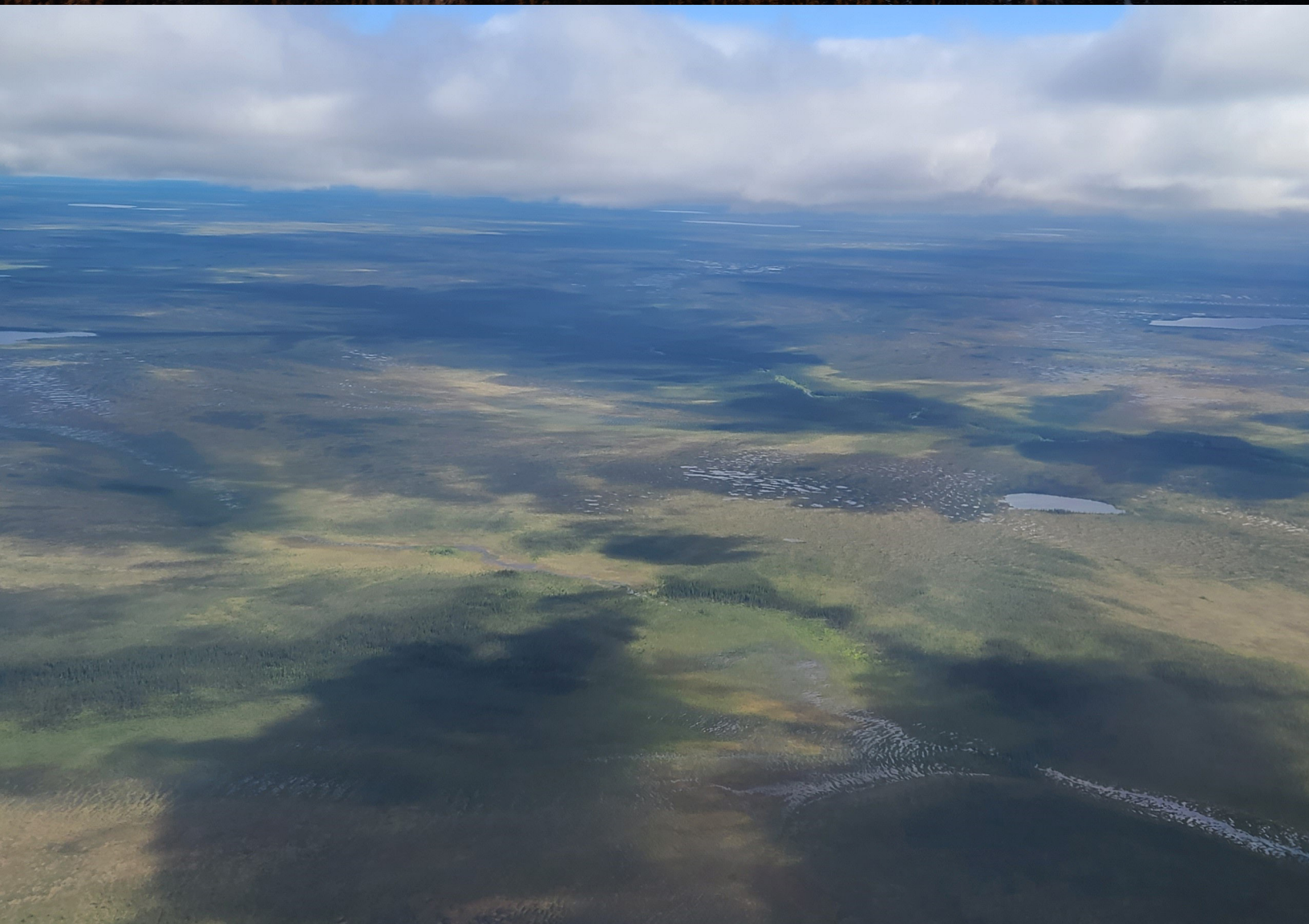
Ono maamaw izhichigewinan omaa owe inenjigaadewan ji-izhisegin:

- Ji-agwiimagak mashkiig aki azhashki;
- Ji-aanjiseg anaamakamig nibi;
- Ji-biigoshkaagin gaa-izhi-gabeshiwaad awensiwag gaye imaa jiigiya'ii gaa-izhi-gabeshiwaad (imaa gaa-ijigaadeg); gaye
- Gaa-baashkineyaag.

Mii dash maamaw, da-mino-ayaamaganoon ini mashkiig akiin gaye weweni ji-ayaagin.

Da-ganawaabanjigaadewan jibwaa-ozhichi-gaadeg miikana, megwaa gaye ozhichigaa-deg miikana gaye apii ginwesh aabadang iwe miikana ji-onwaadeg giishpin eminosegwen gaa-gii-inenjigaadeg, ji-manajichigaadeg aki. Da-aanjichigaadewan ono giishpin inenjigaadeg.





Awashime na kiwiikikentan?

Kiishpin ekiciinentaman awashime ewiikikentaman owe katashincikatek, onci nakacitooon iwe kanakaciiwitipacimomakak tipacimowin imaneke kasakisink oma misise ahkiwin nakacicikewin/ isisein ikitowin.

Kekanonach Wiintamakewinan

Kinantomiko ima cishayan akwaaahkiink tashiikewinik miikana kapimanokiitamowach anapii piko wiikakweteyan kayema wiipakitinaman ikitowin.

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A2.4.8 *Physiography, Terrain, Soils and Vegetation*





PHYSIOGRAPHY, TERRAIN, AND SOILS AND VEGETATION PLAIN LANGUAGE SUMMARY

Issued February 2025



The various study areas and activities associated with the Community Access Road might affect the land’s physical features (physiography) like terrain, soils and vegetation. Our studies examined both the direct effects of the Community Access Road. This is important because changes to the land and soil not only affect plant growth and vegetation, but also wildlife habitats over time. Understanding these impacts helps us evaluate other important areas like water, fish, plants and animals.

Existing Conditions

The Regional Study Area is located on the Canadian Shield, divided into two types of landscapes: the Severn Upland and the Hudson Bay Lowland. The upland area is characterized by low, rolling hills with lakes and rocks from glaciers, and is made up of coniferous forests, deciduous forests, mixed forests and young, sparsely treed areas. The lowland area is marked by wetlands and is flat, and swampy with bogs and shallow lakes. A riparian habitat is a transition between water and land, and can occur alongside rivers, lakes and streams. Riparian habitats can include both wetland and upland vegetation. Most of the Local Study Area is in the Severn Upland division; the northeast part is in the Hudson Bay Lowland division.

The bedrock in the area has two main types of rocks. The older rocks are volcanic and ancient (2.5 to 3.2 billion years old). The younger rocks are sedimentary, like shale and limestone, and are much younger (444 to 488 million years old).



What is...

Local Study Area: the area where direct effects of the road are likely to take place



What is...

Regional Study Area: the area where indirect effects are likely to occur



The terrain varies from flat to very steep and is made up of:

- 62% peatlands or muskeg (wetlands with thick, decayed plant material called peat);
- 27% moraine (made of till or debris which is a mix of clay, sand, gravel and boulders that were left behind by melting glaciers);
- 11 eskers (low hills made of sand and gravel left by glaciers);
- 3.5% clays and silts from ancient lakes;
- 4% open water;
- 1.5% sands and gravels from glaciers;
- 1% river deposits; and
- Less than 1% each of landslides, lake deposits, bedrock and disturbed areas.



The soils in the study area are mostly organic, covering over 65% of the land. The mineral soils range from coarse sands to very fine, heavy clay.

Traditional use plants include plants that have been historically used by Indigenous communities for food, materials, medicinal or spiritual purposes, and are still of particular interest to Indigenous communities within the region. These species are found throughout the region, but most of the plant harvesting occurs close to access routes like large waterbodies or watercourses. Three plant species that are listed as Species at Risk and / or Species of Conservation Concern may be found within the Local Study Area. They include Black Ash, Pitcher's Thistle and Northern Marsh Violet. Of these, only Black Ash was confirmed during field surveys, and was found in the southern limits of the Local Study Area.

Potential Effects and Mitigations

The Community Access Road may affect soil and vegetation in several ways during both the construction and long-term use (i.e. operations and maintenance) of the Community Access Road.

The following are potential effects from these activities:

Clearing lands to carry out construction activities can cause changes to the terrain, esker landforms and slope stability. It can also reduce upland, wetland and riparian ecosystems, including some in designated areas like Provincial Parks. It may also remove 5% of suitable habitat for Black Ash and 3% for Northern Marsh Violet.

Land clearing can also lead to vegetation biodiversity loss, increased soil erosion, spread of invasive species, changes in water temperature and changes to the ecosystem.

Building roads and other structures can change how water flows and where it goes, which can affect the health of plants and soil. Soil compaction is another important concern. Compacted soils have fewer spaces for water to move through, leading to increased runoff and reduced water infiltration (that can cause erosion). Compacted soils can also make it harder for plant roots to grow and access nutrients and water.

Building activities can introduce invasive plant species, which can change plant communities and wildlife habitats, especially along road edges.

Contamination caused by spills, leaks, dust and vehicle emissions related to the construction and operation of a road can affect soil and harm plant and animal life.

Building roads can alter water flow and groundwater levels, impacting soil and plant health, especially in wetlands and peatlands.

Mitigation measures will be implemented to minimize soil and vegetation loss, protect sensitive ecosystems and restore affected areas. Efforts to reduce these effects include limiting the footprint of the construction area and related sites, where possible, and minimizing vegetation clearing and soil disturbance. A Soil Management Plan will be developed to avoid placing soil stockpiles near waterbodies or drainage features, and to manage soils in accordance with federal and provincial guidelines.

To protect native plants from harm, including the spread of invasive species, several preventative measures will be put in place. These include cleaning equipment, using native seeds, and minimizing soil disturbance during construction. Once the Community Access Road is operational, ongoing weed control with limited herbicide use and regular monitoring will be conducted. Plans will be developed and adjusted if needed, following applicable guidelines, to protect the environment and monitor air quality, dust and emissions.

Residual Effects

Once mitigation measures are put into place, there may be some residual effects (leftover effects after mitigations are applied) including:

Minor changes to the terrain and soils (such as changes to eskers, the amount of soil and the quality of soil from spills or leaks).

An estimated 45% of the eskers in the construction area will be permanently disturbed.

Minor changes to the amount and location of soil.

Changes to vegetation from direct vegetation loss, changes in hydrology and groundwater, and from the introduction and spread of invasive plant species.

Changes to vegetation from air contaminants and dust emissions.

Cumulative Effects

The Community Access Road will consider the combined environmental effects with other activities occurring in the area, such as the Northern Road Link, the Anaconda and Painter Lake Forestry Access Road Upgrades, and the Rapid Lynx Broadband projects.

The combined projects in the area are anticipated to result in:

Direct vegetation loss	Changes to groundwater	Fragmentation and edge effects
Dust emissions	Esker disruption	Changes to terrain quality
Changes to terrain quantity and distribution	Changes to soil quantity and distribution	

Overall, while these effects are anticipated, with effective mitigation measures, the negative impacts will be low and not significant.

The Community Access Road will disturb 5 out of 16 eskers in the area. If other projects (Northern Road Link and Anaconda and Painter Lake Forestry Access Road Upgrades) use measures to limit sand and gravel extraction from eskers, the impact can be reduced. However, if eskers are used by other projects for road materials, there could still be changes. Overall, the Community Access Road will affect 31% of the eskers, so the combined impact is considered medium.

Monitoring programs will be carried out to make sure that erosion and sediment control measures have been successful, and stability of each waterbody crossing is maintained. These programs are carried during and after construction.

Want to learn more?

If you are interested in learning more about this topic, please review the technical report available in the appendix of the Draft Environmental Assessment / Impact Statement.

Contact Info

You are welcome to contact the Marten Falls First Nation Community Access Road Project Team at any time with questions or comments.

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PHYSIOGRAPHIE, TERRAIN, SOLS ET VÉGÉTATION RÉSUMÉ EN LANGAGE SIMPLE

Publié en février 2025



Les différentes zones d'étude et les activités associées à la route d'accès à la collectivité pourraient avoir un impact sur les caractéristiques physiques du territoire (physiographie), comme le terrain, les sols et la végétation. Nos études ont examiné les effets directs de la route d'accès à la collectivité. Ceci est important parce que les changements apportés au territoire et au sol affectent non seulement la croissance des plantes et de la végétation, mais aussi les habitats fauniques au fil du temps. La compréhension de ces impacts nous aide à évaluer d'autres domaines importants tels que l'eau, les poissons, les plantes et les animaux.

Conditions existantes

La zone d'étude régionale est située sur le Bouclier canadien et est divisée en deux types de paysages : le bas-plateau de la Severn et les basses-terres de la baie d'Hudson. La région du bas-plateau est caractérisée par des collines basses et vallonnées et des lacs et des rochers provenant des glaciers, et est composée de forêts de conifères, de forêts caducifoliées, de forêts mixtes et de zones jeunes et peu boisées. La région des basses-terres est marquée par des milieux humides ; elle est plate, marécageuse et composée de tourbières et de lacs peu profonds. Un habitat riverain est une transition entre l'eau et le territoire, et peut se trouver le long des rivières, des lacs et des ruisseaux. Les habitats riverains peuvent inclure à la fois une végétation de milieu humide et de hautes-terres. La plupart de la zone d'étude locale se trouve dans la division du bas-plateau de la Severn ; la partie située au nord-est se trouve dans la division des basses-terres de la baie d'Hudson.

Le substrat rocheux de la région est composé de deux principaux types de roches. Les roches plus âgées sont volcaniques et anciennes (âgées de 2,5 à 3,2 milliards d'années). Les roches plus jeunes sont sédimentaires, comme le schiste et le calcaire, et sont beaucoup plus jeunes (444 à 488 millions d'années).



Voulez-vous en savoir

Zone d'étude locale : la zone où les effets directs de la route sont susceptibles de se produire



Voulez-vous en savoir

Zone d'étude régionale : la zone où les effets indirects sont susceptibles de se produire.



Le terrain varie de plat à très escarpé et est composé de ce qui suit :

- 62 % de tourbières ou de fondrières de mousse (terres humides comportant une épaisse couche de débris végétaux décomposés appelés tourbe) ;
- 27 % de moraine (composée de till ou de débris, qui sont un mélange d'argile, de sable, de gravier et de blocs laissés par la fonte des glaciers) ;
- 11 eskers (collines basses faites de sable et de gravier laissées par les glaciers) ;
- 3,5 % d'argiles et de limons provenant de lacs anciens ;
- 4 % d'eau libre ;
- 1,5 % de sable et de graviers provenant des glaciers ;
- 1 % de gisements de rivière ;
- Moins de 1 % de chacun des éléments suivants : glissements de terrain, dépôts lacustres, roches de fond et zones perturbées.



Les sols de la zone d'étude sont principalement organiques, couvrant plus de 65 % du territoire. Les sols minéraux vont de sables grossiers aux argiles très fines et lourdes.

Les plantes à usage traditionnel comprennent des plantes qui ont été historiquement utilisées par les communautés autochtones pour l'alimentation, les matériaux, à des fins médicinales ou spirituelles, et qui suscitent toujours un intérêt particulier pour les communautés autochtones de la région. Ces espèces se trouvent dans toute la région, mais la plupart de la récolte des plantes se fait près des voies d'accès, comme les grands plans d'eau ou les cours d'eau. Il est possible de trouver dans la zone d'étude locale trois espèces végétales qui sont répertoriées comme espèces en péril ou espèces dont la conservation est préoccupante. Elles comprennent le frêne noir, le chardon de Pitcher, et la violette rampante. De ceux-ci, seul le frêne noir a été confirmé lors des études sur le terrain, et a été trouvé dans les limites sud de la zone d'étude locale.

Effets potentiels et mesures d'atténuation

La route d'accès à la collectivité peut affecter le sol et la végétation de plusieurs façons pendant la construction et l'utilisation à long terme (fonctionnement et entretien) de la route d'accès à la collectivité. Les effets potentiels de ces activités sont les suivants :

Le défrichage des terres pour réaliser des activités de construction peut entraîner des modifications au terrain, aux formes de relief des eskers et à la stabilité des pentes. Il peut également réduire les écosystèmes des hautes terres, des terres humides et riverains, y compris certains dans des zones désignées comme les parcs provinciaux. Il peut également éliminer 5 % de l'habitat propice pour le frêne noir et 3 % pour la violette rampante ; Le défrichage des terres pour réaliser des activités de construction peut entraîner des modifications au terrain, aux formes de relief des eskers et à la stabilité des pentes. Il peut également réduire les écosystèmes des hautes terres, des terres humides et riverains, y compris certains dans des zones désignées comme les parcs provinciaux. Il peut également éliminer 5 % de l'habitat propice pour le frêne noir et 3 % pour la violette rampante ;

Le défrichage peut également entraîner une perte de la biodiversité végétale, une augmentation de l'érosion du sol, la propagation d'espèces envahissantes et des changements de température de l'eau ainsi que des modifications de l'écosystème.

La construction de routes et d'autres structures peut modifier l'écoulement de l'eau et l'endroit où elle dirige, ce qui peut avoir un impact sur la santé des plantes et du sol. La compaction du sol est une autre préoccupation importante. Un sol compacté laisse moins d'espaces pour permettre la circulation de l'eau, ce qui entraîne une augmentation de l'écoulement de surface et une réduction de l'infiltration de l'eau (pouvant causer de l'érosion). La construction de routes et d'autres structures peut modifier l'écoulement de l'eau et l'endroit où elle dirige, ce qui peut avoir un impact sur la santé des plantes et du sol. La compaction du sol est une autre préoccupation importante. Un sol compacté laisse moins d'espaces pour permettre la circulation de l'eau, ce qui entraîne une augmentation de l'écoulement de surface et une réduction de l'infiltration de l'eau (pouvant causer de l'érosion).

Les sols compactés peuvent également rendre plus difficiles la croissance des racines des plantes et l'accès aux nutriments et à l'eau ;

Les activités de construction peuvent introduire des espèces végétales envahissantes, ce qui peut modifier les communautés végétales et les habitats fauniques, en particulier le long des bords des routes ;

La contamination causée par les déversements, les fuites, la poussière et les émissions des véhicules liées à la construction et à l'exploitation d'une route peut affecter le sol et nuire à la vie végétale et animale ;

Des mesures d'atténuation seront mises en place afin de minimiser la perte de sol et de végétation, de protéger les écosystèmes sensibles et de rétablir les zones affectées. Les efforts visant à réduire ces effets comprennent la limitation de l'empreinte de la zone de construction et des sites connexes, lorsque cela est possible, et la réduction du défrichage de la végétation et des perturbations du sol. Un plan de gestion des sols sera élaboré afin d'éviter de placer des empilements de sols près des plans d'eau ou des caractéristiques de drainage, et de gérer les sols conformément aux lignes directrices fédérales et provinciales.

Pour protéger les plantes indigènes contre les dommages, y compris la propagation des espèces envahissantes, plusieurs mesures préventives seront mises en place. Elles comprennent nettoyer l'équipement, utiliser des graines indigènes et réduire les perturbations du sol pendant la construction. Lorsque la route d'accès à la collectivité sera opérationnelle, un contrôle continu des mauvaises herbes au moyen d'un usage limité d'herbicides et une surveillance régulière sera effectué. Des plans seront élaborés et ajustés au besoin, conformément aux directives applicables, afin de protéger l'environnement et de surveiller la qualité de l'air, la poussière et les émissions.

Effets résiduels

Une fois que les mesures d'atténuation sont mises en place, il peut subsister des effets résiduels (effets qui restent après l'application des mesures d'atténuation), notamment :

Des changements mineurs au terrain et aux sols (comme la modification des eskers, de la quantité et de la qualité du sol provenant de déversements ou de fuites) ;

Environ 45 % des eskers dans la zone de construction seront perturbés de façon permanente ;

Des changements mineurs à la quantité et à l'emplacement du sol ;

Des changements au niveau de la végétation en raison de la perte directe de végétation, aux modifications de l'hydrologie et de la nappe phréatique, ainsi qu'au niveau de l'introduction et de la propagation d'espèces végétales envahissantes ;

Des changements à la végétation en raison des contaminants atmosphériques et des émissions de poussière.

Effets cumulatifs

La route d'accès à la collectivité tiendra compte des effets environnementaux combinés avec d'autres activités se déroulant dans la région, comme la route de raccordement du Nord, les améliorations de la route d'accès forestier Anaconda et Painter Lake, ainsi que les projets de large bande Rapid Lynx.

Les projets combinés dans la région devraient entraîner :

- Une perte directe de végétation ;
- Des modifications des eaux souterraines ;
- Une fragmentation et un effet de bordure ;
- L'émission de poussière ;
- Une perturbation de l'esker ;
- Des changements à la quantité et à la répartition du terrain ;
- Des changements à la quantité et à la répartition du terrain ;
- Des changements à la quantité et à la répartition du sol.

Dans l'ensemble, bien que ces effets soient prévus, avec des mesures d'atténuation efficaces, les impacts négatifs seront faibles et non significatifs.

La route d'accès à la collectivité perturbera 5 des 16 eskers de la région. Si d'autres projets (amélioration de la route de raccordement du Nord et de la route d'accès forestier Anaconda et Painter Lake) utilisent des mesures pour limiter l'extraction de sable et de gravier des eskers, l'impact peut être réduit. Toutefois, si les eskers sont utilisés par d'autres projets pour les matériaux routiers, il pourrait encore y avoir des changements. Dans l'ensemble, la route d'accès à la collectivité affectera 31 % des eskers, donc l'impact combiné est considéré comme moyen.

Des programmes de surveillance seront mis en place pour s'assurer que les mesures de contrôle de l'érosion et des sédiments ont été efficaces, et que la stabilité de chaque traverse de cours d'eau est maintenue. Ces programmes sont mis en œuvre pendant et après la construction.

Voulez-vous en savoir plus ?

Si vous souhaitez en savoir plus sur ce sujet, veuillez consulter le rapport technique disponible en annexe de la version préliminaire du rapport d'évaluation environnementale ou du rapport d'étude d'impact.

Coordonnées

N'hésitez pas à contacter l'équipe du Projet de route d'accès à la collectivité de la Première Nation de Marten Falls à tout moment si vous avez des questions ou des commentaires.

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AKI KAISHISE, AKI KAISHINAKA, MIINAWAA MAKADE KAMI EKA AKIKA- KANITAI-KIKI PAYATE ISHIKIISHWEWIN MAMAW TIPACIMOWIN TIPACIMOWIN Ekii'oshipihikatek kacakosich kiisis 2025



Eka nanaka nanatai-kike cike'i-na tocikatey miinawaa na kotakiya kekona tocikatey omaa tashikei ni miikana ka-ocinatamoo nata cia nacikate aki ka'ishitaka (aki ka'ishise), toka aki ka'ishinaka, makade-kami eka akika kanita'l kiki. eka ninanata' ikike cikei-na ahi mamawi kanaa pacikatea no kaa-nacikemakaki omaa tashike ni miikana ka'ocinatamoo. Eka o'e kicine-taka citocikate osat kaa-nacikate aki miinawaa makade kami ka-ni eta kekona kanita'i-kiki kaa-nacikateki ka'icikate. Eka nisitocikateki oke-ni'a ka'i cihikomi ka ya cikanae tama nipi, ginoshe, ma-koshi eka aayashishag.

Meka Ishise'i na

Eka ka'i tashinanakacicikani'a akika kicias kaishipimapikese kane tiya shiyon kaicikate, eka nishotipaninikate: sepina a kitaci'a ni eka atisa pey nisacia ni. Eka a kitacia ishinaka epapika-matina miinawaa esakahikania miinawaa kici'asini emishinia, eka maa kaye enopimia, miinawa ekicishikopia, eka nanaka eishinaka kanopimi'a, maa piko emisitenaka. Eka nisaci'a ahi ishinaka enipi'a kamika miinawaa enapakahkamika, eka ema kakikoa eka eka eki kaya ki sahakikani. Eka o'e 'icikate kainipekamika nahsaw nihpika miinawaa akika eka omaa ishi'a pacikate'a sipi, sahakikani eka sipisa kaishitaka ki. Eka miinawaa kiyat kaishinihpia kamika eka ahkika ishitaka-nog. Eka omaa maa ka'i ishinanakacicikania sepina kitacia ni; omaa ki'e-tino-a-pano ahi ka'ishitaka o'e atisa pey nisacia-no.

Eka kicias kaishipimapikeshi nisa yekinakosi. Maa kicie ka- asini kaayaa kakika okimokie pa ha (2.5 ne'i- 3.2 piniya tasiyahki). Eka naa nokot asini, ami'e oke ni'a kananakai nakosia eka nokot naa oke niyaa (444 ne'i- 488 miniya tasiyahki oci'a).



Ekonen iwe...

Ketashinakacicikaniwak: ketashi miikoshkikemakak iwe miikanan katashi oshicikatek



Ekonen iwe...

Tetipahi nakacicikewin: inekahi ketashinakacicikaniwak tetipahi.



Eka o'e ahki ishinaka maa- enapakahkamika miinawaa eocii pamatina eka- oke-ni'a ayaa-no:

- 62% nihpi'a ki na-ta ma kika hkami (ma kika hkamiko'a, miinawaa kotakiya nita'i kicikanan kataka ki);
- 27% nanaka kekonan (tokan apanonika, nekahka, asinii- nekahka eka- asinikan kaishimamai sekin osat e ka-kakikika nikopane kakitocikamaka);
- 11 kapapika-hkamikaki (ahi kayashitatekin neka mina ahsinii neka);
- 3.5 a panoni omaa kaocimaka e ka-sakahikanin ka'ocitaka ki;
- 4% kaishitai piya;
- 1.5% nehkan mina asinii neka maka mikan kaocisekin;
- keka 1% kakinisakamikisikin kaocisekin, miinawaa sakahikanin, kiciasinika eka miinawaa eka kaishia nacikani'an.



Eka o'e aki kakinanakacicikate, kecina- mamaw 65% kekona kataka ki kinanakacicikate no. Ahi kaye neka kaishitaka eka miinawaa kapasakosi a panoni.

Eka miinawaa kekona kanita'l kiki eha pi'otan anishinaabe- tashike'i na kakiapacitoo toka kakimici'a, miinawaa kaki'apacitoo, mina kakima kikikake na ta kakikanacitoo, eka ami oke ni'a kiyapi anishinaabe tashike na kacicine tamo'a o'e ti nekekami. Eka- okeni'a kanitai kiki omaa misie nekekami taka no eka miinawaa oke ni'a kekona kanite kiki ahi otinikate no ka'ishipeshinaka sakahikani miinawaa ka'ishipimicia ki sipi. Eka kanisa yekinaka ki kanitai kiki masinahikate kaniciyaki eka ci'a nicikateki / miinawaa omaa naka no kamamitine cikateki ashay kakinanakacicikateka pa. Eka oke ni'a ka'inakano'a makade ti, kanisie yaki a pika ni, eka ki'e tino'i kayapite ki a pika ni. Eka- oke ni'a, eha eta kimikaa kano makade ti kakinanakacicikania, eka imaa kakishimikaa kano saa no kakitashinanakacicikania.

Kayepiko a nacike na miinawaa a Na-sii na

Eka tashike ka-ocisanay miikana kayepiko neka eka aki taa nacikate no meka mamaw pinanokinania eka kina ka apacicikate (toka, pimocike anokii miinawaa a'e tahinikei) o'w tashike ka-ocisanay miikana.

Eka okenay kekona tocikateki kecina taa nacikemakano:

ahi maa pa ka tahike maa mi tahi ta'ocimayake taka omaa akika miinawaa kakiishinaka kipa kama ye a nacikate. ahi kaye tayacose'ano kapapika hkamika, kanipia kamika eka ka- ishinaka aki, ahi kaye o'teniyo kakionatopani pan. Eka kaye 5% makade ti eka 3% ki'e tino'i apite a pika ni tayacose'a no omaa mashkiki ni oci.

Eka miinawaa kapa ka tahikani'a maa miinawaa mi tahi kekona taa nacikate no omaa aki, toka ci'acose neka. miinawaa cimi tese'a a'i yashisha, miinawaa cimayakakamise nipi eka misie piko kekona ciaciseki omaa akika.

Eka miinawaa mikanakani'a miinawaa kotakiyan kekona oshicikatekin nipika, kecina ka'ishici'a na ta kaye ka- inasikai tayacise'a-no, eka makade kami miinawaa ma koshi ka'i ka ya tanita'ikisino'a. Eka- makade kami kaye maa mamitine tamihie maka. Eka- o'e makade kami a nacikade kai na ta o'e nipi takiinashikai sino, na ta apii ci'osamicia miinawaa cimacakami (mi-na ci'acose aki). Eka ki pi o'e ishise ami'e apii eka tepew kekona cikinita'i kiki eka miinawaa eka apii cimina kami nipi.

Eka kekona oshicikateki ami'e apii paka na ta kekona cinitai-kiki, eka apii na ta ciyaciseki kanikii kiki imaa tashike'l na kataka ki miinawaa a'i yashisha kayapacito'a, omaa ota tepew naniyahi miikana ka-icikate.

Eka miinawaa kapticipo'a kamiki kekona kasikiseki, ka-ocikai ki, kami teyapateki miinawaa otapana kayapatisi'a omaa anokii ni ka-ishiapataki miinawaa mikana e'a-nacikate makade kami miinawaa a'i yashisha obimatiso'i ni'a.

Ka-oshicikateki miikanaa na ta apii ci-osami ki-kayaa miinawaa cipakicipi akika, apii ci'a nacikate makade kami miinawaa ma kishi, imaa ota tepew ka'ishinipia kamika miinawaa ka'ishima kiko'a.

Eka onacikei na ci'anokikacikateki eka ci'a nacikate makade kami miinawaa aki kayapata, miinawaa ka ya cikana'e cikate aki imaa ka-ishinanicuya miinawaa ka ya cinapi nitay kiki kekona. Eka o'e ci-aconikate a nacikei omaa anokii ni kaishitaka, ki pi ishinaka, paki cikake pa ka tahikani'a miinawaa eka napi- ci'a nacikate aki miinawaa makade kami. Eka o'e makade kami okimay a'e nacike'i ci-oshicikate eka mi ko cipika cikate makade kami omaa naniyahi sakahikani miinawaa ka-ocipapashikai ni nipi, eka kaya makade ka-kimi cipimiikanaa pacikate tapi ko- kanata eka o-ten-iyo otanacikeini'a ciyapatani.

Eka miinawaa ka ya kanitay kiki kekona cikanae cikateki, ahi kaye paka kekona kanitay kiki, eka kecina ka ya onacikate ci-onacikate. Eka o'e kaicikate ka ya cikasinikateki apacicikana, miinawaa ci-apataki nitay kicikana omaa mayat ka-ocimakaki, eka miinawaa cikici'a-nacikate makade kami meka pimi anokinania. Eka miikana kataka mi tahi apata, eka miinawaa picipoi ciyapata imaa kekona kayshinitay kiki eka kecina- sasakona cinanakacikani'a. Eka a'e nacikei na taoshicikate no, cipiminisahikateki pakosecikei-na, mi ko ka ya cikana ecikate aki miinawaa cinanakacikate kapakitanamo'a kani'a, eka kapi'a siki kekona miinawaa picipoa pasina.

Kekona Kaa-nacikateki

Eka apii pakose cikei na i-ka onacikateki, na ta apii ati kekona taa nacikate no (mina ka ya cikanaa pacikateki ika anokinakani'a) toka:

Paki ciacise aki eka makade kamiko (toka akika, miinawaa miniko kataka makade kami eka miinawaa miniko kataka makade kami imaa kakiishike napise picipo.

Eka kecina mamaw 45% aki tanepici anacikate imaa kayshitananokinania.

Miinawaa paki ciacise aki imaa ota makade kami kayshitaka.

Miinawaa aki ciacise osat mitahi kakia nae pahikate akika, miinawaa kaishinaka eka kaye anamakami nipi kataka eka paka ma koshi kanitai kiki omaa misie kakiishitananokinania.

Miinawaa ciacise aki osat picipoa pasina eka kekona kapia siki.

Kaanokateki a Nacikei na

Eka tashikei ka-ocisania miikana ahi tamamaw kanaa pacikate ahkii a nacikei na toka nanaka kekona imaa katocikateki, toka ahi kie tinoi miikana ka-ocisakatamo, miinawaa anaka ta eka pe tensakahika manatike i mikanai a e tahinikei eka apii pishow mamatai pia pi anokii na.

Eka oke nia mamaw anokii na o'e tatocikemakano:

Cia nicikate mi tahi aki.	Ciyacise ka-ishipimicia nipi.	Cimayakise naniyahi nipika.
Kekona cipia-siki.	Ma ki tayacisemaka.	Eka miinawaa aki cimayakise miinawaa kainapata imaa ahkika.
Eka miinawaa aki cimayakise Mina kainapata imaa akika.		Eka miinawaa makde kami cimayakise miinawaa kainapata imaa akika.

Eka misie, ekike taka oke nia kekona cia nacikemakaki, ki pi ka ya onacikania, maa paki taa nacikania miinawaa eka osat mi tahi.

Eka tashikei ka-ocisania miikana kecina 5 mamaw 16 kataka ki akii apacicikana taa nacikate no. eka kotakiya anokii na (kie tinoi miikana ka-ocisakisi eka anaka ta pe te sahakika manatike'i miikana a'e-tahinii) otocacikei nia otapacitonaa mi ko paki ciapacitoo nekani miinawaa imaa akika ka-otinamoa, eka mi tahi a nacikei citaka. eka, ki pi pakanai ya apacitoo o'e ni, kiyapi ta-ociyacisemaka aki. Eka misie, tashikei ka-ocisania miikana mamaw 31% taa nacikemaka omaa akika, eka ishimikikate eka osat mi tahi cia nacikemaka.

Eka miinawaa nanakacicikei pimocikei na tayapacicikade no kecina eka ciacose a ki miinawaa kotakiya kekona eka maa minose o'e katocikate, miinawaa piko ka-ociaso kania nipika ka ya epimia e-tahinikate. Eka oke nia pimocikei na apatano meka anokinania miinawaa kai ka anokinania.

Awashime na kiwiikentan?

Kiishpin ekiciinentaman awashime ewiikikentaman owe katashincikatek, onci nakacitoo iwe kanakaciwitipacimomakak tipacimowin imaneke kasakisink oma misise ahkiiwin nakacicikewin/ isisein ikitowin

Kekanonach Wiintamakewinan

Kinantomiko ima cishayan akwaaahkiink tashiikewinik miikana kapimanokiitamowach anapii piko wiikakweteyan kayema wiipakitinaman ikitowin.

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A2.4.9 *Ungulates*





UNGULATES (ATIK / CARIBOU AND MOOZ / MOOSE) PLAIN LANGUAGE SUMMARY

Issued February 2025



The study area associated with the Community Access Road contains habitat for ungulate species. Two ungulate species have been identified as valued components for the Community Access Road—they are moose / mooz and caribou / atik. Moose and caribou rely on specific habitats for movement, feeding, breeding and rearing young. The caribou Regional Study Area covers the range of four provincial caribou ranges (Missisa, Ozhiski, Nipigon and Pagwachuan ranges).

Existing Conditions

Information on ungulates was gathered through field surveys carried out between 2019 and 2023, by collecting Indigenous Knowledge and by using existing information from other studies. Through the caribou collaring program, 30 adult female caribou were collared in 2021 to research their habits including breeding, migration patterns and habitat use. The collar studies showed that caribou strongly prefer sparse forest and treed bog habitat during all seasons.

Atik / Woodland Caribou

Caribou, a species at risk, overlap three federal ranges (named ON5, ON7, and part of ON9) and four provincial ranges (Missisa, Ozhiski, Pagwachuan and Nipigon) within the Regional Study Area. The three federal ranges, and the Missisa, Ozhiski and Pagwachuan provincial ranges were found to have habitats to support healthy caribou populations. The Nipigon provincial range does not have enough undisturbed habitat to support a healthy population. Environment and Climate Change Canada indicates that for local populations in Ontario to thrive on their own, at least 65% of their habitat needs to remain undisturbed.

More than half of the study area has valuable caribou habitat. The best habitat is in the northern part of the study area, while the southern part has poorer habitat. Caribou may change their travel routes, showing they can adapt their migration and winter behaviours. They are using the best habitats available in the study areas.



Adult caribou survival in the area seems to support stable or growing populations. The number of young caribou in the study area, however, varies a lot making it unclear what the current population trends are for caribou in the area.

Mooz / Moose

The study area has habitats like forests and wetlands that moose need for food and cover. Wildfires have increased habitat availability. Moose move a lot and use different habitat patches. Good quality habitat is found in the south-central area, while poor habitat is in bogs and fens. Moose populations in Ontario have been declining since the early 2000s, especially in the north. Based on survey results and population monitoring conducted by the Ministry of Natural Resources and Forestry, current moose numbers are below the desired levels. There are currently thought to be approximately 91,200 moose in the province. Threats include predators, hunting, disease, habitat loss and climate change. Management of non-Indigenous hunter harvest of moose is governed by the Ontario Ministry of Natural Resources through the use of hunting tags. Overall, there is limited high-quality habitat and moose are using both good and poor habitats.



Potential Effects and Mitigations

Three things were looked at that might affect caribou and moose: how much habitat is available, where the habitat is located and their ability to survive and reproduce.

Activities during construction and the long-term use of the Community Access Road, like clearing vegetation, aggregate collection and ongoing use and maintenance of the road, may impact caribou and moose. The Community Access Road may alter terrain, soil and plant types, impacting habitat availability and survival. Sensory disturbances, like lights, smells, noise and human activity, can affect habitat use and movement. Roads and snowbanks may reduce habitat connectivity and affect distribution. Increased predator access and public hunting could raise predation risks. Vehicle collisions and equipment use may harm or kill ungulates. Dust emissions can change soil and vegetation quality. Changes to ground and surface water can also affect soils and vegetation, impacting caribou and moose habitat availability.

Mitigation measures have been suggested to reduce, eliminate or monitor the potential effects on caribou and moose. These measures include:

- The Community Access Road construction will use existing access roads where possible to reduce loss of habitat;

- Avoiding disruption to ideal caribou and moose habitat areas, where possible;
- Scheduling construction activities for important caribou and moose habitat areas at times when they are less vulnerable, when possible;
- Staying at least 30 metres away from lakes and rivers, and reducing the removal of vegetation surrounding waterbodies as much as possible;
- Keeping habitat areas for caribou and moose as connected as possible;
- Using construction methods that help native plants grow back;
- Using barriers and tools to not disturb recovered areas;
- Using wildlife policies, including avoiding sensitive timing windows, and wildlife awareness training for contractors and employees;
- Preparing and implementing an Environmental Protection Plan that includes measures to protect wildlife, such as measures to reduce vehicle collisions with wildlife, limit noise disturbance, and replant in areas where vegetation has been cleared; and.
- During long-term use of the road, signs will be put up where wildlife are often seen, and speed limits will be lowered in caribou habitat areas for non-commercial traffic. For commercial traffic, lower speed limits will be enforced on the whole road.

Residual Effects

Through the proper use of mitigation measures, the potential effects from the construction and long-term use of the Community Access Road are expected to be effectively managed, minimized or mitigated.

Atik / Caribou

The Community Access Road will cause habitat loss and disturb caribou in the Missisa and Nipigon ranges. Most habitat loss will happen in the central and northern portions of the Local Study Area. Mitigation measures will reduce the impacts to caribou habitat, however, permanent loss of habitat is unavoidable in the Missisa and Nipogon caribou ranges. The effects of the Community Access Road may extend beyond the caribou Regional Study Area.

Roads and other barriers may reduce caribou movement and disconnect habitats, especially for caribou not used to roads. This can negatively impact their survival. The Community Access Road may also increase the risk of caribou deaths from predators using the new roadways, and from vehicle collisions and hunting. The risk is greatest during the long-term use (i.e. operations and maintenance) of the Community Access Road.



Mooz / Moose

The Community Access Road is expected to cause habitat loss and sensory disturbance to moose. Construction will remove winter moose habitat, mainly in the south-central part of the Local Study Area. Sensory disturbance which includes lighting, noise and human presence is expected to lower habitat quality for moose. The road may make moose movement more difficult and remove connection between habitat areas, however, moose in general travel long distances to find good habitat. Overall, the Community Access Road is expected to have a minimal negative impact.

The Community Access Road might slightly increase the risk of moose deaths from predators using new roads and from vehicle collisions and hunting, especially during the long-term use of the road. This increased risk is expected to have a minimal impact on the overall moose population.



Cumulative Effects Assessment

Atik / Caribou

The cumulative effects of habitat loss in the Nipigon range and linear barriers in the Missisa range are significant. Cumulative effects are, however, not expected to be significant for the Ozhiski and Pagwachuan ranges because these areas are not within the Community Access Road footprint.

Mooz / Moose

The Community Access Road's cumulative effects on the moose population in the Regional Study Area are not expected to be significant. While there might be some negative effects on moose habitat, the regional moose population should stay healthy.

Monitoring during the construction and long-term use of the road will be decided based on federal and provincial permitting requirements, and recommendations from Indigenous communities received from consultation activities during detailed design. The purpose of monitoring is to make sure the measures used to protect the ungulate populations are working and to update these measures if necessary.

Local Study Area: the area where direct effects of the road are likely to take place and includes a 10 km buffer on either side of the Community Access Road

Regional Study Area: the area where indirect effects are likely to occur. For caribou the proposed alternative routes intersect four caribou ranges: Missisa range, Nipigon range, Ozhiski range and Pagwachuan range.



Want to learn more?

If you are interested in learning more about this topic, please review the technical report available in the appendix of the Draft Environmental Assessment / Impact Statement.

Contact Info

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ONGULÉS (ATIK/CARIBOU ET MOOZ/ORIGNAL)

RÉSUMÉ EN LANGAGE SIMPLE

Publié en février 2025



La zone d'étude associée à la route d'accès à la collectivité contient de l'habitat des espèces d'ongulés. Deux espèces d'ongulés ont été identifiées comme des composantes valorisées de la route d'accès à la collectivité – il s'agit de l'orignal (mooz) et du caribou (atik). L'orignal et le caribou dépendent d'habitats spécifiques pour se déplacer, se nourrir, se reproduire et élever leurs jeunes. La zone d'étude régionale du caribou couvre l'aire de répartition de quatre aires de répartition provinciales de caribou (Missisa, Ozhiski, Nipigon et Pagwachuan).

Conditions existantes

Les renseignements sur les ongulés ont été collectés dans le cadre d'enquêtes sur le terrain menées entre 2019 et 2023, en recueillant des connaissances autochtones et en utilisant des renseignements existants provenant d'autres études. Grâce au programme de pose de colliers sur les caribous, 30 femelles adultes ont été équipées de colliers en 2021 afin d'étudier leurs habitudes, notamment la reproduction, les schémas de migration et l'utilisation de l'habitat. Les études avec les colliers ont montré que les caribous préfèrent fortement les habitats de forêt clairsemée et de tourbière arborée pendant toutes les saisons.

Atik/Caribou des bois

Le caribou, une espèce en péril, chevauche trois aires de répartition fédérales (nommées ON5, ON7 et une partie de ON9) et quatre aires de répartition provinciales (Missisa, Ozhiski, Pagwachuan et Nipigon) dans la zone d'étude régionale. Les trois aires de répartition fédérales, ainsi que les aires de répartition provinciales de Missisa, Ozhiski et Pagwachuan, ont été jugées propices à l'habitat des populations de caribous en santé. L'aire de répartition provinciale de Nipigon ne dispose pas d'assez d'habitats non perturbés pour soutenir la santé d'une population. Environnement et Changement climatique Canada indique que, pour que les populations locales en Ontario puissent prospérer par elles-mêmes, au moins 65 % de leur habitat doit rester intact.

Plus de la moitié de la zone d'étude possède un habitat précieux pour les caribous. Le meilleur habitat se trouve dans la partie nord de la zone d'étude, tandis que dans la partie sud, l'habitat est de



moins bonne qualité. Les caribous peuvent changer le trajet de leur déplacement, montrant ainsi qu'ils peuvent adapter leurs comportements de migration et d'hiver. Ils utilisent les meilleurs habitats disponibles dans les zones d'étude.

La survie des caribous adultes dans la région semble soutenir des populations stables ou en croissance. Toutefois, le nombre de jeunes caribous dans la zone d'étude varie beaucoup, ce qui rend incertaines les tendances actuelles de la population de caribous dans la région.

Mooz/Original

La zone d'étude comprend des habitats tels que des forêts et des zones humides dont les orignaux ont besoin pour se nourrir et se protéger. Les feux de forêt ont augmenté la disponibilité de l'habitat. Les orignaux se déplacent beaucoup et utilisent différentes parcelles d'habitat. On trouve un habitat de bonne qualité dans la région du centre-sud, tandis que les tourbières et les marais constituent un habitat de mauvaise qualité. Les populations d'orignaux en Ontario ont diminué depuis le début des années 2000, surtout dans le nord. Selon les résultats de l'enquête et du suivi de la population réalisés par le ministère des Richesses naturelles et des Forêts, le nombre actuel d'orignaux est inférieur au niveau souhaité. Les menaces comprennent les prédateurs, la chasse, les maladies, la perte d'habitat et les changements climatiques. Dans l'ensemble, l'habitat de haute qualité est limité et les orignaux utilisent à la fois des habitats bons et mauvais.



Effets potentiels et mesures d'atténuation

Trois éléments ont été examinés qui pourraient affecter le caribou et l'orignal : la quantité d'habitats disponibles, l'emplacement de l'habitat et leur capacité à survivre et à se reproduire.

Les activités pendant la construction et l'utilisation à long terme de la route d'accès à la collectivité, comme le défrichage de la végétation, la collecte d'agrégats et l'utilisation continue et l'entretien de la route, peuvent avoir un impact sur les caribous et les orignaux. La route d'accès à la collectivité peut modifier le terrain, le sol et les types de plantes, ce qui peut avoir un impact sur la disponibilité et la survie de l'habitat. Les perturbations sensorielles, comme les lumières, les odeurs, le bruit et l'activité humaine, peuvent affecter l'utilisation de l'habitat et les déplacements. Les routes et les amas de neige peuvent réduire la connectivité des habitats et affecter la répartition. Un accès accru aux prédateurs et la chasse publique pourraient augmenter les risques de prédation. Les collisions de véhicules et l'équipement utilisé peuvent blesser ou tuer les ongulés. Les émissions de poussière peuvent altérer la qualité du sol et de la végétation. Les changements apportés aux eaux souterraines et de surface peuvent également affecter les sols et la végétation, ce qui a un impact sur la disponibilité de l'habitat pour les caribous et les orignaux.

Des mesures d'atténuation ont été suggérées afin de réduire, d'éliminer ou de surveiller les effets potentiels sur les caribous et les orignaux. Ces mesures comprennent :

- Utiliser les routes d'accès existantes lorsque cela est possible ;
- Éviter les perturbations dans les zones d'habitat idéales des caribous et des orignaux, dans la mesure du possible ;
- Planifier les activités de construction dans les zones importantes pour l'habitat des caribous et des orignaux à des moments où ils sont moins vulnérables, lorsque cela est possible ;
- Rester à au moins 30 mètres des lacs et des rivières, et réduire autant que possible l'enlèvement de la végétation entourant les plans d'eau ;
- Maintenir les zones d'habitat des caribous et des orignaux aussi connectées que possible ;
- Utiliser des méthodes de construction qui favorisent la repousse des plantes indigènes ;
- Utiliser des barrières et des outils pour ne pas perturber les zones récupérées ;
- Utiliser des politiques sur la faune, y compris éviter les périodes sensibles, et offrir une formation sur la sensibilisation à la faune aux entrepreneurs et aux employés ;
- Préparation et mise en œuvre d'un Plan de protection de l'environnement.

Effets résiduels

Grâce à l'utilisation adéquate de mesures d'atténuation, les effets potentiels de la construction et de l'utilisation à long terme de la route d'accès à la collectivité devraient être gérés, réduits ou atténués de manière efficace.

Atik/Caribou

La route d'accès à la collectivité causera la perte d'habitat et perturbera les caribous dans les régions de Missisa et de Nipigon. Une grande partie de la perte d'habitat se produira dans les parties centrales et septentrionales de la zone d'étude locale. Les mesures d'atténuation réduiront les impacts sur l'habitat des caribous ; toutefois, la perte permanente d'habitat est inévitable dans les aires de répartition des caribous de Missisa et de Nipogon. Les effets de la route d'accès à la collectivité peuvent s'étendre au-delà de la zone d'étude régionale des caribous.

Les routes et autres obstacles peuvent réduire les déplacements des caribous et couper les habitats, en particulier pour les caribous qui ne sont pas habitués aux routes. Cela peut avoir un impact négatif sur leur survie. La route d'accès à la collectivité pourrait également augmenter le risque de mortalité des caribous en raison de la présence de prédateurs utilisant les nouvelles chaussées, ainsi que des collisions avec des véhicules et de la chasse. Le risque est plus grand pendant l'utilisation à long terme (c'est-à-dire le fonctionnement et l'entretien) de la route d'accès à la collectivité.



Mooz/Original

La route d'accès à la collectivité devrait entraîner une perte d'habitat et des perturbations sensorielles pour les orignaux. La construction va détruire l'habitat hivernal des orignaux, principalement dans la partie sud-centrale de la zone d'étude locale. La perturbation sensorielle, qui comprend l'éclairage, le bruit et la présence humaine, devrait réduire la qualité de l'habitat de l'orignal. La route peut rendre les déplacements des orignaux plus difficiles et rompre les connexions entre les zones d'habitat ; toutefois, en règle générale, les orignaux parcourent de longues distances pour trouver un bon habitat. Dans l'ensemble, on s'attend à ce que la route d'accès à la collectivité ait un impact négatif minimal.

La route d'accès à la collectivité pourrait augmenter légèrement le risque de décès des orignaux en raison des prédateurs qui utilisent les nouvelles routes, des collisions avec des véhicules ainsi que de la chasse, surtout lors de l'utilisation à long terme de la route. Ce risque accru devrait avoir un impact minimal sur la population générale d'orignaux.



Évaluation des effets cumulatifs

Atik/Caribou

Les effets cumulatifs de la perte d'habitat dans l'aire de répartition de Nipigon et les obstacles linéaires dans la région de Missisa sont importants. Toutefois, on ne s'attend pas à ce que les effets cumulatifs soient importants pour les aires de répartition Ozhiski et Pagwachuan, car ces zones ne se trouvent pas dans l'emprise de la route d'accès à la collectivité.

Mooz/Original

Les effets cumulatifs de la route d'accès à la collectivité sur la population d'orignaux dans la zone d'étude régionale ne devraient pas être significatifs. Bien qu'il puisse y avoir des effets négatifs sur l'habitat des orignaux, la population régionale d'orignaux devrait rester en bonne santé.

La surveillance pendant la construction et l'utilisation à long terme de la route sera décidée en fonction des exigences des permis fédéraux et provinciaux, ainsi que des recommandations des communautés autochtones reçues lors des activités de consultation pendant la conception détaillée. Le but de la surveillance est de s'assurer que les mesures utilisées pour protéger les populations d'ongulés fonctionnent et de mettre à jour ces mesures au besoin.

Zone d'étude locale : la zone où les effets directs de la route sont susceptibles de se produire et comprend une zone tampon de 10 km de chaque côté de la route d'accès à la collectivité.

Zone d'étude régionale : la zone où les effets indirects sont susceptibles de se produire. Pour les caribous, les itinéraires de rechange proposés chevauchent quatre aires de répartition des caribous : Celles de Missisa, Nipigon, Ozhiski et Pagwachuan.



Voulez-vous en savoir plus?

Si vous souhaitez en savoir plus sur ce sujet, veuillez consulter le rapport technique disponible en annexe de la version préliminaire du rapport d'évaluation environnementale ou du rapport d'étude d'impact.

Coordonnées

N'hésitez pas à contacter l'équipe du Projet de route d'accès à la collectivité de la Première Nation de Marten Falls à tout moment si vous avez des questions ou des commentaires.

Courriel: eaisinput@martenfallsaccessroad.ca

Téléphone : 1-800-764-9114

Site Web : eais.martenfallsaccessroad.ca



ᐃᑭᑦᑲᑦ ᑦᑭ ᐱᐱᑦᐃᑲᑦᑭᑦ ᐊᑲᑦᑲᑦ ᐊᑭᑦᑲᑦ ᑲ ᑭᑦ ᐃᑭ ᑲᑕᑦᐃ ᑭᑦᑭᑦᑲᑦᑲᑦ
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ᑲᑕᑦᑲᑦᐊᑦᑭ ᐊᑲᑦᑲᑦ ᐊᑭᑦᑲᑦ ᑲᑕᑦᐃ ᑕᑦᑭᑦᑲᑦᑲᑦ

ᑭ

ᐃᑕᑦᑲᑦᑲ ᑕᑦᑭᑦᐃᑲ ᐊᑕᑦ ᑲ ᑭᑦ ᐃᑭ ᑲᑕᑦᐃ ᑭᑦᑭᑦᑲᑦᑲᑦ ᐊᑦᑭ ᑕᐱᑦᑲᑦ ᑲᑦᑭᑦ
ᑲᑦᑕ ᑭᑕᑦᑲᑦ ᑲ ᐃᑭ ᑦᑲᑦᑲᑦ ᑦᑲᑦᑕ ᑲ ᐃᑭ ᑲᑦᑲᑦ ᑲᑦᑭᑦ ᑲ ᐊᑭᑦᑲᑦ ᐊᑲ
ᑭᑦᑕᑦᐃ ᑕᑦᑭᑦᑲ ᑭᑦᑲ ᑕᑦᑲᑦ ᐊᑲᑦᑲᑕᐱᑦ ᑭᑦ ᑲᑦᑕ ᑲᑕᑦᐃ ᑕᑦᑭᑦᐃᑲᑦ ᐊᐃᑭ
ᑕᑦᑭᑦᑲᑦ ᑲᑦᑲᑦ ᐃᑭᑦ ᐃᑭ ᑦᑲᑦᑲᑦ ᑕᑦᑭᑦᐃᑲᑦ, ᑭᑦ ᑲᑦᑲᑦ ᑦᑲᑦᑲ ᑲᑕᑦ
ᐃᑭ ᐱᑦᑲᑦᐊᑦᑲᑦ ᐊᑲ ᑲᐱᑦᑲᑦ ᑭᑦ ᐃᑭᑦᑲᑦᑲᑦ ᐃᑭᑦᑲᑦ ᐊᑦᑭᑦ ᐊᑦᐱᑦ ᑲᑲ
ᐃᑭ ᐱᑦᑲᑦᑲᑦ 2000 ᐊᑦᑭᑦᐃᑲᑦ, ᐃᑦᑲᑦ ᑲᑦᑲᑦᑲᑦ ᑲ ᑭᑦ ᐃᑭ ᑦᑲᑦᑲᑦ ᑲᑕᑦᐃ
ᑭᑦᑭᑦᑲᑦᑲᑦ ᑲᑦᑕ ᑲ ᐃᑭ ᑲᑕᑦᑲᑦᑕᑦ ᑲᑦᑲ ᐊᑦᑲᑦᑲᑦᑲᑦ, ᐊᑲ ᐱᑲᑦᐊᑭᑦᑲᑦᐊᑦ
ᑭᑦ ᑲ ᐃᑕᑦᑲᑦᐊᑦᑲᑦ ᐃᑭᑦᑲᑦᑲᑦᑲᑦ ᑲ ᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ ᑲᑦᑲᑦᑲᑦ ᑲ
ᑲᑕᑦᑲᑦᑲᑦ, ᑲᑕᑦᑲᑦᑲᑦᑲᑦ, ᐊᑲᑦᑲᑦᑲᑦ, ᑲᑲ ᑲᐱᑦᑲᑦᑲᑦ ᑕᑦᑭᑦᐃᑲᑦ ᑲᑦᑕ ᑲ ᐃᑭ
ᐊᑦᑲᑦᑲᑦ ᐃᑕᑦᑲᑦ ᑦᑲᑦ ᐱᑲ, ᐊᑲ ᑲᐱᑦᑲᑦᑲᑦ ᑲ ᑦᑲᑦᑲᑦ ᑕᑦᑭᑦᐃᑲᑦ ᑲᑦᑕ ᐱᑲ ᑭᑦ
ᐊᑕᑦᑲᑦᑲᑦ ᑲ ᑦᑲᑦᑲᑦᑲᑦ ᑲᑦᑕ ᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ ᑕᑦᑭᑦᐃᑲᑦᑲᑦ



ᑲ ᐃᑲᑦᑲᑦᑲᑦ ᑲᑦᑕ ᐊᑕᑦᑲᑦᑲᑦᑲᑦ

ᑭᑦᑲᑦ ᑲᑕᑦᑲ ᑲ ᑲᑕᑦᑲᑦᑲᑦᑲᑦᐊᑦ ᑲ ᐊᑲᑦᐃᑲᑦ ᐊᑲᑦ ᑲᑲ ᐱᑲ ᑭᑦ: ᑕᑦᑲᑦᐱᑦ ᑕᑦᑭᑦᐃᑲᑦ, ᑕᑦᑕ ᑲᑦᑕᑦᑲᑦ ᐊᑕᑦᑲ ᑕᑦᑭᑦᐃᑲᑦ ᑲᑦᑕ
ᑲ ᑲᑦᑕᑦᑲᑦᑲᑦ ᑲᑦᑕ ᑕᑦᑕᑦᑲᑦᑲᑦ

ᑲᑦᑲᑦᑲᑦᑲᑦ ᑲᑦᑕ ᑲᑦᑲᑦᑲᑦ ᑲ ᐊᑕᑦᑲᑦ ᐊᑕᑦᑲ ᑲᑦᑲᑦᑲᑦ ᐃᑕᑦᑲᑦᑲᑦ ᑲ ᐃᑕᑕᑦᑲᑦ, ᑕᐱᑦᑲᑦ ᑲ ᐱᑦᑲᑦᑲᑦᑲᑦ ᑲ ᑕᑦᑕᑦᑲᑦᑲᑦ,
ᐱᑦᑲᑦᑲᑦᑲᑦ ᑲᑦᑕ ᑕᑦᑲᑦ ᑲ ᐊᑕᑦᑲᑦ ᑲᑦᑕ ᑲᑦᑲᑦᑲᑦᑲᑦ ᑲᑦᑲᑦᑲᑦ ᑕᑦᑕᑦᑲᑦ ᑲᑦᑲᑦᑲᑦᑲᑦ ᑕᑦᑕᑦᑲᑦᑲᑦᑲᑦ, ᑲᑦᑲᑦᑲᑦ ᑲᑦᑲᑦᑲᑦᑲᑦ ᑕᑦᑕᑦᑲᑦᑲᑦᑲᑦ
ᐊᑦᑲᑦᑲᑦᑲᑦ ᑕᑦᑕᑦᑲᑦᑲᑦᑲᑦ, ᑕᐱᑦᑲᑦ ᐊᑦᑲᑦᑲᑦᑲᑦ, ᑦᑲᑦᑲᑦᑲᑦ, ᑲᑦᑲᑦ ᑲ ᑕᑦᑕᑦᑲᑦ ᑲᑦᑕ ᐃᑕᑦᑲᑦᑲᑦ ᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ
ᑕᑦᑕᑦᑲᑦᑲᑦᑲᑦ ᑕᑦᑕᑦᑲᑦᑲᑦᑲᑦ ᑲᑦᑕ ᐊᑲᑦᑲᑦᑲᑦᑲᑦ ᑲᑦᑲᑦᑲᑦᑲᑦ ᑕᑦᑕᑦᑲᑦᑲᑦᑲᑦ ᑕᑦᑕᑦᑲᑦᑲᑦᑲᑦ ᑕᑦᑕᑦᑲᑦᑲᑦᑲᑦ
ᐊᑦᑲᑦᑲᑦᑲᑦᑲᑦ ᑲ ᐃᑭ ᑲᑕᑦᑲᑦᑲᑦᑲᑦᑲᑦ ᑲ ᑕᑕᑦᑲᑦᑲᑦ ᐊᑦᐃᑭᑦᑲᑦ ᑲᑦᑕ ᑲᑕᑦᑲᑦᑲᑦᑲᑦᑲᑦ ᑕᑦᑕᑦᑲᑦᑲᑦᑲᑦᑲᑦ
ᐃᑕᑦᑲᑦᑲᑦ ᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ ᑲᑦᑕ ᐊᑕᑦᑲᑦᑲᑦᑲᑦ ᑲ ᐊᑕᑦᑲᑦ ᑕᑦᑕ ᐊᑲᑦᑲᑦᑲᑦᑲᑦ ᑲᑦᑕ ᐱᑲ ᑕᑦᑕᑦᑲᑦᑲᑦᑲᑦ ᑲ ᑕᑦᑕᑦᑲᑦᑲᑦᑲᑦ
ᑕᑦᑕᑦᑲᑦᑲᑦᑲᑦ ᑕᑦᑕᑦᑲᑦᑲᑦᑲᑦ ᐊᑦᑲᑦᑲᑦ ᑕᑦᑕᑦᑲᑦᑲᑦᑲᑦᑲᑦ ᐊᑕᑦᑲᑦ ᑲᑕᑦᑲᑦᑲᑦᑲᑦᑲᑦ ᑕᑦᑕ ᑕᑦᑕ ᑕᑦᑕ ᑕᑦᑕᑦᑲᑦᑲᑦᑲᑦᑲᑦ
ᐊᑦᑲᑦᑲᑦᑲᑦᑲᑦ ᑕᑦᑕᑦᑲᑦᑲᑦᑲᑦᑲᑦ, ᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ ᑲ ᐃᑭ ᑕᑦᑭᑦᑲᑦ ᐊᑲᑦ ᑲᑦᑕ ᐱᑲ ᑭᑦ

ᑲᑦᑲ ᑲᑦᑲ ᐊᑦᑲᑦᑲᑦᑲᑦᑲᑦ ᑲᑦᑲᑦ ᑲ ᐃᑭᑦᑲᑦᑲᑦᑲᑦ ᑲᑦᑲ ᐊᑕᑦᑲᑦᑲᑦᑲᑦ, ᐃᑲᑦᑲᑦᑲᑦ ᑲᑦᑕ ᐱᑲ ᑲᑕᑦᑲᑦᑲᑦᑲᑦᑲᑦ ᑲᑦᑲᑦ ᑲ
ᑕᑦᑕᑦᑲᑦᑲᑦᑲᑦᑲᑦ ᐊᑲᑦᑲᑦ ᑲᑦᑕ ᑭᑦᑲᑦ ᑲᑦᑲᑦᑲᑦ ᑲᑦᑲ ᑲ ᑕᑦᑲᑦᑲᑦᑲᑦ:

- ᑲᑦᑲ ᐊᑕᑦᑲᑦ ᑲᑦᑲᑦᑲᑦ ᐊᑦᑲᑦ ᑲ ᐃᑕᑦᑲᑦᑲᑦ ᑲᑕᑦᑲᑦᑲᑦ;
- ᑲᑦᑲ ᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ ᑲ ᐃᑭ ᑕᑦᑭᑦᑲᑦ ᐊᑲᑦ ᑲᑦᑕ ᑭᑦ ᐃᑦᐱ ᑲᑕᑦᑲᑦᑲᑦ;

- የፋሽኒስቶችን ልዩነት ለማሳደግ፣ ገደብ የሚጠቅም ጥሩ ልዩነት ሊኖራል፤ ገደብ
- የፋሽኒስቶች ለገደብ የሚጠቅም ጥሩ ልዩነት ሊኖራል፤ ገደብ

ገጽ ፩

ገደብ የሚጠቅም ጥሩ ልዩነት ሊኖራል፣ ገደብ የሚጠቅም ጥሩ ልዩነት ሊኖራል፤ ገደብ

ገጽ ፩

ገደብ የሚጠቅም ጥሩ ልዩነት ሊኖራል፣ ገደብ የሚጠቅም ጥሩ ልዩነት ሊኖራል፤ ገደብ



ገደብ የሚጠቅም ጥሩ ልዩነት ሊኖራል፣ ገደብ የሚጠቅም ጥሩ ልዩነት ሊኖራል፤ ገደብ

ገጽ ፩

ገደብ የሚጠቅም ጥሩ ልዩነት ሊኖራል፣ ገደብ የሚጠቅም ጥሩ ልዩነት ሊኖራል፤ ገደብ

ገደብ የሚጠቅም ጥሩ ልዩነት ሊኖራል፣ ገደብ የሚጠቅም ጥሩ ልዩነት ሊኖራል፤ ገደብ



አዲስ አበባ ከተማ አስተዳደር

ግብር

አዲስ አበባ ከተማ አስተዳደር የግብርና አገልግሎት ለህዝብ አድጎም ለማድረግ የሥራ ስልጠና ይደረገዋል። ይህም የሥራ ስልጠና ለሚገኙት ግብርና ባለሙያዎች ሲሆን፣ አዲስ አበባ ከተማ አስተዳደር የግብርና ባለሙያዎች ስልጠና ይደረገዋል።

ገንዘብ

የግብርና ባለሙያዎች ስልጠና የሚገኘው የግብርና ባለሙያዎች ስልጠና ሲሆን፣ አዲስ አበባ ከተማ አስተዳደር የግብርና ባለሙያዎች ስልጠና ይደረገዋል። የግብርና ባለሙያዎች ስልጠና ሲሆን፣ አዲስ አበባ ከተማ አስተዳደር የግብርና ባለሙያዎች ስልጠና ይደረገዋል።

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የግብርና ባለሙያዎች ስልጠና፡ የግብርና ባለሙያዎች ስልጠና ሲሆን፣ አዲስ አበባ ከተማ አስተዳደር የግብርና ባለሙያዎች ስልጠና ይደረገዋል።



ᐱᐱᓯᐸ ᐱ ᐸᐱᓯᑦᐸᓯᐸ?

ᐸᓂᐱᓯ ᐅᐸᓯᐣᐸᐸᐸᐸᐸ ᐱᐱᓯᐸ ᐅᐱᓯᑦᐸᓯᐸᐸᐸᐸ ᐅᐅᓯᓯᐸᓯᓯᓂᐸᐸᐸᐸ, ᐅᓯᓯ ᐱᐸᓯᐸᐸᐸ ᐱᐅᐅ ᐆᐱᐸᓯᐸᐸᐸᐸᐸᐸᐸᐸᐸᐸᐸ ᐸᐸᓯᐸᐸᐸᐸᐸ ᐱᐸᐸᐸᐸ ᐆᐸᓯᓯᐸᐸᐸᐸ ᐅᐸᐸ ᐸᓯᓯᓂ ᐱᐸᐸᐸᐸᐸᐸ ᐱᐸᓯᓯᑦᐸᓯᐸᐸᐸ/ ᐱᓯᓯᐸᐸᐸ ᐱᐸᐸᐸᐸᐸᐸ

ᑦᐸᓂᐱᓯ - ᐱᓯᐸᐸᐸᑦᐸᐸᐸ

ᐸᐱᓯᐸᐸᐸᐸ ᐱᐸᐸ ᐸᓂᓂᐸᐸ ᐱᐸᐸᐸᐸᐸᐸᐸ ᐸᓯᓯᑦᐸᓯᐸᐸᐸ ᐸᓯᓂᐱ ᐆᐸᐸᐸᐸᐸᐸᐸᐸᐸᐸᐸᐸᐸ ᐱᐸᐸᐸ ᐱᐸᐸ ᐱᐸᐸᐸᐸᐸᐸᐸ ᐆᐸᐸ ᐱᐸᐸᐸᐸᐸᐸᐸ ᐱᐸᐸᐸᐸᐸᐸᐸᐸᐸᐸᐸ

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GAA-OSHKAAZHIIWAAD (ADIK GAYE MOOZ) PAYATE ISHIKIISHWEWIN MAMAW

Ekii'oshippihikatek kacakosich kiisis 2025



Nanaando-gikenjigaade eyaawaad gaa-oshkazhiiwaad imaa Dazhiikewin Enamok Miikana. Niizhwewaan ayaawag imaa Dazhiikewin Enamok Miikana – mooz gaye adik. Moozoog gaye adikwag babaa-ayaawag emiijiwaad gegoon, e-aamiwaad gaye e-ganawenimaawaad egaashiinzhinid. Iwe Adik Nanaando-gikenjigewin omaa ayaa (Missisa, Ozhiski, Nipigon gaye Pagwachua).

Ezhinaagwak Noongom

Gii-nanaando-gikenjigaade imaa akiing 2019 biinish 2013 egagwe-jimindwaa Anishinaabeg gaye godak gikenjigewin. Gii-ganawaabamaa-wag adikwag, 30 noozhe-adikwag gii-ganawaabamaawag 2021 ji-gikenimindwaa gii-aamiwaad gaye aandi ezhaawaad gaye ezhichigewaad. Gii-naagwan e-zaagitoowaad gaawiin aapiji gaa-izhi-mitigokaasinog e-ayawaad gaye ezhi-mashkiigowang gabebiboon gaye gabeniibin.

Adikwag

Adikwag, inenimaawag ji-jaagiiwaad, nisinoon dash ezhi-ayaawaad (ON5, ON7 gaye bangii ON9) gaye niwin akiin (Missisa, Ozhiski, Pagwachuan gaye Nipigon) gaa-izhi-nanaando-gikenjigeng. Nisinoon akiin gaye Missisa, Ozhiski gaye Pagwachuan akiin ayaawag adikwad ebaatiino-waad. Imaa Nipigon akiing gaawiin ozaam dazhiikigaade aki imaa ji-ayaawapan adikwag. Gegoon Enishkaamagak Akiing gaye Aanji-izhiwegak Gaanada Akiing ikidowag gaa-ayaawaad daa-mino-dazhiikewag adikwag giishpin 65% odakiimiwaa dazhiikigaadesinog ji-biaaji'idizowaad.

Awashime aabita nanaando-gikenjigewin adikwag ganawaaba-maawag. Maawach giowedinong izhi-baatiinowag gaawiin dash aapiji imaa zhaawanong inake. Adikwag oidaanitoonaawaa gaa-babaa-izhaawaad, daabishkoo gii-biboong bakaan e-izhaawaad. Maawach wenzhishing izhaawag imaa gaa-izhi-nanaando-gikenjigaadeg aki.



Adikwag zhaabwiiwag gaa-izhi-baatiinowaad. Adikoonsag gaa-ganawaabamindwaa, bangii bakaan izhinaagwan ezhichigewaad, giiyaabi dash gaawiin gikenjigaadesinon aaniin ge-izhi-dazhiikewaad adikwag imaa.

Mooz

Nanaando-gikenjigaade aki gaa-ayaawaad moozoog ji-wiisiniwaad gaye ji-giizhoozowaad gii-biboong. Gii-zakideg izhi-ozhi'oomagan gaa-izhi-mino-dazhiikewaad moozoog. Babaa-ayaawag moozoog bebakaan izhi-dazhiike-wag. Gaa-onizhishing aki imaa zhaawanong inake, gaawiin dash aapiji imaa gaa-izhi-mashkiigowang. Ani-agaasiinowag moozoog Ontario apii 2000 gii-maajii-izhiseg memindage giiwedining. Gaa-gii-izhi-nanaando-gikenji-gaadeg odaanaang gaye ezhi-baatiinowaad igi, imaa Aabajichiganan gaye Mitigokewin Ogimaawiwini, gaawiin aapiji ayaasiwag moozoog gaa-izhi-andawenjigaadeg. Gaa-miigaanigowaad ayaawag, andawenjigewin, aakoziwin, gaa-angwiimagak gaa-miijiwaad gaye gaa-aanjiseg izhiwebak. Ani-agaasiinad gaa-izhi-dazhiikewaad gaye gaa-miijiwaad.



Ge-izhisewaad Ge-maazhisegiban.

Nisin gii-ganawaabanjigaadewan adikwag gaye moozoog ge-izhisewaapan aandi ge-izhi-dazhiikewaad, gaye aaniindi gaye ge-izhi-bimaaji'idizowaad.

Ozhichigaadeg iwe Dazhiikewin Ayaag Miikana gaye aabadak, daabishkoo bashko-ga'igenaaniwang, maawadoonigaadeg gegoon gaye aabadak iwe miikana gaye ganawenjigaadeg, da-maanzhisewag adikwag gaye moozoog. Iwe Miikana daa-aanjisemagan gaa-izhinaagwak aki, azhashki gaye gitigaanan, ji-onji-aanjisemagak gaa-izhi-bimaadiziwaad igi. Gaye waasikwanenjiganan gaa-noondaagwak gegoon gaa-maanzhimaagwak, gaye awiyag gii-ayaawaad imaa, da-onji-aanjise gakina bimaadiziwin. Miikanawan gaye gii-bikoshing goon, bakaan da-inendaagwan bimaadiziwin. Nawach da-baatiinowag ge-nisaawaad moozoo' gaye adikwa'. Maagizhaa gaye da-bichibizowag. Gii-baashkinedaawangibizo-waad odaabaanag, da-onji-bakaanendaa-gwan ji-ayaawaad adikwag gaye moozoog.

Ikidowag aaniin ge-izhichigeng ji-maanaaji-indwaa igi ge-angwiiwaapan, igi adikwag gaye moozoog. Owe daa-izhichigenaani-wan:

- Daa-aabajichigaadewan miikanawan gaa-ayaagin aazha;
- Gego wanashkwe'aaken adikwag gaye moozoog gaa-dazhiikewaad;

- Ozhiton miikanawan apii ayaasig-waa moozoog gaye adikwag imaa.
- Ngojigo 30 m gego izhaaken zaag-a'iganiing gaye ziibiin, gaye gego bashkoga'igeken jiiigibiig;
- Ayaan ge-izhi-aabajitoowaad aki moozoog gaye adikwag;
- Aabajitooon aki ge-izhi-giiwe-nitaa-wigigin gitigaanan;
- Aabajitooon gegoonan ge-onji-mnaa-jitooyin gaa-ayaag imaa;
- Gikino'amaw anokiiwininiwag ji-manaaji'aawaad aya'aawisha' gaye godak gegoon ge-onizhishing;
- Ozhitooon gaye aabajitooon Enishkaagemagak Izhichigewin.

Ge-inishkaagemagaak

Ozhichigaadeg iwe Dazhiikewin Miikana izhichigenaaniwang dash ji-manaajichig-aadeg aki, gaawiin aapji da-maanzhichi-gaadesinoon gegoon.

Adik

Iwe Dazhiikewin Miikana da-wanishkwechige-magan imaa Missisa gaye Nipigon inake. Naawiya'ii gaye giiwedindong inake imaa gaa-izhi-naagadawaabanjigaadeg da-izhi-odaa-pinigaade gaa-danakiwaad adikwag. Da-nepi-ji-odaapinigaade gaa-danakiwaad adikwag imaa Missisa gaye Nipiigon akiing. Awashime dash gaye da-inishkaagemagan iwe Dazhiikewin Miikana, gaawiin eta imaa.

Mikanawan gaye godak daa-izhi-maanzhidoo-dawaawag adikwag gaawiin aaniish ogiken-daziinaawaa. Da-maanzhise. Iwe Dazhiikewin Miikana da-onji-nibowag adikwag nisaagani-wiwaad, aabajichigaadegin ini miikanawan, daa-bitakoshkawaawag gaye. Ginwesh aa-bajichigaadeg iwe Dazhiikewin Miikana da-onji-maanzhisemagan.



Mooz

Iwe Dazhiike Miikana da-onji-maanzhidooda-waawag gaye moozoog ewanashkwechigaa-denig gaa-izhi-ayaawaad. Ozhichigaadeg miikana, memindage imaa zhaawanong naawiya'ii inake imaa Gaa-izhi-waabanjigaa-deg. Ombiigizinaaniwang da-onji-wanashkwe-chigemagan gaawiin dash aapiji moozoog da-wii-ayaasiiwag imaa. Ayaamagak gaye imaa iwe miikana, gaawiin da-wii-ayaasiiwag imaa moozoog. Dazhiikewin Miikana da-maanzhi-chigemagan.

Dazhiikewin Miikana da-maanzhichigemagan ayaamagak imaa, biizhaawaad gaa-ando-moozwewaad, bimibizowaad, memindage ginwesh ayaa iwe miikana. Bangi da-onji-agaasiinowag moozoog owe izhiseg.



Maamaw ge-inishkaagemagak

Adik

Maamaw ge-inishkaagemagak imaa Nipigon gaye imaa Missisa da-naagwan. Maamaw ge-inishkaagemagak dash gaawiin aapiji da-naagwasinon imaa Ozhiski gaye Pagwachuan ozaam aaniish ono gaawiin ozhibii'igaadesinonon imaa Dazhiikew Miikana.

Mooz

Dazhiikewin Miikana maamaw ge-inishkaage-magak imaa mooz obimaadiziwining Gaa-izhi-ganawaabanjigaadeg gaawiin da-gikendaago-sinon. Aanawi bangii da-maanzhidoodawaa-wag bangii dash eta.

Ganawaabanjigaadeg megwaa ozhichigaadeg miikana gaye ginwesh aabajichigaadeg iwe miikana, biminizha'igaadegin inaakonigewinan Gaanada aki gaye akiikaaning, gaye bizinda-windwaa gaa-gii-ikidowaad Anishinaabeg gii-gagwejimindwaa, da-izhise. Mii enwaadeg iwe ganawaabanjigewin jii-mino-doodawindwaa igi moozoog gaye adikwag megwaa ozhichigaa-deg miikana.

Ketashinakacicikaniwak: ketashi miikoshkikemakak iwe miikanan katashi oshicikatek miinawaa wakahi 10 km tetipahi imaneke tashikewin miikanank

Tetipahi nakacicikewin: inekehi ketashinakacicikaniwak tetipahi. ikiweniwak ahtikok onci kainencikatek keishipimiyawach ishinakishkatiimakanon kaishi niwakin ahtik pimiyawinan: misisa pimiyawin, nipikon pimiyawin, oshishki pimiyawin miinawaa pakwaciwan pimiyawin.



Awashime na kiwiikikentan?

Kiishpin ekiciinentaman awashime ewiikikentaman owe katashincikatek, onci nakacitoo*n* iwe kanakaciiwitipacimomakak tipacimowin imaneke kasakisink oma misise ahkiwin nakacicikewin/ isisein ikitowin.

Kekanonach Wiintamakewinan

Kinantomiko ima cishayan akwaaahkiink tashiikewinik miikana kapimanokiitamowach anapii piko wiikakweteyan kayema wiipakitinaman ikitowin.

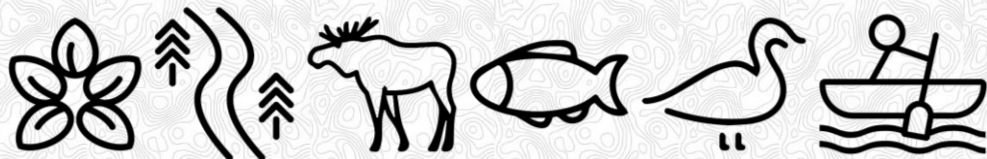
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A2.4.10 Visual Environment and Land and Resource Use





VISUAL ENVIRONMENT AND LAND AND RESOURCE USE PLAIN LANGUAGE SUMMARY

Issued February 2025



The Community Access Road could lead to changes in the way land is used and experienced by those living or working near the road. The study of Land and Resource Use, along with the Visual Environment, offers a perspective on how the road may impact the region's landscape, as well as its cultural, recreational and economic significance.

These areas of study are closely interconnected because land use—whether for traditional practices, recreation or resource development—shapes the visual character of the environment. For instance, increased accessibility due to the road may present new opportunities for tourism and resource extraction, but it could also alter the undisturbed wilderness valued by local communities and visitors. Visual changes, like new infrastructure or changes to natural landscapes, can influence how people use the land and engage in cultural or recreational activities.

Existing Conditions

Land and Resource Use

Parks and protected areas within the study area include provincial parks, conservation reserves, and Areas of Natural and Scientific Interest. The Local Study Area overlaps with three provincial parks: Ogoki River, Albany River and Little Current River Provincial Parks. These parks offer limited recreation activities due to their remote locations. There are no national parks, municipal parks, non-government organization nature reserves or Crown game preserves in the area.

Recreation and tourism in the area are provincially regulated for their natural, cultural and recreational values. Key activities include hunting and fishing, managed by the Ministry of Natural Resources through wildlife management units and fisheries management zones. There are nine remote tourism outfitter operations identified in the Local Study Area that offer fly-in / fly-out hunting and fishing expeditions.

Trapping is a traditional activity in the area, with most traplines held and used by Indigenous communities. Seven traplines intersect the Community Access Road. While trapping has declined due to lower fur prices and higher costs, it remains an important cultural practice.

Extractive resources, including mining and aggregate processes, are regulated provincially by the Mining Act and Aggregate Resources Act. There are active mining operations and exploration activities in the Regional Study Area, including Wabassi Resources, with the Greenstone Gold Mine being a notable project in the Local Study Area.

Visual Environment

Any changes to the visual environment may affect the appeal of the region for recreational activities, and disturbances to natural conditions could negatively impact tourism operators.

Traditional land uses—trapping, hunting, fishing and gathering—are significant cultural and spiritual activities. Sensitive locations include places of habitat and traditional pathways, identified through Indigenous Knowledge and Consultation Programs.

The Ogoki River Provincial Park and Albany River Provincial Park are particularly sensitive to visual effects, as these areas are regulated for their natural, cultural and recreational values. Visual disturbances in these parks and protected areas could affect their integrity and the experiences of visitors who value their pristine conditions.

Potential Effects and Mitigation Measures

The construction and long-term use of the Community Access Road have the potential to affect the land and resource use and visual environment in the area. The below highlights the potential effects and mitigation measures that may be put in place to lessen possible negative effects of the Community Access Road.

Land and Resource Use

Topic	Potential Effects	Mitigation Measures
<p>Land Use Compatibility</p>	<ul style="list-style-type: none"> The Construction Disturbance Area overlaps with 1,257.1 ha of Designated Protected Area under Marten Falls First Nation’s Community Based Land Use Plan. 	<ul style="list-style-type: none"> Involve Marten Falls First Nation in land and resource use planning activities to manage new development resulting from the Project; and Ongoing engagement with Aroland First Nation regarding the southern part of the road will help identify any further measures needed.

Topic	Potential Effects	Mitigation Measures
<p>Parks and Protected Areas</p>	<ul style="list-style-type: none"> • The Construction Disturbance Area crosses through Albany River Provincial Park, affecting 5.7 ha of park land; and • Potential to effect noise levels, air quality and wilderness experience. 	<ul style="list-style-type: none"> • Limit clearing and use of land within parks as much as possible, and locate temporary work areas outside of parks; • Limit development of side trails and roads; and • Marten Falls First Nation to discuss access control measures with Ontario Parks.
<p>Recreation, Tourism and Outfitters</p>	<ul style="list-style-type: none"> • Improved access to remote lands and water resources, creating new recreation opportunities; and • Potential to effect noise levels, air quality, and animal habitat, reducing the attraction of tourism to the area. 	<ul style="list-style-type: none"> • Properly design and install water crossing structures to accommodate flow, drainage and fish passage; • Minimize vegetation clearing, and reclaim disturbed areas following construction; • Provide notice of construction to remote outfitters one year in advance; • Community Access Road Team to meet with the Ministry of Natural Resources to discuss hunting restrictions and signage to educate those who may interact with recreation users while on the road; and • Ongoing engagement with impacted outfitters and camp owners.

Topic	Potential Effects	Mitigation Measures
Trapping	<ul style="list-style-type: none"> The Construction Disturbance Area overlaps with seven trapline tenures and will potentially disrupt furbearing species' habitat and trapping activities. 	<ul style="list-style-type: none"> Notify trapline tenure holders about construction timelines, and access through the Construction Disturbance Area, when safe.
Extractive Resource Industry	<ul style="list-style-type: none"> Improved access to mineral resource areas. 	<ul style="list-style-type: none"> Ongoing engagement with mineral and land claim holders to help minimize impacts to any mineral deposits.
Forestry Industry	<ul style="list-style-type: none"> The Community Access Road has the potential to increase access to lands with merchantable timber stands. 	<ul style="list-style-type: none"> Compensate for commercial forest trees felled within the Ogoki Forest Management area for the Community Access Road based on the value of the timber.
Energy and Linear Infrastructure	<ul style="list-style-type: none"> Potential for increased opportunity to develop new energy facilities along the road route. 	<ul style="list-style-type: none"> No specific mitigations are recommended at this time.

Visual Environment

Topic	Potential Effects	Mitigation Measures
Parks and Protected Areas	<ul style="list-style-type: none"> The introduction of the Community Access Road, and associated infrastructure, could alter their visual character. 	<ul style="list-style-type: none"> Design bridges to blend with the natural landscape as much as possible; and Maintain vegetation around bridge abutments and piers, and preserve existing vegetation along the riverbanks.

Topic	Potential Effects	Mitigation Measures
<p>Recreation, Tourism and Outfitters</p>	<ul style="list-style-type: none"> • May alter the tourism appeal by increasing accessibility, which could decrease the remote appeal of the parks; • Potential to effect noise levels, air quality and animal habitat, reducing the attraction of tourism to the area; • Natural areas will be altered by the introduction of the road including bridges over the Ogoki, Albany and other larger rivers; and • Tourism and recreation outfitters' sites may also observe new views towards aggregate sites. 	<ul style="list-style-type: none"> • Maintain tree cover and add additional screenings around sensitive areas and receptors (i.e., hunt camp, tourism outfitter location); • Keep temporary work areas, like staging zones, outside of park boundaries to avoid changing the landscape; • Reduce and monitor the creation of new trails or roads that might extend into the parks and affect the landscape; and • Limit construction activities to the designated right-of-way.
<p>Cultural Heritage Resources</p>	<ul style="list-style-type: none"> • The construction activities and associated infrastructure could disturb these culturally significant landscapes. 	<ul style="list-style-type: none"> • Avoid construction near highly sensitive cultural sites, maintaining tree cover and adding screenings to protect these areas; and • Collaborate with local governing agencies and Indigenous communities to identify and protect significant cultural heritage sites.
<p>Permanent Settlements</p>	<ul style="list-style-type: none"> • Permanent settlements, including buildings currently occupied or used by individuals and communities, may experience changes to the visual environment. 	<ul style="list-style-type: none"> • Maintain tree cover and add visual screenings around the road and associated infrastructure.

Residual Effects

Through the proper use of mitigation measures, the potential effects on Land and Resource Use and Visual Environment from the construction and long-term use of the Community Access Road are expected to be effectively managed, minimized or mitigated.

Land and Resource

The Community Access Road will cause changes to the Albany River Provincial Park through a minor removal of 5.7 ha of park land, noise from construction and reduction of the remote character due to visibility of construction. The construction of the road will also limit the remote character of the area for visitors to the remote outfitting camps and operation may cause some traffic noise at nearby camp sites, effecting the experience of remoteness.

Visual Environment

Adverse residual effects on the visual environment are not anticipated as a result of the construction or long-term use of the Community Access Road.

Cumulative Effects

Land and Resource

The Cumulative Effects Assessment for Land and Resource Use identified potential effects on trapping in three areas resulting from the Community Access Road and other activities in the area, like the Northern Road Link and forestry activities in the Ogoki Forest Management Plan. For a map including the three trapping areas, see Figure 5-2 of the Draft Land and Resource Use Technical Support Document: Existing Conditions & Effects Assessment. Potential effects include loss of habitat for furbearing species, improved access to land for trapping and other disturbances during construction and long-term use of the Community Access Road. The total area affected is small compared to the size of the trapping areas, and the combined effects are considered low to moderate in magnitude.

Visual Environment

At the time of preparing this document, the Cumulative Effects Assessment for Visual Environment was not available to summarize. This information may be found in the appendix of the draft Environmental Assessment / Impact Statement Report.



Want to learn more?

If you are interested in learning more about this topic, please review the technical report available in the appendix of the Draft Environmental Assessment / Impact Statement.

Contact Info

You are welcome to contact the Marten Falls First Nation Community Access Road Project Team at any time with questions or comments.

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Website: eais.martenfallsaccessroad.ca



<p>የጉዳዩ ስያሜ</p>	<p>የጉዳዩ ግብ - ግልጽ</p>	<p>የጉዳዩ ስያሜ ላይ ማስፈራሪያ ማድረግ</p>
<p>የገንዘብ ለውጥ ማረጋገጫ ለማድረግ</p>	<ul style="list-style-type: none"> • የገንዘብ ለውጥ ለማረጋገጥ የሚያስፈልጉትን ሰነድ ለማግኘት • የገንዘብ ለውጥ ለማረጋገጥ የሚያስፈልጉትን ሰነድ ለማግኘት 	<ul style="list-style-type: none"> • ማረጋገጫ ለማድረግ የሚያስፈልጉትን ሰነድ ለማግኘት • የገንዘብ ለውጥ ለማረጋገጥ የሚያስፈልጉትን ሰነድ ለማግኘት
<p>የገንዘብ ለውጥ ማረጋገጫ</p>	<ul style="list-style-type: none"> • የገንዘብ ለውጥ ለማረጋገጥ የሚያስፈልጉትን ሰነድ ለማግኘት 	<ul style="list-style-type: none"> • የገንዘብ ለውጥ ለማረጋገጥ የሚያስፈልጉትን ሰነድ ለማግኘት
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<p>የገንዘብ ለውጥ ማረጋገጫ</p>	<ul style="list-style-type: none"> • የገንዘብ ለውጥ ለማረጋገጥ የሚያስፈልጉትን ሰነድ ለማግኘት 	<ul style="list-style-type: none"> • የገንዘብ ለውጥ ለማረጋገጥ የሚያስፈልጉትን ሰነድ ለማግኘት

ረዕይ ስነ-ምግባር	የግብዓት ስነ-ምግባር	የሥነ-ምግባር ስነ-ምግባር
ረዕይ ስነ-ምግባር	<ul style="list-style-type: none"> ህይወት ለማስተካከል የሚገባውን ስነ-ምግባር ለማሰባሰብ ሲሆን ለሌሎች ማሳሰቢያ ላይ ማተኮሩ ማለፍ ነው። 	<ul style="list-style-type: none"> ህይወት ለማስተካከል የሚገባውን ስነ-ምግባር ለማሰባሰብ ሲሆን ለሌሎች ማሳሰቢያ ላይ ማተኮሩ ማለፍ ነው።
ግብዓት ስነ-ምግባር ለሥነ-ምግባር	<ul style="list-style-type: none"> ህይወት ለማስተካከል የሚገባውን ስነ-ምግባር ለማሰባሰብ ሲሆን ለሌሎች ማሳሰቢያ ላይ ማተኮሩ ማለፍ ነው። 	<ul style="list-style-type: none"> ህይወት ለማስተካከል የሚገባውን ስነ-ምግባር ለማሰባሰብ ሲሆን ለሌሎች ማሳሰቢያ ላይ ማተኮሩ ማለፍ ነው።
ሥነ-ምግባር ስነ-ምግባር	<ul style="list-style-type: none"> ህይወት ለማስተካከል የሚገባውን ስነ-ምግባር ለማሰባሰብ ሲሆን ለሌሎች ማሳሰቢያ ላይ ማተኮሩ ማለፍ ነው። 	<ul style="list-style-type: none"> ህይወት ለማስተካከል የሚገባውን ስነ-ምግባር ለማሰባሰብ ሲሆን ለሌሎች ማሳሰቢያ ላይ ማተኮሩ ማለፍ ነው።
ለሥነ-ምግባር ስነ-ምግባር ስነ-ምግባር	<ul style="list-style-type: none"> ህይወት ለማስተካከል የሚገባውን ስነ-ምግባር ለማሰባሰብ ሲሆን ለሌሎች ማሳሰቢያ ላይ ማተኮሩ ማለፍ ነው። 	<ul style="list-style-type: none"> ህይወት ለማስተካከል የሚገባውን ስነ-ምግባር ለማሰባሰብ ሲሆን ለሌሎች ማሳሰቢያ ላይ ማተኮሩ ማለፍ ነው።

ሥነ-ምግባር ስነ-ምግባር

ረዕይ ስነ-ምግባር	የግብዓት ስነ-ምግባር	የሥነ-ምግባር ስነ-ምግባር
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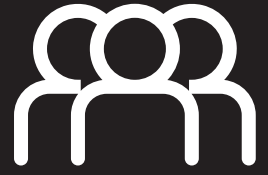
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KAKANAAPWACIKATEKIN KEKONAN MIINWAA AKI EKWA KAAPACIKATEKIN KEKONAN PAYATE ISHIKIISHWEWIN MAMAW TIPACIMOWIN Ekii'oshipiihekatek kacakosich kiisis 2025



Ekwa Tashikeynw mikanakeynw kecinach kekonan tamayakiseanwon tokan aki kaynapacikatek okweniakw a-iywak naniyahik kakapeshiawch mikanak ekwa miinawaa cikich mikanak katananokiawch. ekwa oew kapimiinawaanakacicikatek aki miinawaa kekonan katakwakin kaapacikatekin, miinawaa kakanaapwacikatekin kekonan, nisitainwikate anin mikanakeynw ketocikemakak oma nekekamik, miinawaa anishinapeyw ishicikeynwan katocikatekin, miinawaa papamiyainwan ekwa shoniyakeyw macihtamasoinwan. ekwa okwenianw nanakacicikeynwan kekat peshikwan inanokimakanon oew oci aki kaapacikatek—tokan anishinapeyw ishicikeynwan, miinawaa kwashkwepicikeynw nanta kaye shoniyakeyw macicikeynw—ekwa amioew kwayak kaocinanakacicikatekin kekonan ahkikak. atika tokan, kishpin tashine apatak mikana oshki ocitamasoinwan kaocitakwanon tokan kwashkwepicikeynw miinawaa monaikeyw piapwikokeynw, sakoch apin taanwacikate a-iywashishak katashikeawch tapishkoch okwenianw tashikeynwan miinawaa okiitwek kasakitoacwin. Ekwa okwenianw kekonan kakanaapwacikatekin, tokan oshki macicikeynwan nanta kaacisek pikwatahkik, taociicwihiesweni anin kaishikanaapwatamoawch anishinapek ahkini miinawaa anishinapeyw kekonan ekwa kotakiyan ishicikeynwan katotamo'awch imaa otahkimoakw.

Mekwach Katakwakin Kekonan

Aki Miinawaa kekonan Katakwakin Kaapacikatekin

Ekwa omaa nanakacicikeynw tashitocikate miinawaa imaa aki katashikanaenwcikatek miinawaa katashikikinwacikatek ekwa kaye onte iyo kaocipimikanaapwatakin, ekwa kotakiyan nanakacicikeynwan katashitocikatekin. Ekwa omaa tashinanakacicikaniakw okwenianw nihsin onteniyo okikinwacicikeynwan ayanianw: okoki ziibii, anpani sipi ekwa kaakasiciakw sipi oawew

onteniyo kaocipimikanaenwtakin. Ekwa kaynw napich kekonan ima cikitocikatekin osat kicinopimik kaishitakwakin. kaynw kanata, miinawaa kokitayan okimaiw pimocikeynwan nanta kaye okimaiw otonanakacicikeynwiniman cipimiinawaanakacicikenich omaa nekekamik.

Ekwa nanaka ishicikeynwan miinawaa kwashkwepicikeynw katocikatekin omaa nekekamik eha okanaapwatan ontentiyo okimainw miinawaa otanacikeynwan apacicikatenianw. Ekwa omaa maawch kekonan katocikatekin tokan nataenwcikeynw miinawaa kwashkwepicikeynw ekwa okweniakw kaocipimikanaapwatamoawch ontentiyo amikokimak oma aiywashishan ekwa kinashen kaocipimiinawaanakaciyaawch. ekwa mamaw sakasinon okwenianw kwashkwepicikeykwamikon kakiapwacikatekin omaa nanakacicikeynwik ekwa pimiseynwik ocishanianw kanataenwcikaniakw miinawaa kakwashkwepicikaniakw.

Ekwa anwihikeynw ishikanaapwacikate anishinapeyw ishicikeynw omaa nekekamik, ekwa okwenianw kakina kekat anwihikeynwan ehak otipentanaaw miinawaa otapacitonaaw anishinapeyw tashikeynwan. ekwa niswaso anwihikeynwan mikanakeynw mayat taishipimatamonini. ekwa ashay kainw napich cianwihikaniakw osat paki kainakisiawch ahtayak miinawaa kekonan kaishpakitekin, sakoch kiyapich anwihikeynw kicinencikate.

Ka-otapinikatekin kekonan akikak, tokan monahiewiw piapwikokeynw, miinawaa kotakiyan kekonan kakipishkiepwahikatekin, ekwa ahin apacicikateanw monahishoniyaaswinikeynw onakonikeynw ekwa kakipishkiepwahikatekin kekonan onakonikeynw. ekwa omaa katashinanakacikaniakw mekwach monahishoniyaaswinikeynwan tocikateanwon ahi kaye apwasi anokiinw, omaa neke kininston monahiosaaswinikeynwik kayshitakwak ekwa amioew maawch ekanaapwacikatek omaa nanakacicikeynwik.

Keciew Kanaapwacikatekin Kekonan Akikak

Ekwa kishpin anwacikateawkwen kekonan omaa ahkikak tokan nanaka kekonan katocikatekin, miinawaa kamishinatikin kekonan katocikatekin kecinach mishtahi taanwacikateanwon kashkwepicikeykwamikon.

Anishinaabekik tocikeynwan tokan—anwihikeynw, nataenwcikeynw, kwashkwepicikeynw miinawaa maatwoshkainw—amiew okwenianw anishinapeyw miinawaa acokoiw tocikeynwan. ekwa miinawaa eka kaishpakosentakwak kekonan citocikatekin tokan aiywashishak katashikeawch miinawaa anishinaabew kekonan katakwakin kainw taanwacikatesinoanw, ashay akiw nanakacicikeyw masinahikanik kimasinahikatepanin.

Ekwa okoki pisit ontentiyo okikinwacicikeynw miinawaa anpani sipi ontentiyo okikinwacicikeynw kainw nanta takitocikatesinoanw, tapineka ahin kanaenwcikateanw ahkiw kekonan, anishinapeyw kekonan miinawaa kotakiyan kekonan. ekwa amiew keyshisek kishpin apin anwacikatenik wo'ew otentiyo okikinwacicikeynwan napich okaanwahikoaw okweniakw aiywak kapikiitwamoawch ahkini maawch kaminwashininik.

Kaye Piko Anwacikeynwan miinawaa Ci-Aconikatekin Anwacikeynwan

Ekwa kaymwikanakaniakw miinawaa kinakwash kaiwapacikatek wo'ew tashikeyw miikana kaye piko taanwacikate aki miinawaa ketakiyan kekonan katakwakin oma nekekamik. Ekwa capashis masinahikateanwon kaye piko anwacikeynwan miinawaa ciconikatekin anwacikeynwan ekwa amiew okwenianw maawch keanokatekin eka napich ci-anwacikemakak omaa kicimikanakeynwik.

Aki miinawaa Kekonan Katakwakin Ki-Apacikatekin

Animocikeynw	Kaye Piko Anwacikeynwan	Ci-Aconikatekin Anwacikeynwan
<p>Aki Kaapatak Kanaapwacikeynw</p>	<ul style="list-style-type: none"> Ekwa omaa kaywishimikanakaniakw wo'ew mamaw apitahkamika 1,257.1 ha kakionacikatek kwayak cikanaenwcikatek ashay kakimasinahikatekipan Martin pwans tashikeynw akiw awenwacikeynwik. 	<ul style="list-style-type: none"> Kecinach Martin pwans tashikeynw keycwihiewch omaa ahkiw miinawaa kekonan katakwakin kaapacikaten awenwacikeww tocikeynw mishkoch kwayak oshkimacikeynwan cikanaapwacikateki; ekwa Cipimiitwanokimakano'awch enonant tashikeynw tapishkoch imaa shaanwok kaywishipimatamok miikana miinawaa piko kotakiyan kekonan cikanaapwacikatekin ekwa cipimianokatekin.

Animocikeynw	Kaye Piko Anwacikaynw	Ci-Aconikatekin Anwacikaynw
<p>Kakikinwacikatekin miinawaa Kakana'enwcikatekin akin</p>	<ul style="list-style-type: none"> • Ekwa wo'ew anokiinw taanwacikemakan ka-ociasoskaniakw anpani sipik onteniyo kaki kikinwacitopan, ekwa mamaw 5.7 ha taanwacikate aki; ekwa • Miinawaa kayepiko kasokitakwanon kekonan, miinawaa kaishisek pakitanamoynw ekwa nopimik katashikaniakw. 	<ul style="list-style-type: none"> • Ekwa miinawaa tipiminikok cipashkwatahikaniakw miinawaa kaapatak wo'ew aki kakanaenwcikatek, ekwa miinawaa pinama cinanataapwacikatek pakan citananokinaniakw; • Ekwa miinawaa tipiminikok miikanakesan ekwa miikanan citakwakin; ekwa • Martin pwans tashikeynw cianimotamaawch otonacikaynw okwenianw onteniyo ahkiw opimociken.
<p>Mametaewinw, Kwashkwepicikeynw miinawaa Nata'enwcikeynw</p>	<ul style="list-style-type: none"> • Kwayak citakwakin ke-ocishaniakw nopimik miinawaa nihpikak, miinawaa cioshikatekin oshki mametaewiw ocitamasoinwan; ekwa • Ci-aconikatekin kekonan kasokitakwakin, miinawaa aiywashishak katashikeawch, miinawaa ciconikatek kwashkwepicikeynw omaa nekikamik. 	<ul style="list-style-type: none"> • Miinawaa kwayak ciishinakwakin okwenianw asoskainwan mishkoch kwayak cishapwashikaikw nipi miinawaa kaocipapatakeawch kinoshek; • Miinawaa tipiminikok cipashkwatahikaniakw, miinawaa kwayak cioshikatekin kakianwacikatekin kekonan omaa akikak apii ishkwa anokinaniakw; • Miinawaa iyakana peshikoyahki ciitwamaakwanoawch wo'ew mikanakeynw ehak anataenwcikek; • Ekwa tashikeynw omikanakek anokinakanak ciapwamaawch amikokiman wo'ew oci nataenwcikeynw miinawaa masinahikanan kaakotekin ciocikikentamoawch aiywak oma neke katashiitwoawch mikanak; ekwa • Miinawaa cipimiayamiyakanoawch onataenwcikek miinawaa katipentamoawch tanapoinwan

Animocikeynw	Kaye Piko Anwacikeynw	Ci-Aconikatekin Anwacikeynw
Anwihikeynw	<ul style="list-style-type: none"> Ekwa omaa kaytwashimikanakaniakw kecinach mamaw niswasonon anwihikeynwan takwanon ekwa kecinach taanwacikatani aiywashishak katashikeawch miinawaa a-iywak katashianwihike'awch. 	<ul style="list-style-type: none"> Ekwa miinawaa ciitwamaakwanoawch o-anwihikek anin minikok kepimi miikanakaniakw miinawaa kaocishaniakw omaa katananokinaniakw, panima ota ayakwamisek.
Kekonan Kayatekin Akikak Macicikeynw	<ul style="list-style-type: none"> Ekwa miinawaa kwayak ciinatamocikaniakw kaitwashi monahi shoniyaaswinikenaniakw. 	<ul style="list-style-type: none"> Miinawaa cipimi ayamiyakanoawch okweniakw kaki kikinwacitoawch asinin katanenimaawch eka miinawaa osat mishtahi cianwacikatekin.
Manatikweynw Macicikeynw	<ul style="list-style-type: none"> Ekwa tashikeynw omikanamoakw taishiseni kiyapich inatamocikeynw cioshitoawch ciinatamok imaa shikopik kaishimishiniawch. 	<ul style="list-style-type: none"> Ekwa miinawaa ciicwihiyakanoawch kamanatikweawch omaa kayshipitikesenik okoki manatikweynw okimainwik wo'ew ota tashikeynw miikana kaiwishipimatamok miinawaa oshkatakatwikok kaishimikaakwanoawch.
Ishkoteywap Kayshipimapikemok Macicikeynw	<ul style="list-style-type: none"> Ekwa kaye kiyapich taishiseni cinakitoawch ocitamasoinw tokan oshki ishkoteywapin ka-oshicikatekin imaa kaywishipimatamok. 	<ul style="list-style-type: none"> Ekwa kwanin kekonan aconikeynwan wo'ew mekwach cipakosentakwakin.

Kiciew Aki Kaapwacikatek

Animocikeynw	Kaye Piko Anwacikeynw	Ci-Aconikatekin Anwacikeynw
Akin Kakanaenwcikatekin Omaa Nekekamik	<ul style="list-style-type: none"> Ekwa kamacianimocikatek tashikeynw mikanakeynw, miinawaa piko kekonan kaimwacikatekin, kecinach taocimayakiseanwon kekonan. 	<ul style="list-style-type: none"> Ekwa miinawaa kwayak cioshiyakanoawch ashokanatikok imaa akikak mishkoch kwayak ciishinakwak; ekwa Miinawaa kwayak cipimikanaenwcikatek ahki imaa kakiishiasakanoawch ashokanatikok, miinawaa kwayak cikanaenwcikatek imaa aki kaishitakwak nanew sipikak.

Animocikeynw	Kaye Piko Anwacikeynwan	Ci-Aconikatekin Anwacikeynwan
<p>Metaewinw, Kwashkwepicikeynw miinawaa Nata'enwcikeynw</p>	<ul style="list-style-type: none"> • nanta kaye kwashkwepicikeynw kaanwacikate, ekwa apin nanta ciociacosek okwenianw nopimik kakanaenwcikatekin akin; • nanta miinawaa kayepiko ciosamisokitakwak, miinawaa cianwahakanoawch a'iywashishak katashikeawch, ekwa ciacosek kwashkwepicikeynw oma nekekamik; • ekwa miinawaa cianwacikatekin kekonan omaa ahkikak tokan kaimwikanakaniakw miinawaa asoskainwan kaiwacikatekin omaa okoki, anpani ekwa kotakiyan maawch kamakitikweyakin pisin; • ekwakwashkwepicikeynw miinawaa nataenwcikeynwan keynwaaw kekonan okaapwanaaw ciociyatisenikin imaa nekekamik kayshitakwakin. 	<ul style="list-style-type: none"> • Ekwa miinawaa kwayak cikanaenwcikatek kaishinopimiakw ekwa cianwacikatekin kekonan (tokan, kapeshiinwan, kwashkwepicikeykwamikon); ekwa • Miinawaa acinaiws kaishitananokinaniakw, tokan ima ahkiw kikinwacicikeynwik eka osat ciacinakocikatek wo'ew aki. • Ekwa miinawaa cianconikatekin ekwa cinanakacicikatekin oshki mikanakesan miinawaa mikanan apin kainatamocikaniakw ima ahkin katashikanaenwcikatekin ekwa kishpin wo'ew ishisek apin cimayakisemakak aki. • Miinawaa tipiminikok kekonan citocikatekin omaa kicinikik miikana kayshipimatamok.

Animocikeynw	Kaye Piko Anwacikeynwan	Ci-Aconikatekin Anwacikeynwan
<p>Anishinaabew Tocikeynwan Kekonan Kayshitakwakin</p>	<ul style="list-style-type: none"> Ekwa anokiiw tocikeynwan miinawaa kicimacicikeynwan nanta kaye taishise cianwacikatekin okwenianw anishinapek ewshkach kakitashiitwoawch. 	<ul style="list-style-type: none"> Ekwa eka miinawaa citananokinaniakw ewshkach anishinaabek kakitashikeawch, miinawaa kwayak cikanaenwcikatek kaishinopimiakw ekwa cinakacikatekin kanaenwcikeynwan ahkikak; ekwa Cipimiitwanokimakanoawch okimaiw pimocikeynwan miinawaa anishinapeyw tashikeynwan cinisitainwikatekin miinawaa cikanaenwcikatekin ewshkach anishinapek kakitashikeawch.
<p>Nepich Onacikeynwan</p>	<ul style="list-style-type: none"> Nepich tanapoinwan, token kaye akwahikanan mekwach kapimiapatakin nanta kaye aiywak miinawaa tashikeynwan kayapacitoawch, keynwaaw okanisitainwanaaw kekonan cimayakisenikin omaa ahkikak. 	<ul style="list-style-type: none"> Cikanaenwcikatek kayshinopimiakw kekonan ciacikatekin miikanak token kakianokiakwaniakw omaa miikanakeynwik.

Kekonenan Kayshkosekin Kakiishkwamikananiakw

Ekwa okwenianw aconikeynwan onacikeynwan kayapatakin, kishpin apin kaanwacikatekin kekonan akikak wo'ew mikanakeynw oci miinawaa kinwakash kayywapatak miikana pakosentakwan kwayak citocikatekin, ciconikatekin miinawaa cianokatekin kekonan kakiishkosekin omaa kakitashiitwonaniakw.

Aki miinawaa Kekonan Katakwakin Kaapacikatekin

Ekwa wo'ew mikanakeynw kecinach tamayakiseanw kekonan omaa anpani sipik kaki kikinwacikatek miinawaa kakanaenwcikatek ahki miinawaa wo'ew minikok 5.7 ha ahki kaiywapatak, ekwa miinawaa kasokitakwakin anokiiw apacikikanan. Ekwa miinawaa kekonan kaanwahiepwhikatekin omaa mikanakeynwik. ekwa wo'ew mikanakeynw kainw kaye napich apin aiywak oma nekekamik takipishasiakw token kwashkwepicikeykamikon miinawaa nataenwcikeykwamikon kaishitakwakin osat mishtahi kekonan cinotakwakin, ahi kaye taanwacikate oew nopimiiw pimatisoinw miinawaa tocikeynw.

Kiciew Aki Kaapwacikatek

Ekwa kotakiyan kekonan kaynw ciinencikatek cianwacikatekin wo'ew ota miikanakeynw ekwa kinwakash kaiywapatak wo'ew tashikeynw miikana kaypwimatamok.

Ekwa Kekonan Kaapacikatekin Kaanwacikatekin

Aki miinawaa Kekonan Katakwakin Kaapacikatekin

Ekwa kekonan kaapacikatekin anwacikeynw nanakacicikeynw ahi apacikate ahkiw awenwacikeynw cikanaapwacikatek apin anwihikeynwan anwacikatekin osat wo'ew mikanakeynw miinawaa kotakiyan kekonan kaitwocikatekin omaa nekekamik, tokan kietwinoiw miikanakeynw kaiwocisakatamok miinawaa manatokweynw omaa okoki manatokweynw okimaiw awenwacikeynwik. Ekwa ahkiw masinahikanik nakwanon inapin 5-2 wo'ew kaoshicikatek aki miinawaa kekonan katakwakin icwihiewiw masinahikan: Mekwach kaishiseken kekonan miinawaa nanakacicikeynwan. Ekwa miinawaa kayepiko aiywashishak cianwitoawch katashikeawch, miinawaa miikanan ciinatomokin imaa anwihikeynwan kaishitakwakin ekwa miinawaa kotakiyan kekonan kaanwacikemakakin mekwach kamikanakaniakw. Ekwa mamaw keanwacikatek napich akasin aki apiciinw anwihikeynwan kayapicakin, ekwa amiew eyshikikencikatek eka inwiko osat mishtahi cianwacikaniakw mekwach mikanakaniakw miinawaa kape pimiapatak miikana.

Kakanaapwacikatek Aki

Ekwa mekwach wo'ew masinahikan kakwayacikatek, kaynw mashiinw kotak aki miinawaa kekonan katakwakin kaapacikatekin masinahikan cikiocikishicikatekipan. Ekwa wo'ew itwamakeynw oma ishkwayach pakikinikanik kaapwatanaaw wo'ew akiw nanakacicikeynw / anwacikeyw itwamakeynw tipacimoinw



Awashime na kiwiikikentan?

Kiishpin ekiciinentaman awashime ewiikikentaman owe katashincikatek, onci nakacitooon iwe kanakaciwitipacimomakak tipacimowin imaneke kasakisink oma misise ahkiwin nakacikewin/ isisein ikitowin.

Kekanonach Wiintamakewinan

Kinantomiko ima cishayan akwaaahkiink tashiikewinik miikana kapimanokiitamowach anapii piko wiikakweteyan kayema wiipakitinaman ikitowin.

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A2.4.11 Wildlife and Birds





WILDLIFE AND BIRDS PLAIN LANGUAGE SUMMARY

Issued February 2025



The Community Access Road has the potential to impact wildlife species and important migratory and non-migratory birds, including species at risk that have been evaluated. Changes to wildlife, and bird populations and distributions can affect the resources that Indigenous communities and other communities depend on.

The wildlife and bird assessments included the following species:

- Bats (little brown myotis / gaa'osaawisich obikwaanaachiis and northern myotis / gaaginogitawagech obikwaanaachiis;
- Furbearers (wolverine / wishkobish, wiingwa'waake, American marten / wabizheshih, wabashtan, and beaver / amik);
- Amphibians and reptiles / ginebigo ya'haag omakakiwiiya'haag;
- Pollinating insects / manichooshaga;
- Red-eyed vireo / Misko-binechiinch gaanitaanigamoch;
- Ovenbird / binechiinch ganitanigamoch;
- Dark-eyed junco / binechiinch gaanitaanigamoch;
- Osprey / saagwadamo;
- Boreal owl / Aegolius funereus;
- Wilson's snipe / nibiikaang gaa'ayaach binechiinch;
- Mallard / Anas platyrhynchos;
- Palm warbler / binechiinch gaanitaanigamoch;
- Common yellowthroat / binechiinch gaanitaanigamoch;
- Northern waterthrush / nibiikaang gaa'ayaach binechiinch; and
- Sora / Gaagweshkoshiich binechiinch;

Species at Risk:

- Bald eagle / mikisi;
- Bank swallow / gaa'osaaw bebeshi aakiganech binechiinchechench;
- Barn swallow / aanawachwebamaach manichooshan binechiinch;
- Black tern / gichisaga'iiganing gaadaashiyayaach binechiinch;
- Canada warbler / gaamakatew bebeshisich binechiinch;
- Chimney swift / gondaaganaabikoong gaadashiyayaach binechiinch;
- Common nighthawk / dibiki binechii;
- Eastern whip-poor-will / gaamajaachimoch binechinch;
- Eastern wood-pewee / gaagigiweshkitwech binechiinch;
- Evening grosbeak Olive-sided flycatcher / Gaagweshkoshiich binechiinch;
- Lesser yellowlegs / gaa'osaaw gaatech binechiinch;
- Peregrine falcon / gaagishiyaashich migiziiw binechiinch;
- Rusty blackbird / makadew binechiinch;
- Short-eared owl / gaayaagaachitawaagech kookookohoo; and
- Yellow rail / egaawiikaa gaanagosich binechiinch.



Existing Conditions

Wildlife field studies (completed between 2019 and 2023), bird field studies (completed between 2018 and 2022), Indigenous Knowledge and publicly available data sources helped inform the assessments.

The following information was collected on the wildlife and bird species studied below:

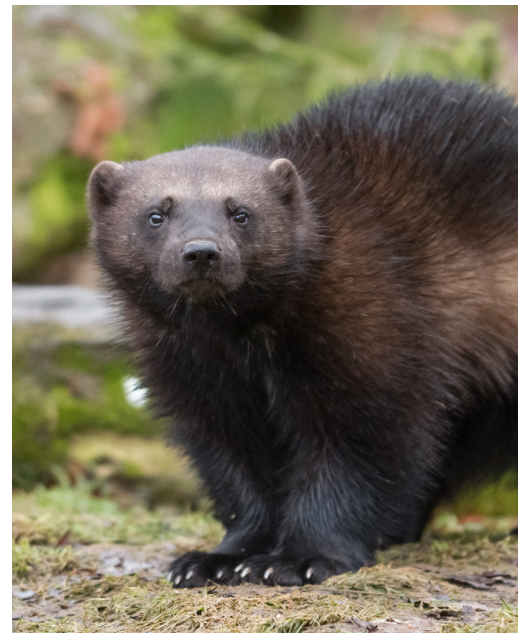
Bats (little brown myotis / gaa'osaawisich obikwaanaachiis and northern myotis / gaaginogitawagech obikwaanaachiis)

- Suitable places for female bats to raise their young are rare and spread out unevenly in the Local Study Area;
- The lack of suitable resting / sleeping habitats limits how many bats can live in the Local Study Area;
- Most resting / sleeping habitats are in the south of the Local Study Area and along the Albany and Ogoki rivers;
- There are no abandoned mines or natural places for bats to hibernate in the Regional Study Area and Local Study Area, which limits bat hibernation habitat availability in the winter;
- Little brown myotis bats were found at more survey stations than Northern myotis bats, in the Local Study Area; and
- Overall, there are low levels of bat activity in the Local Study Area, but more activity was found near large rivers.



Wolverines / wishkobish, wiingwa'waake

- Over a two-year period, wolverines were found at 39 of 54 unique survey stations. In 2022 they were found at 28 stations, and in 2023 they were found at 30 stations;
- 17 different wolverines were identified: four females, two males and 11 whose sex was not determined. Given the difficulty to obtain clear photos and hair samples, there are likely more than the 17 wolverines that have been identified;
- In 2022, there were about 1.21 wolverines per 1,000 km², and 0.60 in 2023;
- The study estimated that 43 wolverines have home ranges that overlap with the Local Study Area in 2022, and 21 in 2023; and
- Wolverine habitats are plentiful and spread out in the Local Study Area.



American Marten / wabizheshih, wabashtan

- Suitable habitats for American martens are widespread and plentiful, throughout the study areas; and
- The population of American martens depends on the availability of prey and suitable habitats, both of which are present in the study areas. habitats for species like Walleye.



Beaver / amik

- Beaver habitats are common and spread out in the Local Study Area;
- There are more beaver lodges, dams and signs of beavers in the southern part of the Local Study Area, and fewer around the Marten Falls First Nation area; and
- Suitable habitats for beavers, where they can build lodges and find food, cover 56,025 hectares, which is about 37.64% of the Local Study Area.



Reptiles and Amphibians / ginebigo ya'haag omakakiiwiiya'haag

- The Regional Study Area has six types of frogs and toads: spring peeper, boreal chorus frog, wood frog, northern leopard frog, mink frog and American toad. All were found in the Local Study Area during field surveys;
- The only reptile species observed during field surveys was the eastern garter snake; and
- There are suitable habitats for amphibians to breed, like bogs, fens, marshes, and swamps, and these habitats cover 72.44% of the Local Study Area.



Pollinating Insects / manichooshaga

- There are three types of bumble bees, and two types of lady beetles considered species at risk that might be found in the Local Study Area and Regional Study Area. These include, Ashton cuckoo bumble bee, Suckley's cuckoo bumble bee, yellow-banded bumble bee, nine-spotted lady beetle and transverse lady beetle.



Non Species At Risk Birds

- Moderate and highly ideal nesting areas range from about 20% to 85% of the Regional Study Area;
- Supportive habitats were common and widespread within the Local Study Area, with the exception of osprey habitat;
- Red-eyed vireo, ovenbird, dark-eyed junco, boreal owl, Wilson's snipe, mallard, palm warbler, common yellowthroat and northern waterthrush were commonly found during surveys, however, sora and osprey were not; and
- Given the current conditions, it was assumed non species at risk birds likely have stable populations in the Regional Study Area.



Species at Risk Birds

- Ideal nesting areas in the Regional Study Area was different for each species at risk bird, ranging between low abundance (<0.1%) to high abundance (60%);
- The species commonly found during the studies included common nighthawk, bald eagle, olive-sided flycatcher and rusty blackbird; the rest of the species at risk birds were rarely detected; and
- Given the current conditions, it was assumed that species at risk birds are likely to support stable populations in the Regional Study Area based on current habitat conditions.



Potential Effects and Mitigations

A study was done to see how the Community Access Road might affect wildlife and their habitats. The study looked at three things: how much habitat is available, where the habitat is and how well wildlife can survive and reproduce. The Community Access Road is expected to cause habitat loss, disturbances and dust, with a potential increase in vehicle collisions.

Wildlife Species	Potential Effects
<p>All Birds and Wildlife</p>	<ul style="list-style-type: none"> • Chemical spills can harm soil, ecosystems and bird health. • Blasting may injure or kill birds. • Wildlife attractants can increase bird mortality and affect predator-prey relationships. • Vehicle collisions may injure or kill birds and wildlife. • Construction activities may destroy nests, eggs and birds. • Increased public access can lead to hunting and affect survival. • Groundwater changes can alter soils and vegetation, impacting habitats. • Surface water quality changes can harm habitats. • Surface water quantity alterations can affect soils and vegetation, impacting habitats. • Erosion and sedimentation can change water, soil, and vegetation quality, impacting habitats. • Dust emissions can alter soil and vegetation quality, impacting habitats. • Air emissions can change soil and vegetation quality, impacting bird habitats. • Invasive plants can change plant communities, impacting bird habitats. • Habitat loss and the direct removal of soil and vegetation impacts habitats and survival. • Sensory disturbance such as lights, noise and human activity can alter habitats and behavior.

Wildlife Species	Potential Effects
Furbearers	<ul style="list-style-type: none"> • The Community Access Road can increase predator access and decrease survival and reproduction. • An increase in public access can affect survival and reproduction because of trapping.
Ovenbird, Palm Warbler, Northern Waterthrush, Common Nighthawk, Eastern Whip-poor-will, Short-eared Owl, Rusty Blackbird	<ul style="list-style-type: none"> • The Community Access Road can increase edge habitat and lead to more bird nests being preyed upon.

Mitigation measures have been suggested to reduce, eliminate, or monitor the potential effects on birds and wildlife. These measures include:

- Developing an invasive species monitoring program;
- Environmental approval conditions, permits or authorizations issued for the Community Access Road, including those issued from Environment and Climate Change Canada, Ontario Ministry of the Environment, Conservation and Parks and Ontario Ministry of Natural Resources, will be followed during construction;
- Preparing an Environmental Monitoring Program and Environmental Protection Plan with mitigation measures for dust and air emissions;
- Limiting access of construction workers to the construction work zone and related sites;
- Banning firearms;
- Blocking temporary access routes and trails that are no longer required;
- Avoiding important areas for species at risk, where possible;
- Working in the fall and winter, whenever possible, to avoid bird nesting periods;
- Implement policies to protect wildlife, ensuring to train contractors and employees; and
- Checking for wildlife before removing vegetation.

Despite the implementation of these mitigation measures, the Community Access Road may still have an impact on wildlife and bird populations. The loss of suitable habitat within the Local and Regional Study Areas is expected to be minimal, however, sensory disturbances such as noise and lights are expected to be more disruptive. Once construction is complete, the distribution of habitat is not expected to be significantly affected. Overall, wildlife and bird populations and distribution are projected to remain stable and healthy upon the completion of the Community Access Road.

Residual Effects

The Project may cause habitat loss, disturbances, dust, and vehicle collisions, affecting wildlife such as little brown and northern bats, wolverines, American martens, beavers, reptiles, amphibians, and pollinating insects. Despite these impacts, the changes in habitat availability and populations of little brown and northern bats, wolverines, American martens, beavers, reptiles, amphibians, and pollinating insects are predicted to stay within their ability to adapt and survive. Overall, the impact on these species is expected to be small.

Similarly, bird populations may be affected despite mitigation measures. While the loss of suitable habitat in the area is expected to be small, noise and lights could be disruptive. After construction is complete, the habitat distribution (i.e., how habitats are spread out) is not expected to be significantly affected. Overall, bird populations and behaviors are anticipated to remain stable and healthy.

Cumulative Effects

The Cumulative Effects Assessment considered the residual effects (left over effects after a mitigation measure is applied) of the Community Access Road and other future developments, such as the Northern Road Link, Anaconda and Painter Lake Forestry Access Road Upgrades and Rapid Lynx Broadband projects, on wildlife and bird habitats through habitat loss, noise, dust, and changes at the edges of habitats. These effects are expected to be minimal. Due to the abundance of available habitat, birds can relocate their nesting areas away from the Community Access Road and other developments. The study indicates that wildlife and bird habitats and populations will be able to adapt to these changes, maintaining their health and effectiveness in the area.

Monitoring programs will be conducted throughout the various phases of the Community Access Road based on provincial and federal permits and through discussions with Indigenous communities and regulators. The purpose of these programs is to ensure that the measures put in place to protect wildlife and bird populations are effective, allowing measures to be updated if necessary. Additionally, a Terrestrial Biodiversity Offset Plan is being developed for the Community Access Road, which will create additional migratory bird habitat. If needed, adjustments will be made to improve outcomes

Want to learn more?

If you are interested in learning more about this topic, please review the technical report available in the appendix of the draft Environmental Assessment / Impact Statement.

Contact Info

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FAUNE ET OISEAUX RÉSUMÉ EN LANGAGE SIMPLE

Publié en février 2025



La route d'accès à la collectivité peut avoir un impact sur les espèces de faune et sur les oiseaux migrateurs et non migrateurs importants, y compris les espèces en péril qui ont été évaluées. Les changements au niveau des populations et des répartitions de la faune et des oiseaux peuvent avoir une incidence sur les ressources dont dépendent les collectivités autochtones et d'autres collectivités.

Les évaluations de la faune et des oiseaux comprenaient les espèces suivantes :

- Chauves-souris (vespertilion brun/gaa'osaawisich obikwaanaachiis, et vespertilion nordique/gaaginogitawagech obikwaanaachiis ;
- Animaux à fourrure (carcajou/wishkobish, wiingwa'waake, martre d'Amérique/wabizheshih, wabashtan, et castor/amik) ;
- Amphibiens et reptiles/ginebigo ya'haag omakakiwiiya'haag ;
- Insectes pollinisateurs/manichooshaga ;
- Viréo aux yeux rouges/Misko-binechiinch gaanitaanigamoch ;
- Paruline couronnée/binechiinch ganitanigamoch ;
- Junco ardoisé/binechiinch gaanitaanigamoch ;
- Balbusard pêcheur/saagwadamo ;
- Nictale boréale/Aegolius funereus ;
- Bécassine de Wilson/nibiikaang gaa'ayaach binechiinch ;
- Canard colvert/Anas platyrhynchos ;
- Paruline à couronne rousse/binechiinch gaanitaanigamoch ;
- Paruline masquée/binechiinch gaanitaanigamoch ;
- Paruline des ruisseaux/nibiikaang gaa'ayaach binechiinch ;
- Marouette de Caroline/Gaagweshkoshiich binechiinch ;

Espèces en péril :

- Pygargue à tête blanche/mikisi ;
- Hirondelle de rivage/gaa'osaaw bebeshi aakiganech binechiinch ;
- Hirondelle rustique/aanawachwebamaach manichooshan binechiinch ;
- Sterne noire/gichisaga'iiganing gaadaashiyayaach binechiinch
- Paruline du Canada/gaamakatew bebeshisich binechiinch ;
- Martinet ramoneur/gondaaganaabikoong gaadashiyayaach binechiinch ;
- Engoulevent d'Amérique/dibiki binechii ;
- Engoulevent bois-pourri/gaamajaachimoch binechinch ;
- Pioui de l'Est/gaagigiweshkitwech binechiinch ;
- Gros bec errant Moucherolle à côtés olive/Gaagweshkoshiich binechiinch ;
- Petit chevalier/gaa'osaaw gaatech binechiinch ;
- Faucon pèlerin/gaagishiyaashich migiziiw binechiinch ;
- Quiscale rouilleux/makadew binechiinch ;
- Hibou des marais/gaayaagaachitawaagech kookookohoo ;
- Râle jaune/egaawiikaa gaanagosich binechiinch



Conditions existantes

Les études sur le terrain sur la faune (effectuées entre 2019 et 2023), les études sur le terrain sur les oiseaux (effectuées entre 2018 et 2022), les connaissances autochtones et les sources de données accessibles au public ont contribué à éclairer les évaluations.

Les renseignements suivants ont été recueillis sur les espèces de faune et d'oiseaux étudiées ci-dessous :

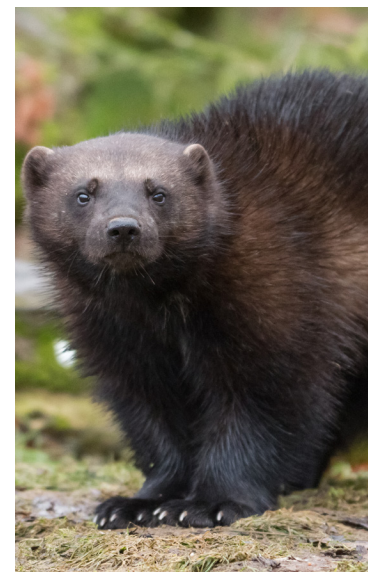
Chauves-souris (vespertilion brun/gaa'osaawisich obikwaanaachiis et verspertilion nordique/gaaginogitawagech obikwaanaachiis)

- Les endroits appropriés où les chauves-souris femelles peuvent élever leurs jeunes sont rares et répartis de manière inégale dans la zone d'étude locale.
- Le manque d'habitats pour le repos/le sommeil approprié limite le nombre de chauves-souris pouvant vivre dans la zone d'étude locale.
- La plupart des habitats pour le repos/le sommeil se trouvent dans le sud de la zone d'étude locale et le long des rivières Albany et Ogoki.
- Il n'y a pas de mines abandonnées ni de lieux naturels où les chauves-souris peuvent hiberner dans la zone d'étude régionale et dans la zone d'étude locale, ce qui limite la disponibilité de l'habitat d'hibernation pour les chauves-souris en hiver.
- Dans la zone d'étude locale, les vespertilions bruns ont été trouvés à un plus grand nombre de stations d'études que les verspertilions nordiques.
- Dans l'ensemble, il y a de faibles niveaux d'activité des chauves-souris dans la zone d'étude locale, mais une activité plus importante a été observée près des grands cours d'eau.



Carcajous/wishkobish, wiingwa'waake

- Sur une période de deux ans, des carcajous ont été trouvés à 39 des 54 stations d'enquête uniques. En 2022, ils ont été trouvés dans 28 stations, et en 2023, ils ont été trouvés dans 30 stations ;
- 17 carcajous différents ont été identifiés : quatre femelles, deux mâles et 11 dont le sexe n'a pas été déterminé. Étant donné la difficulté d'obtenir des photos claires et des échantillons de poils, il est probable qu'il y ait plus de 17 carcajous qui ont été identifiés ;
- En 2022, il y avait environ 1,21 carcajous par 1 000 km², et 0,60 en 2023 ;
- L'étude a estimé que 43 carcajous ont des aires de répartition qui se chevauchent avec la zone d'étude locale en 2022, et 21 en 2023 ;
- Les habitats des carcajous sont nombreux et répartis dans la zone d'étude locale.



Martre d'Amérique/wabizheshih, wabashtan

- Les habitats appropriés pour les martres d'Amérique sont répandus et abondants dans les zones d'étude ;
- La population des martres d'Amérique dépend de la disponibilité de proies et d'habitats adaptés, tous deux présents dans les zones d'étude.



Castor/amik

- Les habitats des castors sont courants et répartis dans la zone d'étude locale ;
- Il y a davantage de huttes de castor, de barrages et de signes de castors dans la partie sud de la zone d'étude locale, et moins autour de la région de la Première Nation de Marten Falls ;
- Les habitats appropriés pour les castors, où ils peuvent construire des huttes et trouver de la nourriture, couvrent 56 025 hectares, ce qui représente environ 37,64 % de la zone d'étude locale.



Reptiles et amphibiens/ginebigo ya'haag omakakiiwiya'haag

- La zone d'étude régionale compte six types de grenouilles et de crapauds : rainette crucifère, rainette faux criquet du nord, grenouille des bois, grenouille léopard, grenouille du Nord et crapaud d'Amérique. Tous ont été trouvés dans la zone d'étude locale lors des études sur le terrain ;
- La seule espèce de reptile observée lors des enquêtes sur le terrain était la couleuvre rayée ;
- Il y a des habitats propices à la reproduction des amphibiens, tel que les tourbières, les marais et les marécages, et ces habitats couvrent 72,44 % de la zone d'étude locale.



Insectes pollinisateurs/ manichooshaga

- Trois types de bourdons et deux types de coccinelles sont considérés comme des espèces en péril, et pourraient être trouvées dans la zone d'étude locale et la zone d'étude régionale. Ces espèces comprennent le bourdon d'Ashton, le bourdon de Suckley, le bourdon à bandes jaunes, la coccinelle à neuf points et la coccinelle à bandes transversales.



Oiseaux non en voie de disparition

- Les zones de nidification modérées et très idéales représentent environ 20 % à 85 % de la zone d'étude régionale.
- Les habitats favorables étaient courants et répandus dans la zone d'étude locale, à l'exception de l'habitat du balbuzard pêcheur.
- Le viréo aux yeux rouges, la paruline couronnée, le junco ardoisé, la nyctale boréale, la bécassine de Wilson, le canard colvert, la paruline à couronne rousse, la paruline masquée et la paruline des ruisseaux étaient couramment observés lors des relevés, cependant, la marouette de Caroline et le balbuzard pêcheur ne l'étaient pas.
- Étant donné les conditions actuelles, on a présumé que les oiseaux non en péril ont probablement des populations stables dans la zone d'étude régionale.



Espèces d'oiseaux en péril

- Les zones de nidification idéales dans la zone d'étude régionale étaient différentes pour chaque espèce d'oiseau en péril, allant d'une faible abondance (<0,1 %) à une forte abondance (60 %) ;
- Les espèces couramment observées lors des études comprenaient l'engoulevent d'Amérique, le pygargue à tête blanche, le moucherolle à côtés olive et le quiscale rouilleux ; les autres espèces d'oiseaux à risque étaient rarement détectées ;
- Étant donné les conditions actuelles, on suppose que les oiseaux en péril sont susceptibles de soutenir les populations stables dans la zone d'étude régionale en fonction des conditions actuelles de l'habitat.



Effets potentiels et mesures d'atténuation

Une étude a été effectuée pour voir comment la route d'accès à la collectivité pourrait affecter la faune et leurs habitats. L'étude a examiné trois éléments : la quantité d'habitats disponibles, l'emplacement de l'habitat et la capacité de la faune à survivre et à se reproduire. La route d'accès à la collectivité devrait causer une perte d'habitat, des perturbations et de la poussière, avec une augmentation potentielle des collisions de véhicules.

Espèces sauvages	Effets potentiels
<p>Tous les oiseaux et toute la faune</p>	<ul style="list-style-type: none"> • Les déversements de produits chimiques peuvent nuire au sol, aux écosystèmes et à la santé des oiseaux. • Les explosions peuvent blesser ou tuer des oiseaux. • Les attractifs pour la faune peuvent augmenter la mortalité des oiseaux et affecter les relations prédateur-proie. • Les collisions de véhicules peuvent blesser ou tuer des oiseaux et la faune. • Les activités de construction peuvent détruire les nids, les œufs et les oiseaux. • Un accès public accru peut entraîner la chasse et affecter la survie. • Les changements des eaux souterraines peuvent altérer les sols et la végétation, ce qui a un impact sur les habitats. • Les changements de qualité de l'eau de surface peuvent nuire aux habitats. • Les altérations de la quantité d'eau de surface peuvent affecter les sols et la végétation, ce qui a un impact sur les habitats. • L'érosion et la sédimentation peuvent altérer la qualité de l'eau, du sol et de la végétation, ce qui a un impact sur les habitats. • Les émissions de poussière peuvent altérer la qualité du sol et de la végétation, ce qui a un impact sur les habitats. • Les émissions atmosphériques peuvent altérer la qualité du sol et de la végétation, ce qui a un impact sur les habitats des oiseaux.

Tous les oiseaux et toute la faune	<ul style="list-style-type: none"> • Les plantes envahissantes peuvent modifier les communautés végétales, ce qui a un impact sur les habitats des oiseaux. • La perte d'habitat et l'enlèvement direct du sol et de la végétation ont un impact sur les habitats et la survie. • Les perturbations sensorielles telles que les lumières, le bruit et l'activité humaine peuvent altérer les habitats et le comportement.
Espèces sauvages Effets potentiels	
Animaux à fourrure	<ul style="list-style-type: none"> • La route d'accès à la collectivité peut augmenter l'accès des prédateurs et réduire la survie et la reproduction. • Une augmentation de l'accès du public peut avoir un impact sur la survie et la reproduction en raison du piégeage.
Paruline couronnée, paruline à couronne rousse, paruline des ruisseaux, engoulevent d'Amérique, engoulevent bois-pourri, hibou des marais, quiscale rouilleux	<ul style="list-style-type: none"> • La route d'accès à la collectivité peut augmenter l'habitat de lisière et entraîner une augmentation de la prédation des nids d'oiseaux.

Des mesures d'atténuation ont été suggérées afin de réduire, d'éliminer ou de surveiller les effets potentiels sur les oiseaux et la faune. Ces mesures comprennent :

- Développer un programme de surveillance des espèces envahissantes ;
- Les conditions d'approbation environnementale, les permis ou les autorisations délivrés pour la route d'accès de la collectivité, y compris ceux délivrés par Environnement et Changement climatique Canada, le ministère de l'Environnement, de la Protection de la nature et des Parcs de l'Ontario et le ministère des Ressources naturelles de l'Ontario, feront l'objet d'un suivi pendant la construction ;
- Préparer un programme de surveillance environnementale et un plan de protection de l'environnement contenant des mesures d'atténuation pour la poussière et les émissions atmosphériques ;
- Limiter l'accès des travailleurs de la construction à la zone de travail et aux sites connexes ;
- Interdire les armes à feu ;
- Bloquer les voies d'accès temporaires et les sentiers qui ne sont plus nécessaires ;
- Éviter les zones importantes pour les espèces en péril, dans la mesure du possible ;

- Travailler à l'automne et en hiver, lorsque c'est possible, pour éviter les périodes de nidification des oiseaux ;
- Mettre en place des politiques visant à protéger la faune, en veillant à former les entrepreneurs et les employés ;
- Vérifier la présence de faune avant de retirer la végétation.

Malgré la mise en place de ces mesures d'atténuation, la route d'accès dans la collectivité peut encore avoir un impact sur la faune et les populations d'oiseaux. La perte d'habitats adéquats dans les zones d'étude locales et régionales devrait être minimale ; toutefois, on s'attend à ce que les perturbations sensorielles, comme le bruit et les lumières, soient plus perturbatrices. Une fois la construction terminée, on ne s'attend pas à ce que la répartition de l'habitat soit affectée de manière significative. Dans l'ensemble, les populations et la répartition de la faune et des oiseaux devraient rester stables et en bonne santé une fois la route d'accès à la collectivité terminée.

Effets résiduels

Le projet peut causer la perte d'habitats, des perturbations, de la poussière et des collisions avec des véhicules, affectant la faune, comme les verspertilions bruns et verspertilions nordiques, les carcajous, les martres d'Amérique, les castors, les reptiles, les amphibiens et les insectes pollinisateurs. Malgré ces impacts, les changements dans la disponibilité des habitats et les populations de verspertilions bruns et nordiques, de carcajous, de martres d'Amérique, de castors, de reptiles, d'amphibiens et d'insectes pollinisateurs devraient rester à l'intérieur de leur capacité à s'adapter et à survivre. Dans l'ensemble, on s'attend à ce que l'impact sur ces espèces soit faible.

De même, les populations d'oiseaux peuvent être affectées malgré les mesures d'atténuation. Bien que la perte d'habitats appropriés dans la région devrait être minime, le bruit et les lumières pourraient être perturbateurs. Après la fin de la construction, on ne s'attend pas à ce que la distribution des habitats (c'est-à-dire comment les habitats sont répartis) soit affectée de façon significative. Dans l'ensemble, on prévoit que les populations d'oiseaux et leurs comportements resteront stables et en bonne santé.

Effets cumulatifs

L'évaluation des effets cumulatifs a pris en compte les effets résiduels (effets restants après l'application d'une mesure d'atténuation) de la route d'accès à la collectivité et d'autres développements futurs, comme la route de raccordement du Nord, les améliorations des routes forestières Anaconda et Painter Lake, ainsi que les projets de large bande Rapid Lynx, sur les habitats de la faune et des oiseaux par la perte d'habitats, le bruit, la poussière et les changements aux abords des habitats. Ces effets devraient être minimes. En raison de l'abondance des habitats disponibles, les oiseaux peuvent relocaliser leurs aires de nidification loin de la route d'accès à la collectivité et d'autres développements. L'étude indique que les habitats et les populations de la faune et des oiseaux seront en mesure de s'adapter à ces changements, contribuant au maintien de leur santé et de leur efficacité dans la région.

Des programmes de surveillance seront menés au cours des différentes phases de la route d'accès à la collectivité, conformément aux permis provinciaux et fédéraux, ainsi qu'aux discussions avec les communautés autochtones et les organismes de réglementation. Le but de ces programmes est de s'assurer que les mesures mises en place pour protéger la faune et les populations d'oiseaux sont efficaces, et qu'elles permettent leur mise à jour au besoin. De plus, un plan de mesures compensatoires de conservation de la biodiversité terrestre est en cours d'élaboration pour la route d'accès à la collectivité, ce qui créera un habitat supplémentaire pour les oiseaux migrateurs. Au besoin, des ajustements seront apportés pour améliorer les résultats.

Voulez-vous en savoir plus?

Si vous souhaitez en savoir plus sur ce sujet, veuillez consulter le rapport technique disponible en annexe de la version préliminaire du rapport d'évaluation environnementale ou du rapport d'étude d'impact.

Coordonnées

N'hésitez pas à contacter l'équipe du Projet de route d'accès à la collectivité de la Première Nation de Marten Falls à tout moment si vous avez des questions ou des commentaires.

Courriel : eaisinput@martenfallsaccessroad.ca

Téléphone : 1-800-764-9114

Site Web : eais.martenfallsaccessroad.ca



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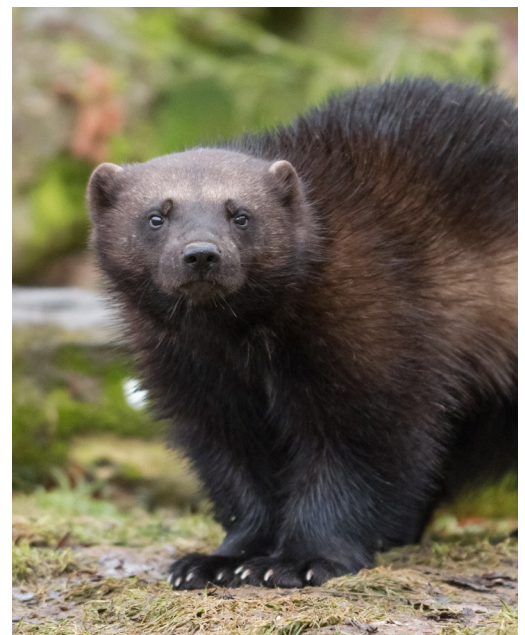
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- ᐅᑦᐅᑦᐅᑦᐅᑦᐅᑦ ᐱᑦᐅᑦᐅᑦ;
- ᑭᑭᑦᐅᑦᐅᑦᐅᑦ ᐱᑦᐅᑦᐅᑦ;
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AYA'AAWISHAG & BINESHIIZHAG

PAYATE ISHIKIISHWEWIN MAMAW TIPACIMOWIN

Ekii'oshiihikatek kacakosich kiisis 2025



Iwe Dazhiikewin Miikana daa-maanzhi-chigemagan jii-wanashkwe'aagani'indwaa aya'aawishag gaye gaa-maamaajaawaad zhiishiibag gaye gaa-maajaasigwaa bineshiinzhag, aaninda gaa-ani-angwiino-waad. Giishpin oew izhiseg, da-aanjise gaa-izhi-andooshibewaad Anishinaabeg gaye gii-andawenjigewaad, giishpin ani-angwiinowaad ogowe.

Gaa-gii-nanaando-gikenimindwaa aya'aa-wishag gaye bineshiinzhag:

- Apakwaanaajiig / giowedino-apakwaanaa-jiig;
- Gaa-obiwayiwad aya'aawishag (gwiing-wawaage / waabizheshi gaye amik;
- Jiigibiig gaa-dazhiikewaad daabishkoo omagakiig gaye ginebigoo;
- Waabigoniin gaa-noojitoowaad daabishkoo aamoog;
- Gaa-miskojaabid bineshiinzh;
- Bineshiinzh gaa-nagamod;
- Gaa-makadewijaabid bineshiinzh;
- Zaagwadamoo;
- Noopimiing gookooko'oo;
- Wilson bineshiinzh;
- Ininishib;
- Bineshiinzh gaa-nitaa-nagamod;
- Gaa-ozaawigwandashkwed bineshiinzh;
- Nibiikaang gaa'ayaach binechiinch;
- Gaagweshkoshiich binechiinch.

Ge-angwiiwaawapan:

- Migizi;
- Gaa-ozaawi-bepeshaakiganed bineshiinzh;
- Awakaanigamig bineshiinzh;
- Gichi-zaaga'iganiing gaa-ayaad bineshiinzh;
- Gaa-makade-bepeshizid bineshiinzh;
- Gondaaganaabikong gaa-dazhi-ayaad bineshiinzh;
- Dibiki-bineshiinzh;
- Gaa-maanaajimod bineshiinzh;
- Gaa-gigiweshkited bineshiinzh;
- Gaa-ozaawigaaded bineshiinzh;
- Gaa-ozaawigaaded bineshiinzh;
- Gaa-gizhiiyaashid bineshiinzh;
- Makade-bineshiinzh;
- Gaa-dakootawaged gookooko'oo;
- Egaa gaawiikaa gaa-naagozid bineshiinzh;



Ezhiseg noongom

Gaa-gii-nanaando-gikenimindwaa ezhisewaad aya'aawishag (2019 biinish 2023), bineshiinzhag gii-nanaando-giken-imaawag 2018 biinish 2022), Anishinaabe Gikendaasowin gaye gaa-waabanjigaa-degiban gikendaasowin gii-wiiji'iwemagan.

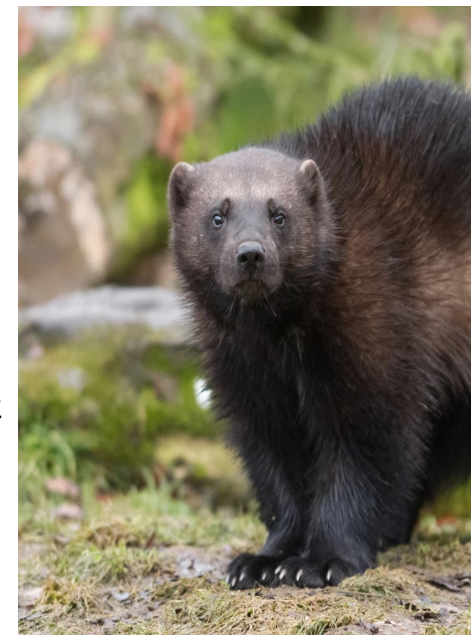
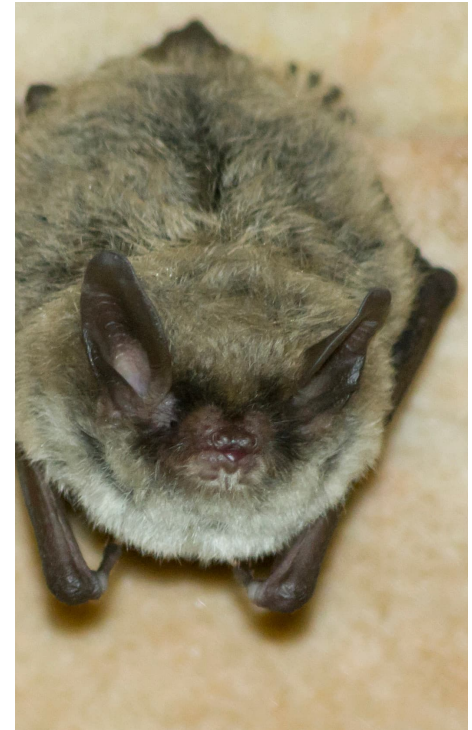
Owe gikendaasowin gii-maawadoonigaa-de ji-gikenimindwaa aya'aawishag gaye bineshiinzhag, omaa waabandan:

Apakwaanaajiig / gaye giwedino-apakwaanaajii

- Waawaasa ayaani gaa-izhi-dazhewaad noozhe-apakwaanaajiig gaawiin bepesho gaa-gii-izhi-waabanjigaadeg gii-nanaando gikenjigaadeg iwe;
- Gaawiin ayaasinog aapiji ge-izhi-anwebi-waad gaye ge-daningwaamiwaad izhi-maanzhise aaniin minik apakwaanaajiig ge-bimaadiziwaad imaa besho inake;
- Zhaawanong imaa gaa-gii-izhi-ganawaa-biwaad gaye imaa Albany Ziibiing gaye Ogoki Ziibiing izhi-anweshinoog gaye-izhi-nibaawag igi apakwaanaajiig;
- Gaawiin ayaasinoonan gaa-nagajigaade-gin gete-asiniikewinan ge-izhi-gabeshi-waapan apakwaanaajiig imaa gaa-gii-izhi-waabanjigaadeg, gii-biboong gaye gaawiin biboonishisiwag imaa;
- Igi gaa-ozaawiziwaad apakwaanaajiig nawach gii-baatiinowag imaa apiich wiin igi giwedino-apakwaanaajiig, gaa-gii-izhi-inaabiwaad; gaye
- Gaawiin aapiji gii-ayaasiwag apakwaa-naajiig imaa besho inake, nawach dash gii-baatiinowag gaa-izhi-mangitigwe-yaagin ziibiin.

Gwiingwawaageg

- Niizho-biboon ezhiseg, 39 gwiingawaa-geg gii-waabamaawag imaa 54 gii-dasingin gaa-gii-waabanjigaadeg, 2022 gi-izhiseg, 28 gii-izhi-waabamaawag gaye dash 2023 30 gii-izhi-waabamaawag.
- 17 gwiingwawaageg gii-waabamaawag: niwin noozheg niizhin naabeg gaye 11 gaawiin gikenjiganiwisiwag awenen dinookaan. Awashime nawach niibiwa 17 gwiingwawaageg ayaadogwenag, gaawiin ayaasinoonan mazinaakizonan;
- 2022 gii-izhiseg ngojigo 1.21 gwiingwa-waageg endaso 1,000 km² gii-ayaawag gaye 0.60 imaa 2023 gii-izhiseg;
- Ngojigo 43 gii-dashiwag gwiingwawaageg e-ayaawaad imaa besho gaa-izhi-ganawaabanjigaadeg 2022 gii-izhiseg, gaye 21 apii 2023 gii-izhiseg; gaye
- Gaa-izhi-daawaad gwiingwawaageg aatiinadanoon imaa besho gaa-izhi-ganawaabanjigaadeg.



Waabizheshi

- Baatiinadan ge-izhidaawaad waabizheshiwag imaa, gaa-izhi-ganawaabanjigaadeg aki; gaye
- Gikenjigaadeg aaniin minik aya'aawish-ensag ge-amwaawaad igi waabizheshiwag gaye ge-dazhiikewaad mii ge-izhi-gikenjigaadeg aaniin endashiwaad waabizheshiwag.



Amik

- Baatiinadanoon gaa-izhi-dazhewaad amikwag imaa besho gaa-izhi-waabanjigaadeg aki;
- Nawach baatiinadanoon amik waazhan gaye giba'iganan gaye gaa-namechige-waad amikwag zhawanong inake imaa, nawach dash bangii imaa ishkoniganing; gaye
- Ngojigo 56,025 hectares minik izhi-gabe-shiwag amikwag gaa-izhi-ozhitoowaad waazhan gaye ge-miijiwaad, ngojigo 37.64% imaa gaa-izhi-waabanjigaadeg.



Ginebigooq gaye omagakiig

- Ngodwaaswewaanagiziwag omagakiig; ziigwani peeper, bakaan miinawaa dinookaan omagakii, mitigo-omagakii, giiwedino-omagakii, zhaangweshii-omagakii gaye gichi-mookomaani-omagakii. Gakina gii-mikawaawag imaa gaa-izhi-waabanjigeng;
- Awe bezhig dinookaan ginebik eta gii-waabamaa imaa; gaye
- Baatiinadan mashkiig ge-izhidaawaad omagakiin gaye ngojigo 72.44% akiing ayaamaganoon imaa.



Aamoog

- Niswewanagiziwig aamoog, gaye ikwe-manijooshag ge-angwiiwaapan imaa gaa-izhi-ganawaabanjigaadeg aki besho. Ogo Ashton aamoo, Sucklely's aamoo, gichi-aamoo gaa-bepeshizid, gaa-zhaangaso-baapaatewizid ikwe-manijoosh gaye miinawaa godak dinookaan manijoosh.



Ge-angwiiwaapan Bineshiinzhag

- Ngojigo 20% biinish 85% imaa gaa-izhi-waabanjigaadeg daa-gabeshiwag bineshiinzhag;
- Imaa gaa-izhi-ganawaabanjigaadeg ayaamagan ge-izhi-gabeshiwaad osprey eta gaawiin';
- Gaa-miskojaabid, ovenbird, gaa-makade-wijaabi, gookooko'oo, Wilson snipe, ininishib, palm warbler, gaa-ozaawi-gwandashkwed gaye giwedinoshib gii-waabamaawag, gaawiin eta sora gaye osprey; gaye
- Igi godak bineshiinzhag ge-angwiiwaapan odayaanaawaa ge-izhi-dazhiikewaad imaa gaa-izhi-ganawaabanjigaag.



Bineshiinzhag ge-angwiiwaapan

- Bebakaan gii-izhi-gabeshiwag igi bine-shiinzag gaa-gii-waabamindwaa, gaa-daswewanagiziwaad, aaninda bangii eta (0.1%) aaninda dash niibiwa (60%);
- Ogo maawach gii-mikawaawag ogo nighthawk, migizi, awe dinookaan fly-catcher gaye jachakanoo; godak dinoo-kaanag ge-angwiiwaapan gaawiin aapiji gii-waabamaasiwag; gaye
- Noongom gaa-izhiseg, mii enenjigaadeg igi bineshiinzhag ge-angwiiwaapan ogashkitoonaawaa ji-bimaaji'idizowaad imaa Gaa-izhi-ganawaabamindwaa Imaa Inake, noongom gaa-izhinaagochigewaad.



Ge-inishkaagemagakiban gaye ji-manaajichigaadeg

Gii-nanaando-gikenjigaade aan ge-inish-kaagemagak iwe Dazhiikewin Miikana imaa gaa-ayaawaad aya'aawishag gaye gaa-izhi-bimaadiziwaad. Nisin gegoonan gii-ganawaabanjigaadewan: aaniin minik aki eyaamagak ge-izhi-gabeshiwaad, aaniindi eyaag iwe aki, gaye aaniin ge-izhi-bimaaji'idizowaad igi. Dazhiikewin Miikana inenjigaade ji-maanzhichigema-gak gaye ji-bichibizo'iwed odaabaan.

Aya'aawishag	Ge-inishkaawaapan
<p>Gakina Bineshiinzhag gaye Aya'aawishag</p>	<ul style="list-style-type: none"> • Ziigiseg waasiganibimide azhashki da-maanzhise, gaye gakina bemaadiziima-gak imaa gaye bineshiinzhag. • Da-nisaawag bineshiinzhag baashkidewi-sigeng. • Aya'aawishag biizhaawaad imaa o-da-nisaawaa' bineshiinzha'. • Da-bichibizowag bineshiinzhag gaye aya'aawishag. • Da-wanashkwechigaadewan wazonan gaye waawanoon ozhichigaadeg miikana. • Dagoshinowaad awiyag, da-andawenjige-wag, da-nisaawag dash aya'aawishag. • Anaamakamig nibi aanjiseg da-aanjise azhashki gaye gitigaanan. • Nibi gaa-ayaag ogidakamig aanjiseg da-onji-maanzhichigemagan bimaadiziwin. • Nibi ogidakamig gaa-ayaag aanjiseg da-aanjise azhashki gaye gitigaanan. • Giishpin metaa'ang aki jiigibiig, da-aanjise nibi, azhashki gaye gitigaanan. • Gaabaashkinedaawangiseg daa-aanjise azhaashki gaye gitigaanan, jimaanzhiseg. • Ishpiming gaa-izhisemagak gaa-wiinadak daa-onji-aanjise azhashki gaye gitigaanan, bineshiinzh ji-maanzhised. • Bakaan gaa-onjiigin gitigaanan daa-onji-aanjise omaa gaa-ayaag gitigaan, binesh-iinzhag gaa-izhi-dazhiikewaad. • Wanitoowaad gaa-izhi-dazhiikewaad da-onji-maanzhisewag omaa gaa-ayaawaad. • Gaa-waasikwaneg, gaa-ombiigiziimaak gaye awiyag gaa-izhi-ayaawaad da-onji-aanjisemagak aya'aawishi bimaadiziwin.

Aya'aawishag	Ge-inishkaawaapan
<p>Gaa-obiwayiwaad aya'aawishag</p>	<ul style="list-style-type: none"> • Dazhiikewin Miikanaang da-izhaawag nawach gaa-mindidowaad aya'aawishag ji-nisaawaad gaa-agaashiinzhinid, nawach ji-agaasiinowaad igi. • Nawach ani-baatiinong, wanii'igewaad dash awiyag da-onji-agaasiinowag aya'aawishensag.
<p>Ovenbird, bineshiinzh gaa-nagamod, giwedino-bineshiinzh, dibiki-bineshiinzh, waabanong bineshiinzh, gookooko'oo, jachakanoo</p>	<ul style="list-style-type: none"> • Dazhiikewin Miikanaang jiigiya'ii da-onji-nisaawag bineshiinzhensag wazasoning gaa-ayaawaad.

Ikidonaaniwan ji-gagwe-gibitinigaadeg gii-maanzhidoodawindwaa bineshiinzhag gaye aya'aawishag imaa noopimiing. Owe daa-izhichigem:

- Daa-izhichigaade ji-ayaasigwaa ini gitig-aanan bakaan gaa-onjiigin;
- Megwaa ozhichigaadeg iwe Dazhiikewin Miikana, ji-biminizha'igaadegin inaakoni-gewinan Gaa-inishkaagemagak, bagidi-nigewinan, godak inaakonigewinan Gaanada Akiing Inishkaagewin, Ontario Inishkaagewin Ogimaawiwini gaye Parks gaye Ontario Aki Aabajichigewin, gaye Ontario Gaa-inishkaageng Ganawenjige-win gaye Ontario Ogimaawiwini Aabajichi-gewin da-biminizha'igaade;
- Ozichigaadeg Inishkaagewin Izhichigewin gaye Inishkaagewin Ganawenjigewin ji-manaa'izhiseg iwe gii-baashkinedaawing-iseg mitaawang gaye ishpiming gaa-izhiseg gegoon;
- Gaawiin aapiji jianokiing imaa gaa-dazhi-ozhichigaadeg miikana gaye godak;
- Ji-ayaasinogin baashkiziganan;
- Ji-aabajichigaadesinogin miikanawan noongom gaa-aabajichigaadesingin;
- Ji-izhaanaaniwanzinog eyaawaad ge-angwiiwaapan aya'aawishag;
- Gaawiin gii-ziigwang gaye gii-niibing ji-anokiinaaniwanzinog edazhewaad igi;
- Ji-gikino'amawindwaa gaa-anokiiwaad ji-manaaji'aawaad ini ge-angwiiwaapan;
- Jibwaa-bakwadakiibijigewaad, ji-inaabi-waad gaawiin ji-ayaawaad imaa igi;

Aanawi manaa-maanzhidodawindwaa igi ge-angwiiwapan, Dazhiikewin Miikana giyaabi da-maanzhichigemagan. Gaawiin aapiji da-gagwe-aabajichigaadesinon aki gaa-dazhiikewaad aya'aawishag gaye bineshiinzhag, giyaabi dash da-ombiigi-zinaaniwan, da-waasikwane da-wanash-kwe'iwemagak iwe gii-izhiseg. Ishkwaa-ozhichigaadeg miikana, gaawiin aapiji da-wanashkwesesonon gegoon. Giyaabi da-mino-ayaawag aya'aawishag gaye bineshiinzhag apii giizhichigaadeg Dazhiikewin Miikana.

Ishkwaawaach Ge-inishkaageng

Iwe izhichigewining oda-onji-wanitoonaa-waa ezhi-dazhewaad aya'aawishensag daabishkoo apakwaanaajiig, gwiingwa-waageg, waabizheshiwag, amikwag, ginebigoo, omagakiig, gaye aamoog; giyaabi dash da-zhaabwiiwag igi aya'aa-wishensag apakwaanaajiig, gwiingwaw-aageg, waabizheshiwag, amikwag, gine-bigoo, omagakiig, gaye aamoog; gaawin aapiji da-maanzhidoowaasii-wag igi.

Amii gaye bineshiinzhag ge-izhi-maanzh-idoowaadwindwaa aanawi manaaji'indwaa. Gaawin aapiji oda-ayaasiinaawaa ge-izhi-wazonikewaad, ji-wanashkwe'ind-waa. Ishkwaagiizhichigaadeg miikana, gaawin aapiji da-gichi-aanjisesinon (gaa-izhi-dazhewaad bineshiinzhag). Mii go go geyaabi ge-izhi-babimaadiziwaad gakina igi bineshiinzhag gaa-giidazhimin-dwaa omaa.

Maamaw Ge-inishkaageng

Maamaw ge-inishkaageng iwe gaa-ijigaa-deg (giyaabi gaa-izhisesg gii-ishkwa-aanjichigaadeg gegoon) ozhichigaadeg iwe Dazhiikewin Miikana gaye godak izhichigewinan ani-akiwang ge-dazhiiki-gaadegin, daabishkoo Giiwedn Miikana, Anaconda gaye Painter Zaaga'igan Mitigokewin Miikana Wawezhichigaade-gin gaye Rapid Bizhiw Izhichigewinan, imaa aya'aawishag gaye bineshiinzhag ji-maanzhidoowaadwindwaa wanashkwe'ind-waa gaye gii-ombiigizing, gii-baashkine-daawangiseg, gii-aanjiseg aki. Gaawin aapiji da-gichi-izhisesinon. Giiyaabi o-da-ayaanaawaa gedanakiwaad bineshiinzhag gaawin imaa Dazhiikewin Miikana gaa-ayaag gaye godak izhichi-gewinan. Da-mino-ayaawag aya'aawish-ag gaye bineshiinzhag aanawi owe aansjiseg.

Iwe Dazhiikewin Miikana dazhiikigaadeg da-naagadawaabanjigaade giyaabi ezhiseg gegoon ji-waabanjigaadegin inakonigewinan akiikaaning gaye Gaa-nada Akiing gaa-ayaagin gaye ji-gaganonindwaa Anishinaabeg. Ji-mino-doodawindwaa aya'aawishag gaye bineshiinzhag inwaadewan ono inaako-nigewinan, ji-aanjichigaadeg gegoon giishpin inendaagwak. Gaye Aki Oshki-izhichigewin da-ozhichigaadeg Dazhiikewin Miikana izhiseg, ji-izhi-dazhewaad bineshiinzhag gaa-mamaa-jaawaad zhaawanong. Da-aanjichigaade giishpin inendaagwak.

Awashime na kiwiikikentan?

Kiishpin ekiciinentaman awashime ewiikikentaman owe katashincikatek, onci nakacitoo iwe kanakaciwitipacimomakak tipacimowin imaneke kasakisink oma misise ahkiwin nakacicikewin/isisein ikitowin.

Kekanonach Wiintamakewinan

Kinantomiko ima cishayan akwaaahkiink tashiikewinik miikana kapimanokiitamowach anapii piko wiikakweteyan kayema wiipakitinaman ikitowin.

Piiwapikonk: eaisinput@martenfallsaccessroad.ca

Kitowinik: 1-800-764-9114

Piiwapik: eais.martenfallsaccessroad.ca



A3. Public Information Centre

A3.1 Notices

- A3.1.1 Notice - English
- A3.1.2 Notice - French
- A3.1.3 Notice - Cree
- A3.1.4 Notice - Ojibway
- A3.1.5 Notice - Oji-Cree
- A3.1.6 Email Notice

A3.2 Advertising

- A3.2.1 Newspaper Advertisements
- A3.2.2 Online Advertisements

A3.3 Display Boards and Materials

A3.4 Maps

A3.5 Fact Sheets

A3.6 Feedback Forms

A3.7 Summary



A3.1 Notices

- A3.1.1 PIC Notice - English
- A3.1.2 PIC Notice - French
- A3.1.3 PIC Notice - Cree
- A3.1.4 PIC Notice - Ojibway
- A3.1.5 PIC Notice - Oji-Cree
- A3.1.6 Email Notice



A3.1.1 PIC Notice - English





NOTICE OF PUBLICATION OF THE DRAFT ENVIRONMENTAL ASSESSMENT / IMPACT STATEMENT

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD PROJECT

THE STUDY

The proposed Marten Falls First Nation (MFFN) Community Access Road would be a new all-season road approximately 190 km in length that would connect the remote northern community of Marten Falls First Nation to the Ontario provincial highway network. The Community Access Road would be located 430 km northeast of Thunder Bay, Ontario, in Ontario's far north, within the traditional territory of Marten Falls First Nation, and within the Ministry of Natural Resources District of Thunder Bay and the Far North District.

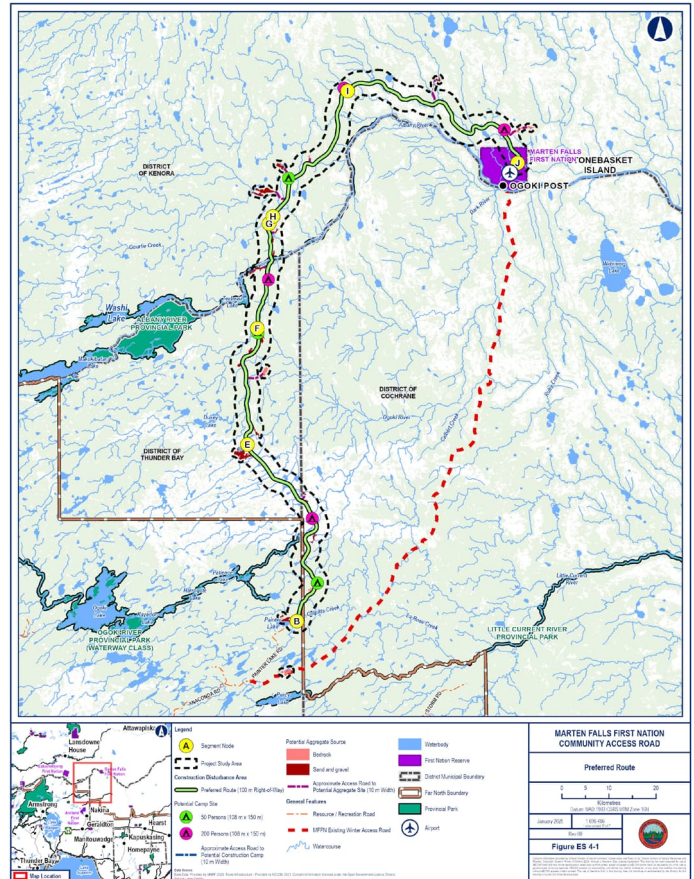
The included key map shows the Project Study Area, with the proposed Preferred Route.

DRAFT ENVIRONMENTAL ASSESSMENT / IMPACT STATEMENT (EA / IS)

Marten Falls First Nation has retained AECOM Canada ULC. to undertake a combined Ontario Comprehensive Environmental Assessment (formerly known as an Individual Environmental Assessment) and Federal Impact Assessment for the Marten Falls First Nation Community Access Road in accordance with the *Ontario Environmental Assessment Act* and the *Canadian Impact Assessment Act*. An evaluation and consultation process is also being carried out according to the requirements of the *Class Environmental Assessment for Ministry of Natural Resources and Forestry Resource Stewardship and Facility Development Projects*, as well as in accordance with the *Class Environmental Assessment for Provincial Parks and Conservation Reserves*.

This Draft Environmental Assessment / Impact Statement report has been completed in accordance with the Terms of Reference approved by Ontario's Minister of the Environment, Conservation and Parks in October 2021. Additionally, this Draft report has been completed in accordance with the requirements of the Tailored Impact Statement Guidelines provided by the Impact Assessment Agency of Canada on February 24, 2020.

The Draft Environmental Assessment / Impact Statement documents the evaluation of alternative route alignments considered for the Community Access Road and presents the proposed Preferred Route. It also documents the environmental impacts, including potential cumulative effects, proposed mitigation measures, and commitments made by the proponent. Additionally, it documents engagement and consultation undertaken thus far as part of the Environmental Assessment / Impact Assessment process.





CONSULTATION PERIOD AND CONTACT INFORMATION

The Draft Environmental Assessment / Impact Statement will be available for review beginning **April 22, 2025 for a period of 60 days (i.e., June 23, 2025)**. Supporting documents can be accessed digitally on the Project Website at <https://eais.martenfallsaccessroad.ca>. The in-person viewing locations are as follows:

- Greenstone Public Library (Geraldton Branch): 405 2nd St. W., Geraldton, Ontario
- Greenstone Public Library (Longlac Branch): 110 Kenogami Drive, Longlac, Ontario
- Sioux Lookout Public Library: 21 Fifth Avenue, Sioux Lookout, Ontario
- Matawa First Nations Management: 233 S. Court Street, 2nd Floor, Thunder Bay, Ontario
- Thunder Bay Public Library: Waverley Resource Library, 285 Red River Rd, Thunder Bay, Ontario
- Timmins Public Library: 320 2nd Avenue, Timmins, Ontario

Public Information Centre #6 will be held in Thunder Bay and Geraldton, Ontario as follows:

- Thunder Bay Session - Monday, May 26, 2025
Superior Inn, 555 Arthur St W;
5 p.m. to 8 p.m.*
- Geraldton Session - Thursday, May 29, 2025
Recreation Centre, 200 Wardrope Ave;
4 p.m. to 7 p.m.*

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

Members of Indigenous communities, interested persons, agencies and other stakeholders are encouraged to actively participate in the review of the Draft Environmental Assessment / Impact Statement. Comments and feedback can be provided via the Project Website, email or by letter mail until June 23, 2025 at the contact information provided below.

Project Website: www.martenfallsaccessroad.ca

Project Team Email: [REDACTED]

Mailing Address:

AECOM Canada Ltd.

C/O Joanne Wang



Lawrence Baxter

Senior Community Member Advisor

MFFN Community Access Road Project Team

James McCutcheon

Project Manager, AECOM

MFFN Community Access Road Project Team

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

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.

Comments are being collected to assist Marten Falls First Nation and AECOM in meeting the requirements under the Ontario Environmental Assessment Act and the Canadian Impact Assessment Act. This material will be maintained on file for use during the study and may be included in project documentation. All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed to 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 Parks Freedom of Information and Privacy Coordinator at [REDACTED]

Date Published: April 22, 2025

A3.1.2 PIC Notice - French





AVIS DE PUBLICATION DE L'ÉVALUATION ENVIRONNEMENTALE/ ÉTUDE D'IMPACT

PROVISOIRE DU PROJET DE ROUTE D'ACCÈS À LA COLLECTIVITÉ DE LA PREMIÈRE NATION DE MARTEN FALLS

L'ÉTUDE

Le projet de route d'accès à la collectivité de la Première Nation de Marten Falls (PNMF) consisterait en une nouvelle route toutes saisons longue d'environ 190 km qui relierait la collectivité nordique éloignée de la Première Nation de Marten Falls au réseau routier provincial de l'Ontario. La route d'accès à la collectivité serait située à 430 km au nord-est de Thunder Bay (Ontario), dans le Grand Nord de l'Ontario, sur le territoire traditionnel de la Première Nation de Marten Falls et dans le district de Thunder Bay et le district du Grand Nord du ministère des Richesses naturelles.

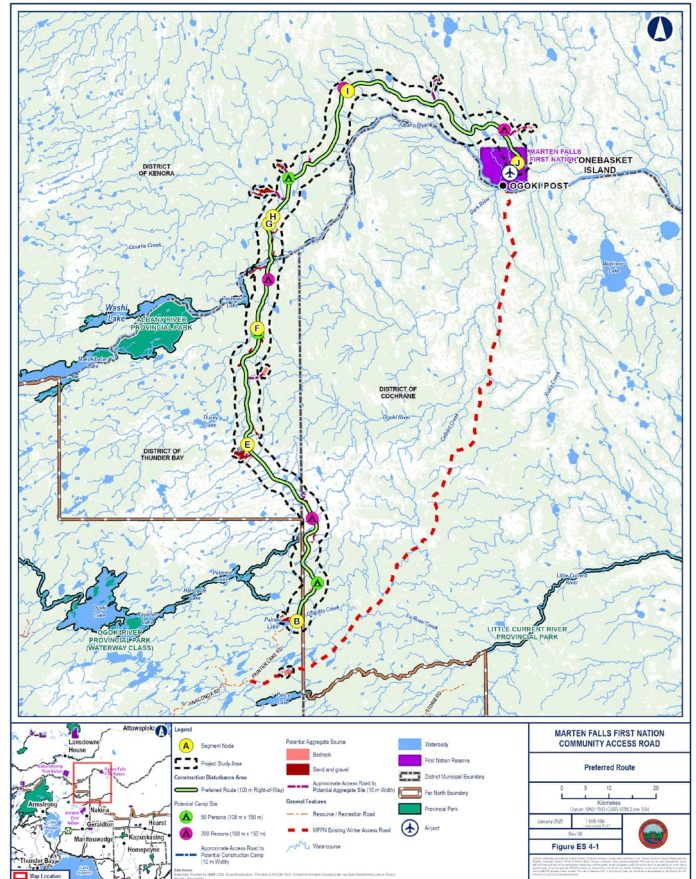
La carte-index incluse montre la zone d'étude du projet, avec le tracé privilégié proposé.

ÉVALUATION ENVIRONNEMENTALE/ ÉTUDE D'IMPACT PROVISOIRE

La Première Nation de Marten Falls a sollicité les services d'AECOM Canada ULC pour lancer une évaluation environnementale exhaustive de l'Ontario (anciennement connue sous le nom d'évaluation environnementale distincte) et une étude d'impact fédérale pour la route d'accès à la collectivité de la Première Nation de Marten Falls, conformément à la Loi sur les évaluations environnementales de l'Ontario et à la Loi sur l'évaluation d'impact canadienne. Un processus d'évaluation et de consultation est également en cours conformément aux exigences de l'Évaluation environnementale de portée générale relative à des projets d'intendance de ressources et de développement d'installations du Ministère des Richesses naturelles et des Forêts, ainsi qu'à l'Évaluation environnementale de portée générale relative aux parcs provinciaux et aux réserves de conservation.

Ce rapport provisoire d'évaluation environnementale/étude d'impact a été réalisé conformément au mandat approuvé par le Ministre de l'Environnement, de la Protection de la nature et des Parcs de l'Ontario en octobre 2021. En outre, ce rapport provisoire a été rédigé conformément aux exigences des lignes directrices individualisées relatives à l'étude d'impact fournies par l'Agence d'évaluation d'impact du Canada le 24 février 2020.

L'évaluation environnementale/étude d'impact provisoire documente l'évaluation des différents tracés envisagés pour la route d'accès à la collectivité et présente le tracé privilégié proposé. Elle documente également les impacts sur l'environnement, y compris les effets cumulatifs potentiels, les mesures d'atténuation proposées et les engagements pris par le promoteur. En outre, elle documente





l'engagement et la consultation entrepris jusqu'à présent dans le cadre du processus d'évaluation environnementale/d'évaluation d'impact.

PÉRIODE DE CONSULTATION ET COORDONNÉES DE CONTACT

L'évaluation environnementale/étude d'impact provisoire pourra être consultée à compter du **22 avril 2025 et pendant 60 jours (soit jusqu'au 23 juin 2025)**. Les documents à l'appui seront accessibles au format numérique sur le site Web du projet, à l'adresse <http://www.martenfallsaccessroad.ca/draft-ea-is/>. Des copies papier sont consultables en personne aux endroits suivants :

- Bibliothèque publique de Greenstone – Succursale de Geraldton: 405 2nd St. W., Geraldton, Ontario
- Bibliothèque publique de Greenstone – Succursale de Longlac: 110 Kenogami Drive, Longlac, Ontario
- Bibliothèque publique de Sioux Lookout: 21 Fifth Avenue, Sioux Lookout, Ontario
- Matawa First Nations Management: 233 S. Court Street, 2nd Floor, Thunder Bay, Ontario
- Bibliothèque publique de Thunder Bay – Bibliothèque de ressource Waverley, 285 Red River Rd, Thunder Bay, Ontario
- Bibliothèque publique de Timmins: 320 2nd Avenue, Timmins, Ontario

Un Centre d'information se tiendra à Thunder Bay et à Geraldton, Ontario, en mai 2025. Veuillez consulter notre site Web pour obtenir des mises à jour sur les réunions.

- Séance de Thunder Bay – lundi 26 mai 2025
Superior Inn, 555 Arthur St W;
de 17 h à 20 h*
- Séance de Geraldton – jeudi 29 mai 2025
Centre récréatif, 200 Wardrope Ave;
de 16 h à 19 h*.

**La première heure est réservée aux membres de la communauté autochtone.*

Les membres des collectivités autochtones, les personnes intéressées, les agences et les autres parties prenantes sont invités à participer activement à l'examen de l'évaluation environnementale/étude d'impact provisoire. Les commentaires et les réactions peuvent être transmis par le biais du site Web du projet, par courrier électronique ou par courrier postal jusqu'au 23 juin 2025 aux coordonnées indiquées ci-dessous.

Site Web du projet : www.martenfallsaccessroad.ca

Adresse électronique de l'équipe du projet : [REDACTED]

Adresse postale :
AECOM Canada Ltd.
C/O Joanne Wang





Lawrence Baxter

Conseiller principal des membres de la collectivité

Équipe du projet de route d'accès à la collectivité
PNMF

James McCutchon

Gestionnaire projet, AECOM

Équipe du projet de route d'accès à la collectivité
PNMF

Toute préoccupation soulevée au cours de la période d'examen sera consignée dans le rapport final de l'évaluation environnementale/étude d'impact..

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.

Les commentaires sont recueillis pour aider la Première Nation de Marten Falls et AECOM à répondre aux exigences de la Loi sur les évaluations environnementales de l'Ontario et de la Loi sur l'évaluation d'impact canadienne. Ils seront conservés dans les dossiers pour être utilisés pendant l'étude et pourront être inclus dans la documentation du projet. Tous les renseignements personnels compris dans une soumission – tels que le nom, l'adresse, le numéro de téléphone et l'emplacement de la propriété – sont recueillis, conservés et divulgués au Ministère de l'Environnement, de la Protection de la nature et des Parcs à des fins de transparence et de consultation. Les renseignements sont recueillis en vertu de la Loi sur les évaluations environnementales ou sont recueillis et conservés aux fins de la création d'un dossier accessible au grand public comme décrit dans la s. 37 de la Loi sur l'accès à l'information et la protection de la vie privée. Les renseignements personnels que vous soumettez feront partie d'un dossier accessible au grand public, à moins que vous ne demandiez que vos renseignements personnels restent confidentiels. Pour plus d'informations, veuillez contacter l'agent de projet ou le coordinateur de l'accès à l'information et de la protection de la vie privée du Ministère de l'Environnement, de la Protection de la nature et des Parcs au [REDACTED]

Date de publication : 22 avril 2025

A3.1.3 PIC Notice - Cree



A3.1.4 PIC Notice - Ojibway





AKAWE GAKINA GEGOO DA-NAANAAGAJICHIGAADE GE-INAMOK MIIKANA/GE-IZHICHIGAADEG IWEDI

MARTEN FALLS ISHKONIGAN MIIKANAAKEWIN

WEWENI JI-NAANAAGAJICHIGAADEG MIIKANAAKEWIN

Waa-onji-ozhichigaadeg owe apane go dayaabadad miikana Marten Fall Ishkonigan (MFFN) 190 km da-akoomon ji-bagamomok iwedi biinish igo da-sakamon gichi-miikanaang. Owe da-akoomon 430 km onji-apii Wiikwedong, Ontario giuwedinong miinawaa waabanong nake da-ondamon, mii iwe Anishinaabewaki Marten Falls Ishkoniganing, Ogowe gizhaadigewiniwiag ezhi-dibendamowaad Wiikwedong Aki Waasa Giiuwedinong.

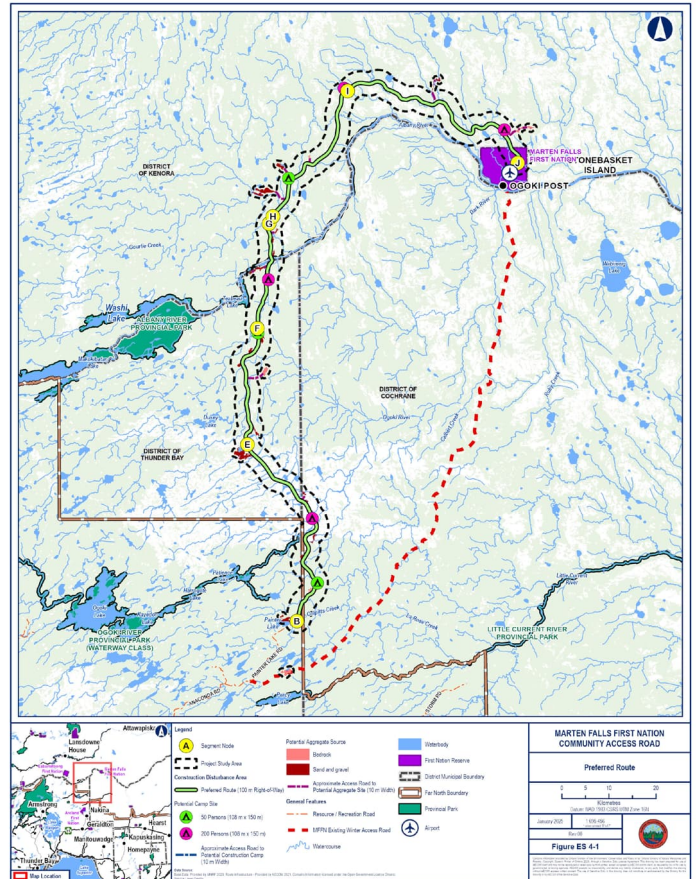
Ayaa akiimazina'igan Debaajimomagak waa-inamog miikana.

GAKINA GEGOO DA-NAANAAGAJICHIGAADE/GE-IZHICHIGAADEG (EA/IS)

Marten Falls Ishkonigan gii-kagwedwewag AECOM Canada ULC. akawe weweni ji-gagwegikendamowaad ge-izhiseg owe Aki Ontario Comprehensive Environmental Assessment (ezhinikaadegiban ako Individual Environmental Assessment) gaye Zhaaganaashiiwaki ge-izhichigaadeg imaa Marten Falls Ishkonigan Miikana odaabajitoonaawaa Zhaaganaashiiwaki Inaakonigewinan Ontario Environmental Assessment Act gaye Canadian Impact Assessment Act. Gii-kiizhi-ganawaabanjigaade da-gagwejimaawag Marten Falls Ishkonigan Anishinaabeg Class Environmental Assessment for Ministry of Natural Resources gaye Forestry Resource Stewardship gaye Facility Development Projects gemaa gaye, Class Environmental Assessment for Provincial Parks gaye Conservation Reserves.

Owe da-naanaagijichigaade ge-inamok miikana ge-izhichigaadeg Draft Environmental Assessment / Impact Statement aazhe gii-giizhichigaade aazha gii-taangibii'ige Ontario's Minister of the Environment, Conservation gaye Parks in October 2021. Nawaj geyaabi, gii-giizhichigaade Tailored Impact Statement Guidelines ge-izhi-biinak miikana Impact Assessment Agency of Canada apii Makoonsiwigiizis 24, 2020.

Owe Draft Environmental Assessment / Impact Statement da-naanaagijichigaade ge-inamok miikana ge-izhichigaadeg mazina'iganing ozhibii'igaade ge-inamog Miikana gemaa gaye nawaj bakaan ji-inamok Oga-nagwatoonaawaan Ge-inamogiban. Ge-izhinaagwak minik gegoo gemaa gaye ozhichigaadegin, mazina'igan dibaajimomagad weweni gegoo izhichigewinan, ningagananwendaaming debwewinan omaa onji-mazina'iganing ekidomagakin. Nawaj geyaabi,





owe mazina'igan dibaajimomagak aazha gii-kaganoonindwaa ishkonigani Anishinaabeg da-naanaagajichigaade ge-inamok miikana ge-izhichigaadeg inaakonigewin Environmental Assessment / Impact Assessment.

MII OMAA GE-ONJI-GAACHIJI'IYAANGIBAN WII-KIKENDAMEG GEGOO

Da-naanaagajichigaade ge-inamok miikana/ Ge-izhichigaadeg mazina'igan owe apii da-waabanjigaade mazina'igan Maangogiizis 22, 2025 owe minik da-naagwad 60 giizhigadoon (i.e., Ode'iminikewigiizis 23, 2025). Giishpin geyaabi gegoo wii-kikendaman omaa ji-waabandaanan Aazhawaatebii'iganing <http://www.martenfallsaccessroad.ca/draft-ea-is/>. Gidaa-bi-ganawaabandaanan mazina'igan omaa:

- Greenstone Agindaasowigamigong – Geraldton Branch: 405 2nd St. W., Geraldton, Ontario
- Greenstone Agindaasowigamigong – Longlac Branch: 110 Kenogami Drive, Longlac, Ontario
- Sioux Lookout Agindaasowigamigong – 21 Fifth Avenue, Sioux Lookout, Ontario
- Matawa First Nations Management – 233 S. Court Street, 2nd Floor, Thunder Bay, Ontario
- Wiikwedong Agindaasowigamigong – Waverley Resource Agindaasowigamigong, 285 Red River Rd, Thunder Bay, Ontario
- Timmins Public Agindaasowigamigong– 320 2nd Avenue, Timmins, Ontario

Omaa Wiikwedong gaye Geraldton, Ontario da-onji-miinindim mazina'iganan Zaagibagaawigiizis 2025. Omaa gidaa-inaab aazhawaatebii'iganing apii waa-tibaakonigeng.

- | | |
|---|---|
| • Wiikwedong - Ishkwaa-anama'ewigiizhigad, Zaagibagaawigiizis 26, 2025.
Superior Inn, 555 Arthur St W;
5 p.m. – 8 p.m.* | • Geraldton - Niiyogiizhigad, Zaagibagaawigiizis 29, 2025
Recreation Centre, 200 Wardrope Ave;
4 p.m. – 7 p.m.* |
|---|---|

*Nitam ningo-diba'igan Anishinaabeg eta go gaa-ayaawaad ishkoniganing.

Marten Falls Anishinaabeg giishpin inendamowaad wiinawaa da-bi'-izhaawag ji-waabandamowaad mazina'igan Draft Environmental Assessment / Impact Statement, gaye ogowe jiigaya'ii gaa-daawaad. Giishpin gegoo ayaayan ikidowinan omaa izhaan aazhawaatebii'iganing, gemaa gaye ozhibii'amaadiwin o'apii ji-ozhibii'igeyan Odeminikewigiizis 23, 2025 omaa.

Aazhawaatebii'iganing: www.martenfallsaccessroad.ca

Izhi-aazhawaatebii'iganing: [REDACTED]

Ge-izhi-ozhibii'amaagooyamban aandi:

AECOM Canada Ltd.

C/O Joanne Wang
[REDACTED]

Lawrence Baxter

Senior Community Member Advisor

MFFN Community Access Road Project Team

James McCutcheon

Project Manager, AECOM

MFFN Community Access Road Project Team



Giishpin gegoo gagwedweyan da-ozhibii'igaade omaa iwe mazina'igan aazha gaa-kiizhichigaadeg.

Gagwedwewinan sagakinigaadewan ge-izhi-wiji'indwaa Marten Falls Ishkonigan gaye AECOM omaa Ontario Environmental Assessment Act and mii Canadian Impact Assessment Act. Minik gegoo gaa-ayaayaang weweni da-ganawenjijigaade giishpin andawendaakwak naagaj. Gakina wiinzowinan – giigidobiwaabikoonsi gikiniwaajibii'iganan gakina, gaye endaayan – weweni da-naagwad, aazha gaa-gii-anokaadeg izhichigewinan Ministry of the Environment, Conservation and Parks. Gakina gegoo gaa-gii-maawandoonigaadeg imaa da-dazhi-ganawenjigaadewan Environmental Assessment Act awegwen igo daa-waabandaanan awegwen igo odaa-naanaagadawaabandaanan s.37 Freedom of Information and Protection of Privacy Act. Aazha giin gaa-ikidoyan da-waabanjijigaade giishpin inendam gaawin awiya gikendanziwaad gaa-ikidoyan inendamoyan. Giishpin geyaabi gegoo wii-kikendaman, omaa izhi-gagwedwn Project Officer gemaa gaye Ministry of the Environment, Conservation, gaye Park's Freedom of Information gaye Privacy Coordinator imaa [REDACTED]

O'apii Ozhichigaade: Aandegogizis 24, 2025

A3.1.5 PIC Notice - Oji-Cree



A3.1.6 *Email Notice*



Subject: Join us THIS WEEK at the Public Information Centre #6 May 26 & 29
Sent: 2025-05-26, 12:28:50 PM
From: MFFN Community Access Road Project Team<info@martenfallsaccessroad.ca>
To: undisclosed-recipients:
Bcc: [REDACTED]
Attachments: [REDACTED]

Public Information Centre #6

Join us THIS WEEK for Public Information Centre #6! Learn about the latest updates, get your questions answered and share your feedback with Project Team members on the Draft Environmental Assessment / Impact Statement for the Community Access Road. Details can be found on the poster attached, or online at [REDACTED]

When and Where:

Monday, May 26, 2025

Superior Inn and Conference Centre
555 Arthur St W
Thunder Bay, Ontario
5:00 p.m.-6:00 pm – Indigenous Members Session*
6:00 p.m. - 8:00 p.m. - Public Session.

Thursday, May 29, 2025

Geraldton Community Centre
200 Wardrope Avenue
Geraldton, Ontario
4:00 p.m. – 5:00 p.m. – Indigenous Members Session*
5:00 p.m. - 7:00 p.m. - Public Session

***The first hour of each meeting is dedicated to Indigenous community members only.**

We look forward to meeting with you!

Meegwetch,

Marten Falls First Nation Community Access Road Project Team

--

MFFN Community Access Road Project Team
Visit our website: <http://www.martenfallsaccessroad.ca/>
Follow us on Facebook: <https://www.facebook.com/MFFNCommunityAccessRoadProject/>
Call us: [REDACTED]
Email us: info@martenfallsaccessroad.ca



NOTICE OF PUBLICATION OF THE DRAFT ENVIRONMENTAL ASSESSMENT / IMPACT STATEMENT

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD PROJECT

THE STUDY

The proposed Marten Falls First Nation (MFFN) Community Access Road would be a new all-season road approximately 190 km in length that would connect the remote northern community of Marten Falls First Nation to the Ontario provincial highway network. The Community Access Road would be located 430 km northeast of Thunder Bay, Ontario, in Ontario's far north, within the traditional territory of Marten Falls First Nation, and within the Ministry of Natural Resources District of Thunder Bay and the Far North District.

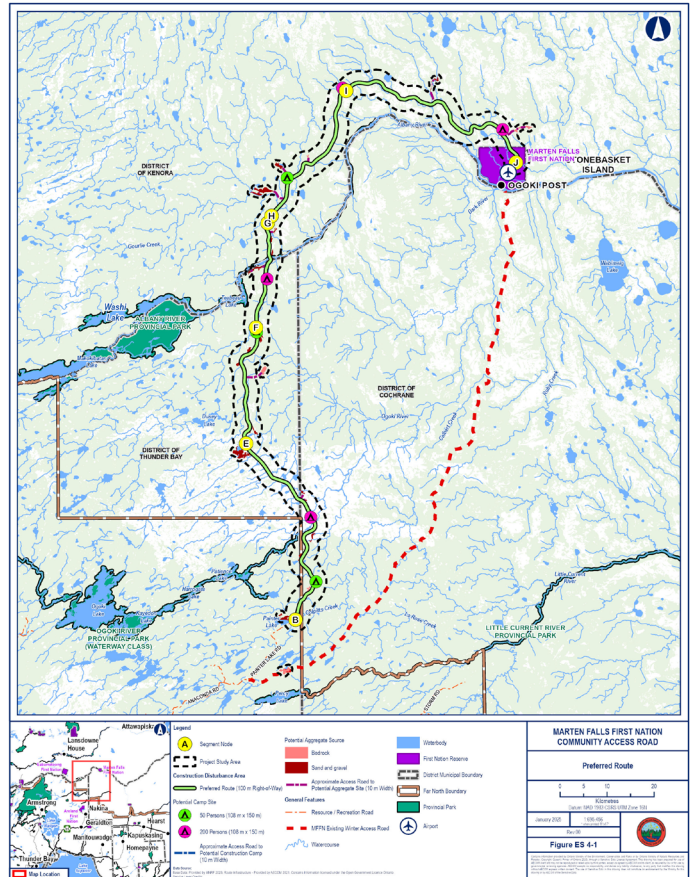
The included key map shows the Project Study Area, with the proposed Preferred Route.

DRAFT ENVIRONMENTAL ASSESSMENT / IMPACT STATEMENT (EA / IS)

Marten Falls First Nation has retained AECOM Canada ULC. to undertake a combined Ontario Comprehensive Environmental Assessment (formerly known as an Individual Environmental Assessment) and Federal Impact Assessment for the Marten Falls First Nation Community Access Road in accordance with the *Ontario Environmental Assessment Act* and the *Canadian Impact Assessment Act*. An evaluation and consultation process is also being carried out according to the requirements of the *Class Environmental Assessment for Ministry of Natural Resources and Forestry Resource Stewardship and Facility Development Projects*, as well as in accordance with the *Class Environmental Assessment for Provincial Parks and Conservation Reserves*.

This Draft Environmental Assessment / Impact Statement report has been completed in accordance with the Terms of Reference approved by Ontario's Minister of the Environment, Conservation and Parks in October 2021. Additionally, this Draft report has been completed in accordance with the requirements of the Tailored Impact Statement Guidelines provided by the Impact Assessment Agency of Canada on February 24, 2020.

The Draft Environmental Assessment / Impact Statement documents the evaluation of alternative route alignments considered for the Community Access Road and presents the proposed Preferred Route. It also documents the environmental impacts, including potential cumulative effects, proposed mitigation measures, and commitments made by the proponent. Additionally, it documents engagement and consultation undertaken thus far as part of the Environmental Assessment / Impact Assessment process.





CONSULTATION PERIOD AND CONTACT INFORMATION

The Draft Environmental Assessment / Impact Statement will be available for review beginning **April 22, 2025 for a period of 60 days (i.e., June 23, 2025)**. Supporting documents can be accessed digitally on the Project Website at <https://eais.martenfallsaccessroad.ca>. The in-person viewing locations are as follows:

- Greenstone Public Library (Geraldton Branch): 405 2nd St. W., Geraldton, Ontario
- Greenstone Public Library (Longlac Branch): 110 Kenogami Drive, Longlac, Ontario
- Sioux Lookout Public Library: 21 Fifth Avenue, Sioux Lookout, Ontario
- Matawa First Nations Management: 233 S. Court Street, 2nd Floor, Thunder Bay, Ontario
- Thunder Bay Public Library: Waverley Resource Library, 285 Red River Rd, Thunder Bay, Ontario
- Timmins Public Library: 320 2nd Avenue, Timmins, Ontario

Public Information Centre #6 will be held in Thunder Bay and Geraldton, Ontario as follows:

- Thunder Bay Session - Monday, May 26, 2025
Superior Inn, 555 Arthur St W;
5 p.m. to 8 p.m.*
- Geraldton Session - Thursday, May 29, 2025
Recreation Centre, 200 Wardrope Ave;
4 p.m. to 7 p.m.*

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

Members of Indigenous communities, interested persons, agencies and other stakeholders are encouraged to actively participate in the review of the Draft Environmental Assessment / Impact Statement. Comments and feedback can be provided via the Project Website, email or by letter mail until June 23, 2025 at the contact information provided below.

Project Website: [Redacted]
Project Team Email: [Redacted]
Mailing Address:
 [Redacted]
 [Redacted]

Lawrence Baxter
 Senior Community Member Advisor
 MFFN Community Access Road Project Team

James McCutcheon
 Project Manager, AECOM
 MFFN Community Access Road Project Team

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

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Date Published: April 22, 2025



MARTEN FALLS FIRST NATION ALL-SEASON COMMUNITY ACCESS ROAD

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

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

Thunder Bay Monday, May 26, 2025

Location:

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

Time:

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

*Light refreshments will be served.

Geraldton Thursday, May 29, 2025

Location:

Geraldton Community Centre
200 Wardrope Avenue, Geraldton, Ontario

Time:

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

*Light refreshments will be served.

Learn about:

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

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

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

Contact Information

Website: [Redacted]

Email: info@martenfallsaccessroad.ca

Phone: [Redacted]



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

A3.2 Advertising

A3.2.1 Newspaper Advertisements

A3.2.2 Online Advertisements



A3.2.1 Newspaper Advertisements





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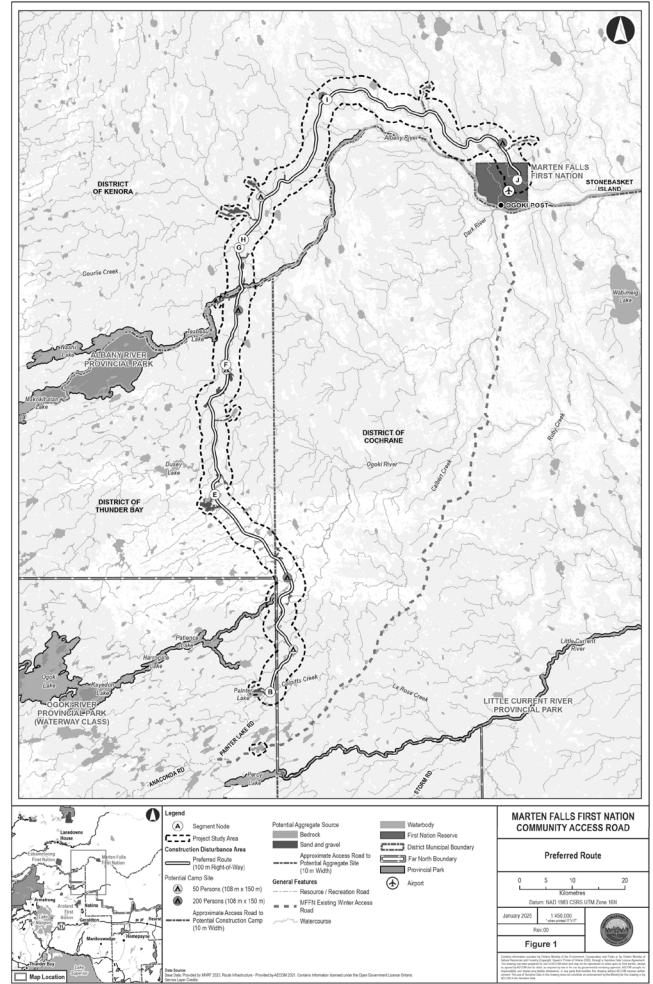
- Thunder Bay Session
Monday, May 26, 2025
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Project Website: www.martenfallsaccessroad.ca
Project Team Email: [Redacted]

Mailing Address:
AECOM Canada Ltd.
C/O Joanne Wang
[Redacted]



Lawrence Baxter
Senior Community Member
Advisor
MFFN Community Access Road
Project Team

James McCutcheon
Project Manager, AECOM
MFFN Community Access Road
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Date Published: April 22, 2025

A3.2.2 *Online Advertisements*



Public Information Centre - Environmental Assessment / Impact Statement Phase

Public Information Centre #6

Public Information Centre #6

The Community Access Road Team hosted its sixth Public Information Centre in Thunder Bay and Geraldton, Ontario on May 26 and May 29, 2025, to discuss the public release of the Draft Environmental Assessment / Impact Statement.

[View the PIC #6 Materials Online](#)

Notice:

[Notice \(English\)](#)

[Notice \(French\)](#)

[Notice \(Oji-Cree\)](#)

[Notice \(Cree Swampy\)](#)

[Notice \(Ojibway\)](#)

NOTICE OF PUBLICATION OF THE DRAFT ENVIRONMENTAL ASSESSMENT / IMPACT STATEMENT



[Visit Website](#)



MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD



MARTEN FALLS FIRST NATION ALL SEASON COMMUNITY ACCESS ROAD PROJECT

NOTICE OF PUBLICATION

OF THE DRAFT
ENVIRONMENTAL
ASSESSMENT / IMPACT
STATEMENT



> VIEW NOW

Notices and Announcements



Notice of Publication of the Draft Environmental Assessment /

Impact Statement

Marten Falls First Nation Community Access
Road Project



Annual Virtual Conference

The Signature Indigenous
Diabetes Wellness Event
of the Year

Notice of Publication of the Draft Environmental Assessment / Impact Statement

Marten Falls First Nation Community Access Road Project



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NOTICE OF PUBLICATION OF THE DRAFT ENVIRONMENTAL ASSESSMENT / IMPACT STATEMENT

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD PROJECT

THE STUDY

The proposed Marten Falls First Nation (MFFN) Community Access Road would be a new all-season road approximately 190 km in length that would connect the remote northern community of Marten Falls First Nation to the Ontario provincial highway network. The Community Access Road would be located 430 km northeast of Thunder Bay, Ontario, in Ontario's far north, within the traditional territory of Marten Falls First Nation, and within the Ministry of Natural Resources District of Thunder Bay and the Far North District.

The included key map shows the Project Study Area, with the proposed Preferred Route.

DRAFT ENVIRONMENTAL ASSESSMENT / IMPACT STATEMENT (EA / IS)

Marten Falls First Nation has retained AECOM Canada ULC to undertake a combined Ontario Comprehensive Environmental Assessment (formerly known as an Individual Environmental Assessment) and Federal Impact Assessment for the Marten Falls First Nation Community Access Road in accordance with the *Ontario Environmental Assessment Act* and the Canadian *Impact Assessment Act*. An evaluation and consultation process is also being carried out according to the requirements of the *Class Environmental Assessment for Ministry of Natural Resources and Forestry Resource Stewardship and Facility Development Projects*, as well as in accordance with the *Class Environmental Assessment for Provincial Parks and Conservation Reserves*.

This Draft Environmental Assessment / Impact Statement report has been completed in accordance with the Terms of Reference approved by Ontario's Minister of the Environment, Conservation and Parks in October 2021. Additionally, this Draft report has been completed in accordance with the requirements of the Tailored Impact Statement Guidelines provided by the Impact Assessment Agency of Canada on February 24, 2020.

The Draft Environmental Assessment / Impact Statement documents the evaluation of alternative route alignments considered for the Community Access Road and presents the proposed Preferred Route. It also documents the environmental impacts, including potential cumulative effects, proposed mitigation measures, and commitments made by the proponent. Additionally, it documents engagement and consultation undertaken thus far as part of the Environmental Assessment / Impact Assessment process.



Notices and Announcements



Notice of Publication of the Draft Environmental Assessment / Impact Statement

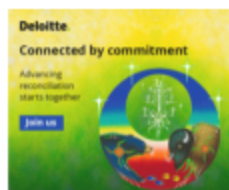
Marten Falls First Nation Community Access Road Project



Annual Virtual Conference

The Signature Indigenous Diabetes Wellness Event of the Year

Sponsored Content



Deloitte Canada's evolution along the shared path of reconciliation



Breaking Barriers: How Young Leaders Are Transforming Mental Health Advocacy



CONSULTATION PERIOD AND CONTACT INFORMATION

The Draft Environmental Assessment / Impact Statement will be available for review beginning **April 22, 2025 for a period of 60 days (i.e., June 23, 2025)**. Supporting documents can be accessed digitally on the Project Website at <https://eais.martenfallsaccessroad.ca>. The in-person viewing locations are as follows:

- Greenstone Public Library (Geraldton Branch): 405 2nd St. W., Geraldton, Ontario
- Greenstone Public Library (Longlac Branch): 110 Kenogami Drive, Longlac, Ontario
- Sioux Lookout Public Library: 21 Fifth Avenue, Sioux Lookout, Ontario
- Matawa First Nations Management: 233 S. Court Street, 2nd Floor, Thunder Bay, Ontario
- Thunder Bay Public Library: Waverley Resource Library, 285 Red River Rd, Thunder Bay, Ontario
- Timmins Public Library: 320 2nd Avenue, Timmins, Ontario

Public Information Centre #6 will be held in Thunder Bay and Geraldton, Ontario as follows:

- Thunder Bay Session - Monday, May 26, 2025
Superior Inn, 555 Arthur St W;
5 p.m. to 8 p.m.*
- Geraldton Session - Thursday, May 29, 2025
Recreation Centre, 200 Wardrope Ave;
4 p.m. to 7 p.m.*

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

Members of Indigenous communities, interested persons, agencies and other stakeholders are encouraged to actively participate in the review of the Draft Environmental Assessment / Impact Statement. Comments and feedback can be provided via the Project Website, email or by letter mail until June 23, 2025 at the contact information provided below.

Project Website: www.martenfallsaccessroad.ca
Project Team Email: eaisinput@martenfallsaccessroad.ca

Mailing Address:
AECOM Canada Ltd.
C/O Joanne Wang



Lawrence Baxter
Senior Community Member Advisor
MFFN Community Access Road Project Team

James McCutcheon
Project Manager, AECOM
MFFN Community Access Road Project Team

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Date Published: April 22, 2025





Chief Constant Honoured At Women In Mining Gala Event

NOV 25, 2024 0



Annual Wabun Youth Gathering Held In Wilderness Location

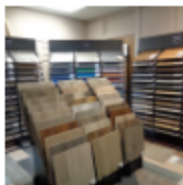
AUG 15, 2024 0

BUSINESS



OTF GRANT TO HELP NALSC RECOVER FROM COVID-19

In 2021, Nishnawbe-Aski Legal Services Corporation (NALSC) received a \$121,500 grant from the Ontario Trillium Foundation to help recover and rebuild from...



Tbay Modular Floors offers new training for Indigenous peoples

OCT 26, 2021 0



ABPA to host webinar series focussed on climate based solutions in business

JAN 21, 2021 0

ARTS & ENTERTAINMENT



Winter Ice Road Built By Experts

MAR 03, 2022 0



ONWA celebrates 50 years

NOV 20, 2021 0

CULTURE



2,806 followers

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LATEST PHOTOS



Spring hunt



BREAKING NEWS

Niska Tah-mah-nah-oon (the goose hunt)

One of the last hunting trips I took with my father Marius Kataquapit was out onto our traditional lands next to the opening of the Attawapiskat Ri

	25	26	27	28	29	30	31
		<p>EarlyON Indoor Drop-In Play 9:00 am</p> <p>EPC IN PERSON GAMES DAY 1:00 pm</p> <p>EarlyON Outdoor Drop-In Play 1:30 pm</p> <p>Badminton and Pickleball - Geraldton 7:00 pm</p>	<p>EPC Quilting and Crafting 8:00 am</p> <p>EarlyON - Play Pals with George Jeffrey 1:00 pm</p>	<p>EarlyON Indoor Drop-In Play 9:00 am</p> <p>EXERCISE CLASSES - FALL PREVENTION 11:00 am</p> <p>EarlyON Infant Massage 1:15 pm</p> <p>ARTIST GROUP 2:00 pm</p>	<p>Marten Falls First Nation Community Access Road - Public Information Centre #6 4:00 pm</p> <p>Craft Club 5:00 pm</p> <p>Badminton and Pickleball - Geraldton 8:30 pm</p>	<p>EarlyON Indoor Drop-In Play 9:00 am</p> <p>Chair Exercises SCWW 11:00 am</p> <p>IN PERSON BINGO 12:30 pm</p> <p>EarlyON Outdoor Drop-In Play 1:30 pm</p> <p>Youth</p>	

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD - PUBLIC INFORMATION CENTRE #6 - THIS EVENT HAS ALREADY OCCURRED

Dates & Times

May 29, 2025

4:00 pm

[+ Add to Calendar](#)

Location:

Geraldton Community Centre - 200

Wardrope Ave, Geraldton, ON

EVENT DETAILS:

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

Light refreshments will be served.

Learn about:

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

CONTACT

MFFN CAR Project Team

[Email](#)

[Website](#)

ATTACHMENTS

[2025-05-06-MFFN-PIC6 poster.pdf](#)

A3.3 Display Boards





Hello! Boozhoo!

**Marten Falls First Nation
Community Access Road**

Public Information Centre #6

May 26, 2025 – Thunder Bay, ON
May 29, 2025 – Geraldton, ON

How was the Preferred Route selected?

Since 2007, Marten Falls First Nation has been taking steps to plan a road to the community. Through technical studies and engagement, the Marten Falls First Nation Community Access Road Project Team has collected information, data, Indigenous Knowledge and feedback to select the Preferred Route.

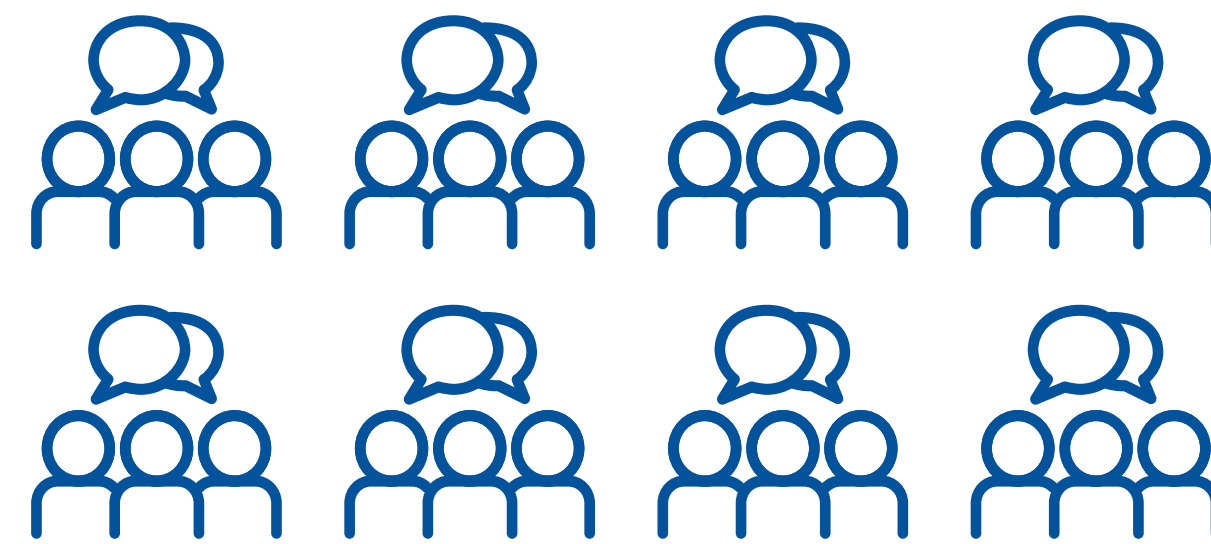
To date, we've hosted:

5  In-person and virtual Public Information Centres

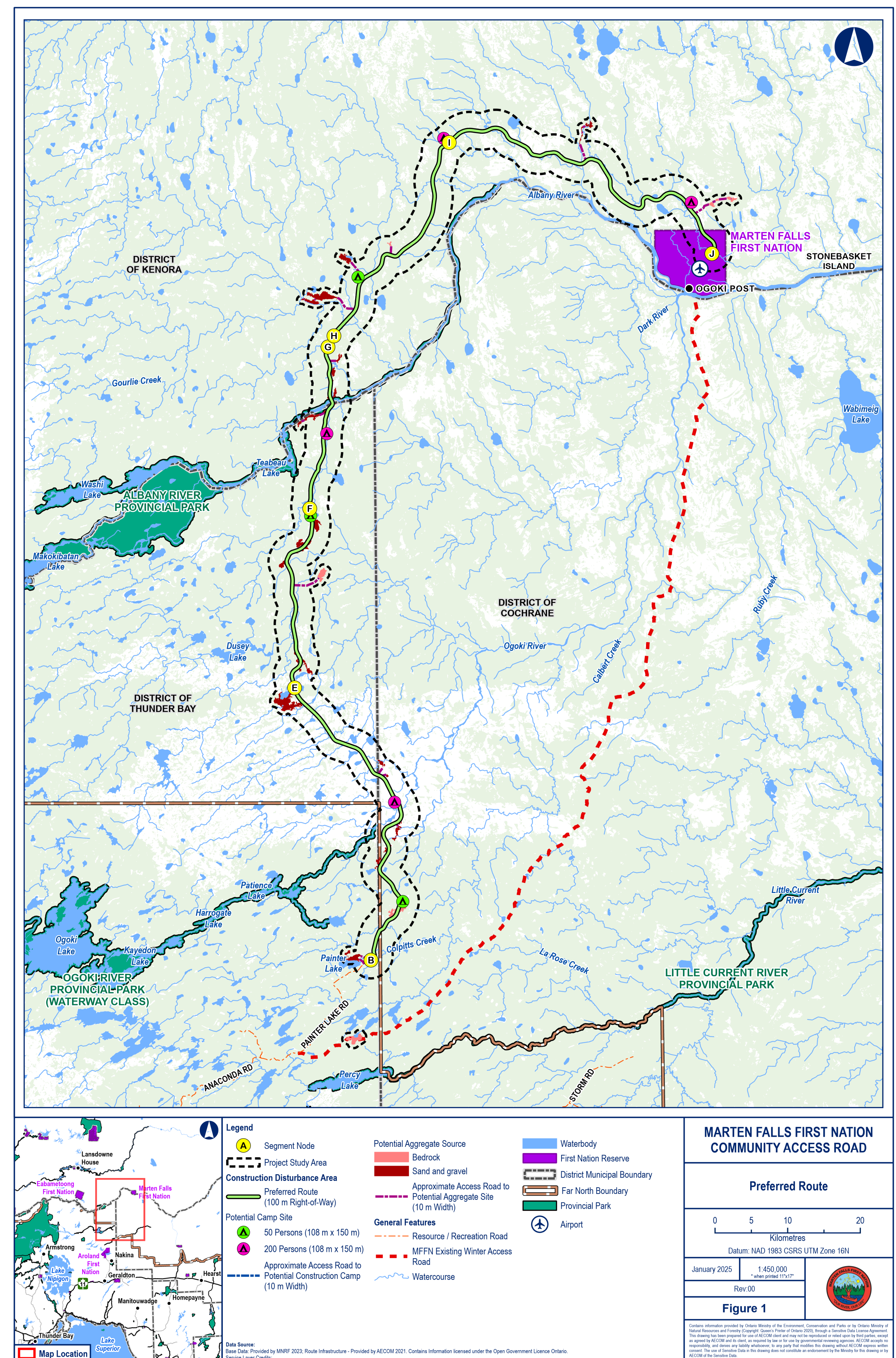
2  Aboriginal and / or Treaty Rights and Interest forums

2  in-person Three-Road Gathering & Expo

OVER 30
in-person or virtual meetings with
11 Communities



On August 26, 2024, a Band Council Resolution supporting the Preferred Route was signed.



Why it's important to provide comments on the Draft Environmental Assessment / Impact Statement?

We are providing a Draft Environmental Assessment / Impact Statement to Indigenous communities, the public and regulators to allow for an early review of our information, approach and findings.

Your input on the Draft Environmental Assessment / Impact Statement will allow another opportunity for your voice to be heard and will inform the preparation of the Final Environmental Assessment / Impact Statement.



What we've heard so far:

- Road access and ownership
- How the road will benefit community life in Marten Falls
- Training and job opportunities
- Safety and traffic concerns
- Translation availability
- Impacts to land and resource use

Get Involved in the Review Process!

Send your comments, questions and feedback to:

eaisinput@martenfallsaccessroad.ca

Ways to review the Draft Environmental Assessment / Impact Statement:

- Visit our website: eais.martenfallsaccessroad.ca
- Read the **Assessment Summary** documents that include:
 - Executive Summary
 - Frequently Asked Questions
- Learn more about our studies with **Plain Language Summaries**
- Find all the details in our full **Technical Reports** available for download
- Book a **meeting** with the Project Team

Submit your feedback on the Draft Environmental Assessment / Impact Statement by JUNE 23, 2025!



Draft Environmental Assessment / Impact Statement Schedule

February 18, 2025:

Draft EA / IS – Start of Indigenous community review period

June 23, 2025:

End of Draft EA / IS review period (for Indigenous communities, public and regulators)

Winter 2025 / 2026:

- Review and incorporate comments / update Final EA / IS
- Ongoing engagement

Mid - Late 2026:

- Cumulative Effects Consultation Report issued
- Final Record of Consultation and Engagement Report issued
- **Submit Final EA / IS**

April 22, 2025:

Draft EA / IS – Start of public and regulator review period

Fall 2025:

- Draft Record of Consultation and Engagement – Indigenous communities
- Ongoing engagement

Spring 2026:

- Marten Falls First Nation Band Council Resolution

Once the Final EA / IS is submitted there will be additional opportunities to comment directly to government agencies.

Understanding Project Effects and Mitigations



01

Collect Information About Existing Conditions

Start by gathering data on the current state of the environment for the two alternative route alignments. This includes details about any extra features like pits, quarries, temporary access roads and worker camps.

02

Choose the Preferred Route

Choose the best route based on the information we gathered. This preferred route will continue to be analyzed in the next stages.

03

Determine Potential Interactions

Look at how the Community Access Road might affect the environment during the construction, operations and maintenance phases. Identify potential effects on important things like waterbodies, wildlife and their habitats, and more. This information is compared against **Existing Conditions** to understand the extent of the Community Access Road's effects on the environment.

04

Identify Mitigations

Develop strategies to reduce or avoid (i.e., mitigate) negative environmental impacts. For example, measures may include working to reduce noise at the construction site, restricting construction to daytime hours and avoiding environmentally sensitive areas, as much as possible.

05

Assess Residual Effects

After applying mitigation measures, check if there are any remaining (residual) effects. These are the effects that still exist despite our best efforts to reduce them. While the Community Access Road will put a number of measures in place to reduce the effects on the environment, we will not be able to fully eliminate all effects.

06

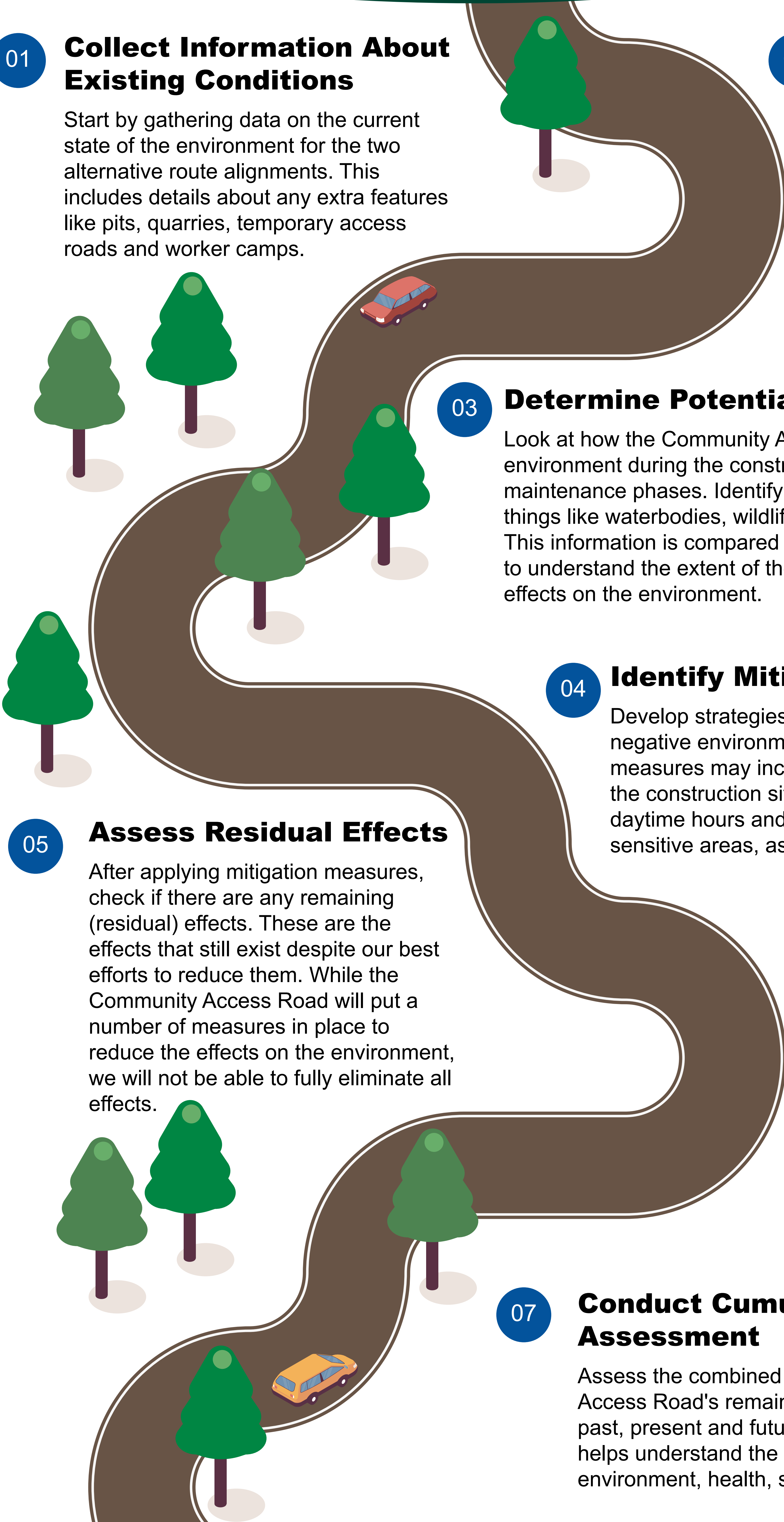
Characterize Cumulative Effects

Describe the remaining (residual) effects using industry-standard approaches and federal / provincial requirements.

07

Conduct Cumulative Effects Assessment

Assess the combined impact of the Community Access Road's remaining (residual) effects with other past, present and future activities in the area. This helps understand the overall impact on the environment, health, social and economic conditions.

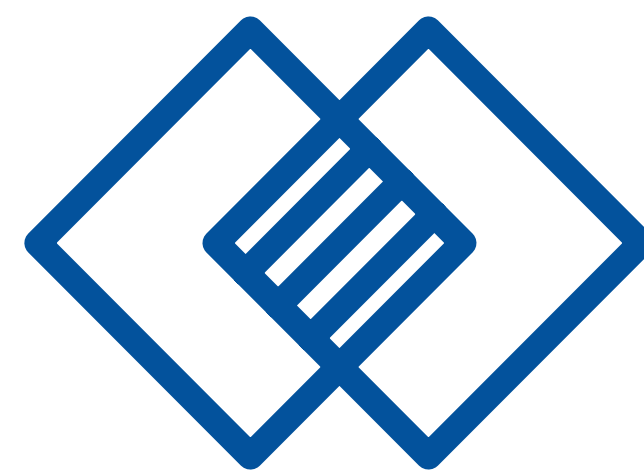


What is the Cumulative Effects Process?

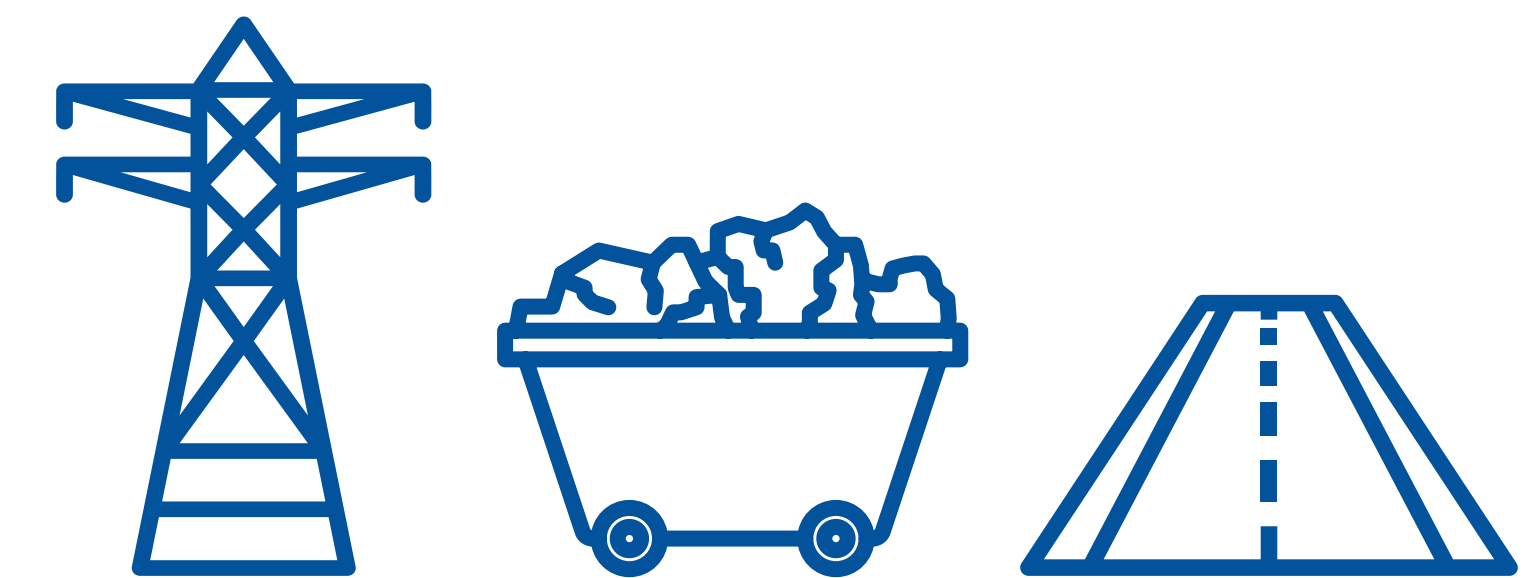
There are three key concepts relating to cumulative effects that need to be understood. These include:



Temporal Overlap



Spatial Overlap



**Reasonably
Foreseeable Projects**

To understand cumulative effects, we would need to:

- Understand existing conditions, potential effects and mitigation measures.
- After applying mitigation measures, we assess the left over effects or residual effects.
- Look at all reasonably foreseeable projects and prepare project inclusions list.
- Assess cumulative effects.

**If you want more information on Cumulative Effects
check out the Plain Language Summaries.**

Cumulative Effects Results

Land



Valued Component	Significance
Mooz / Moose)	●
Atik / Caribou)	●
Physiography, Terrain and Soils	●
Vegetation	●
Wildlife	●
Birds	●

Water



Valued Component	Significance
Groundwater and Geochemistry	●
Peatlands	●
Surface Water	●
Fish and Fish Habitat	●

People



Valued Component	Significance
Climate Change	●
Land and Resource Use	●
Visual Environment	●
Community Well-Being	●
Acoustics and Vibration	●
Cultural Heritage (incl. Archaeology)	●
Atmospheric and Greenhouse Gases	●

Each discipline determines the **significance** of the cumulative effect for their valued component.

Cumulative effects and determination of significance is determined through professional judgement, applicable standards and guidelines, and background knowledge of the Study Area.

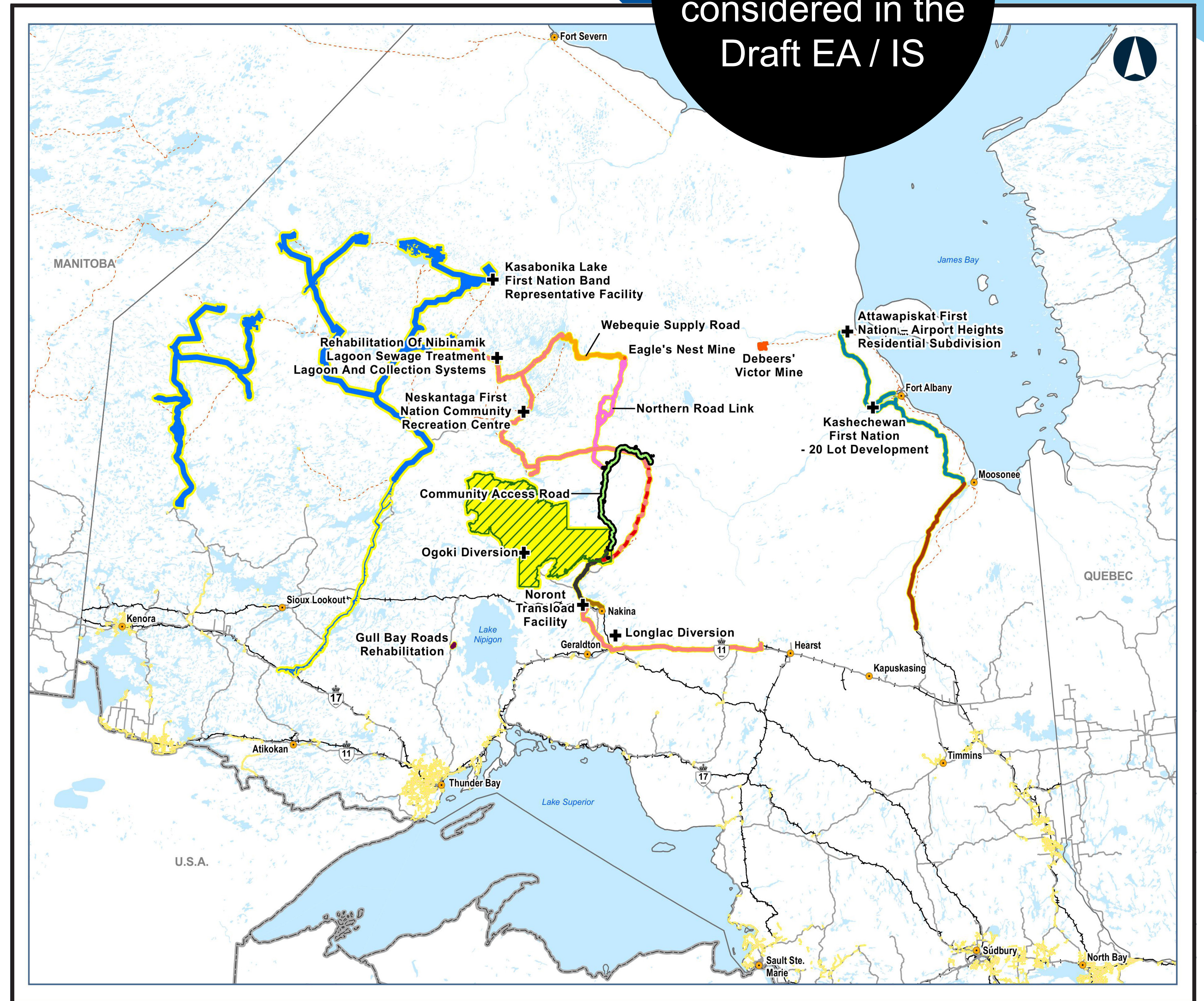
Legend
● = Significant ● = Not Significant ● = No Predicted Effect

To learn more about the results of the Cumulative Effects Assessment, check out Section 10 of the Draft EA / IS.

Final projects / activities considered as part of the cumulative effects assessment:

- Northern Road Link
- Webequie Supply Road
- Anaconda and Painter Lake Forestry Access Road Upgrades
- Esnagami Road Bypass Upgrade
- RapidLynx Broadband Project – Phase 1 & 2
- Mushkegowuk James Bay All-Season Road Feasibility Study – Coastal
- Mushkegowuk James Bay All-Season Road Feasibility Study – Inland
- Gull Bay Roads Rehabilitation
- Accelerated High-Speed Internet Program
- Mine Projects (e.g. Eagles Nest, Debeers Victor Mine)
- Ogoki Forest Management Plans
- Wataynikaneyap Powerline – Phase 1 & 2
- Other Projects and Activity Buffers

See the full list of projects considered in the Draft EA / IS



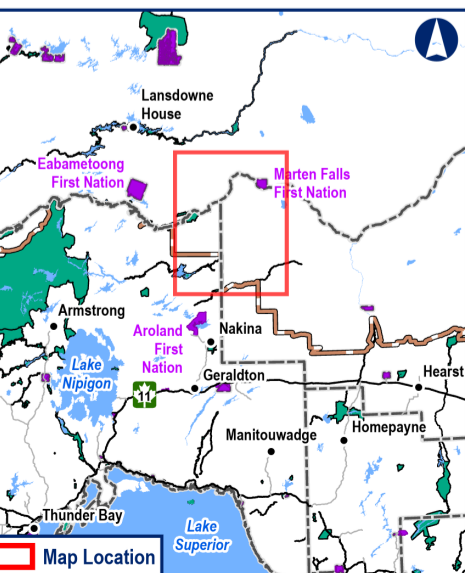
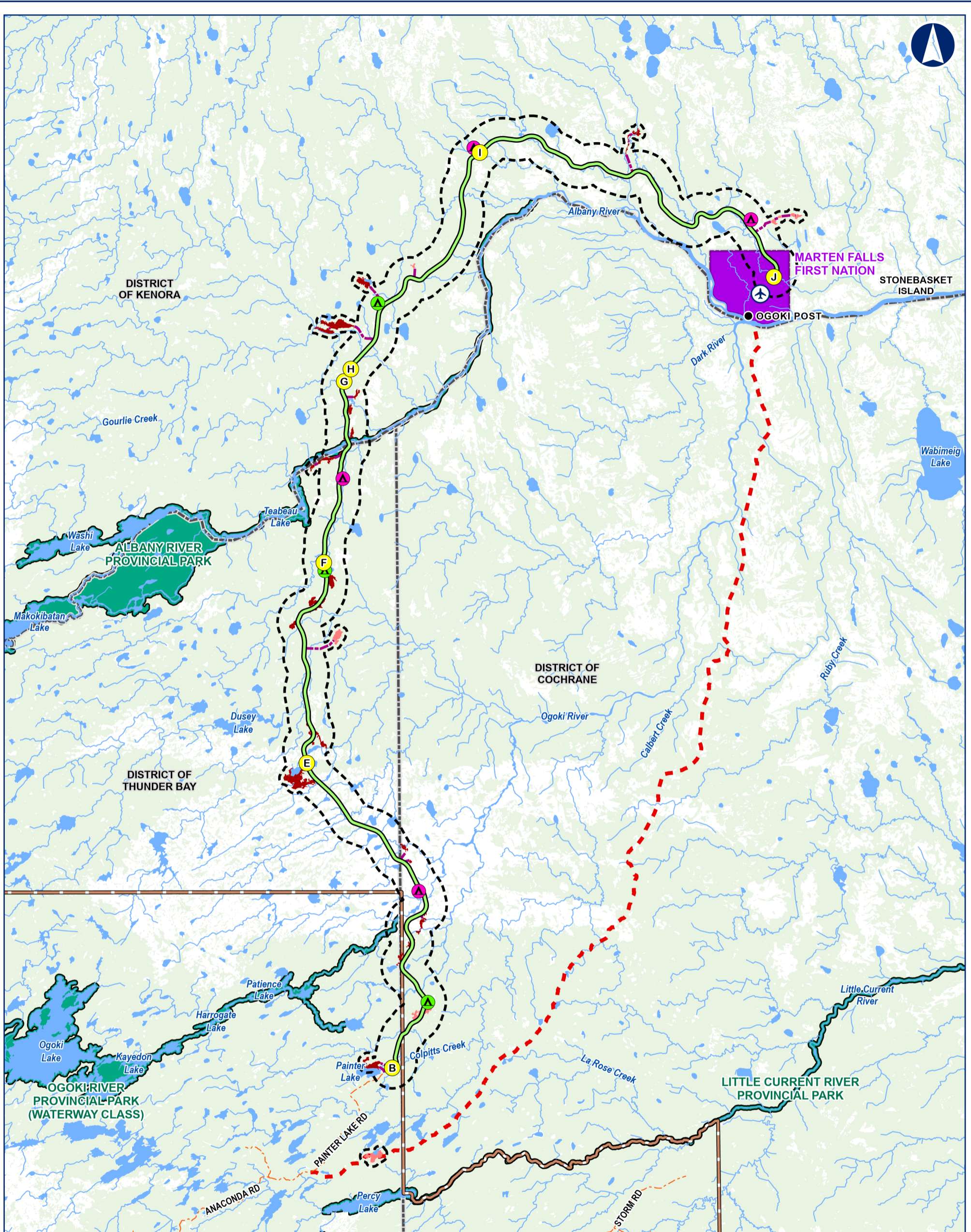
How Could the Road Affect Community Well-Being?



The Community Access Road could bring important changes to life in the Community. Studies related to socio-community, human health and community safety, and the economy are assessed together and contribute to Community Well-Being.

A3.4 Maps





Legend

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

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

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Preferred Route

0 5 10 20
Kilometres

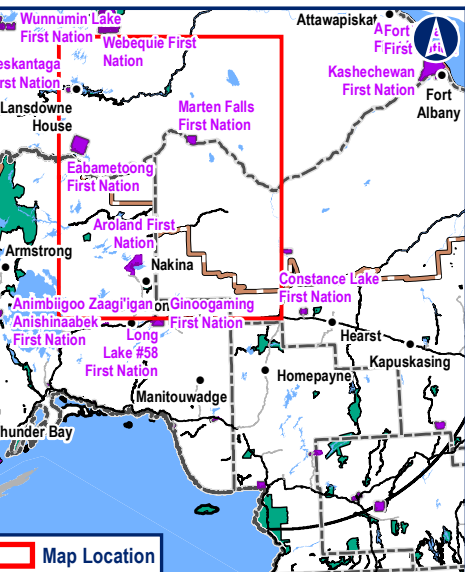
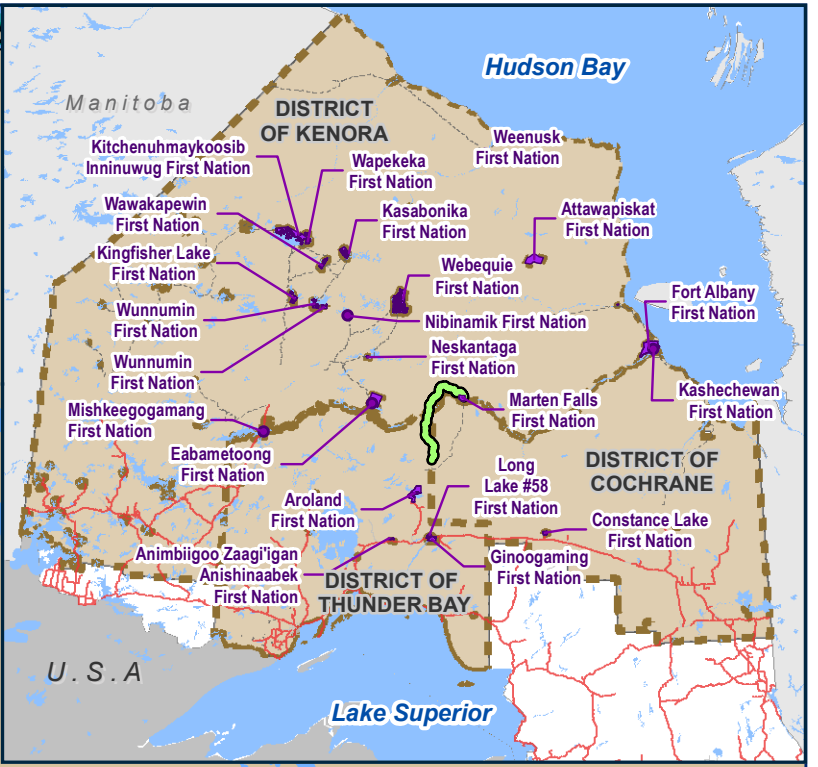
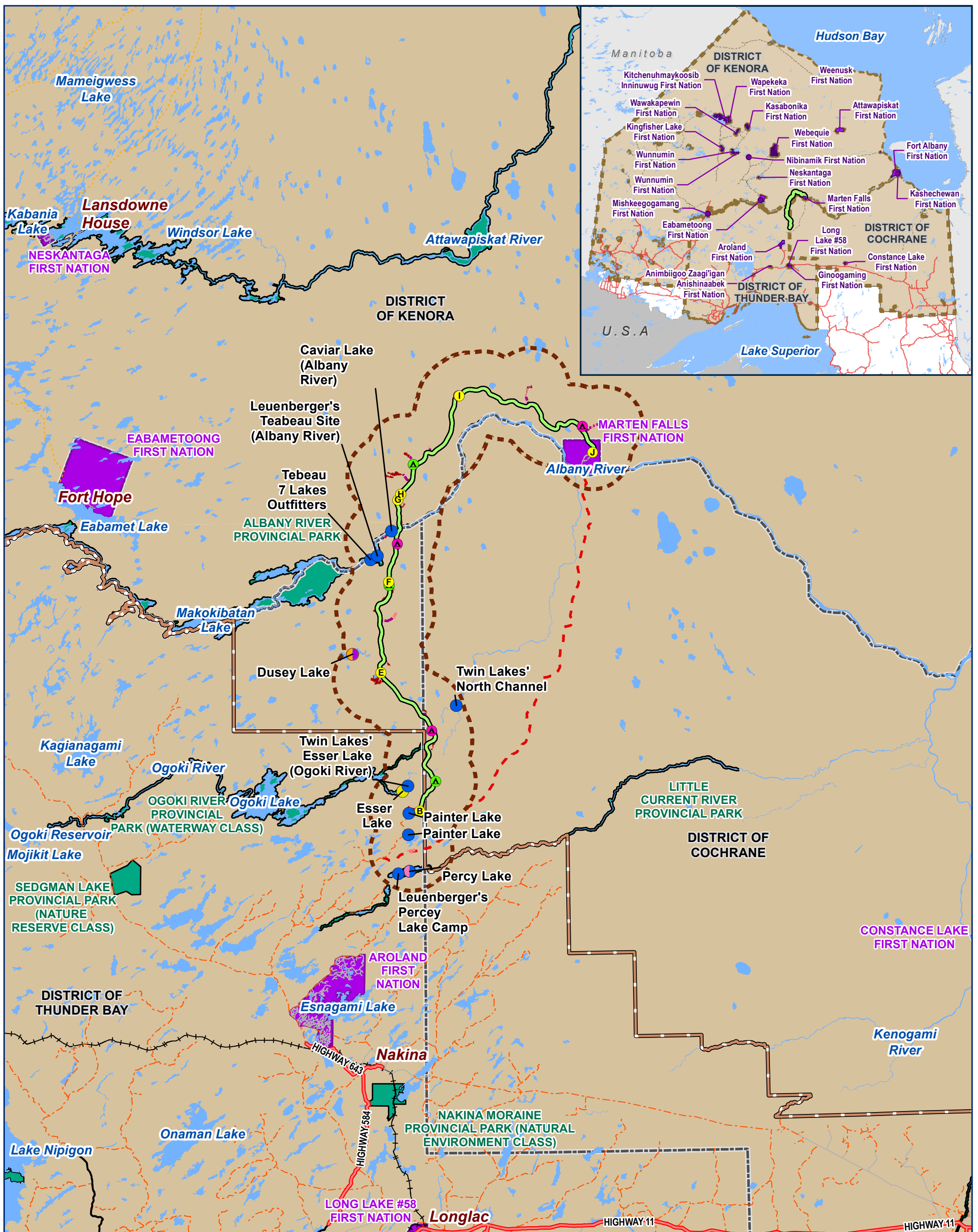
Datum: NAD 1983 CSRS UTM Zone 16N

January 2025 1:450,000
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Figure 1

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Legend

- Andomoozwe Outfitters
- Boreal Forest Outfitters
- Dusey River Adventures
- Hearst Air
- Leuenberger Air
- O'Sullivan's Rainbow
- Nakina Outpost Camps (a.k.a 7 Lakes Wilderness Camps)
- Nakina North Outfitters
- Twin Lakes Outfitters
- Remote Outfitters LSA
- Remote Outfitters

Construction Disturbance Area

- Segment Node
- Preferred Route
- Potential Camp Site
 - 50 Persons
 - 200 Persons
- Approximate Access Road to Potential Construction Camp
- Potential Aggregate
 - Bedrock
 - Sand and gravel
 - Approximate Access Road to Potential Aggregate Site

General Features

- Highway
- Major Road
- Local Road
- Resource / Recreation Road
- Winter Road
- MFFN Existing Winter Access Road
- Railway
- Waterbody
- First Nation Reserve
- District Municipal Boundary
- Far North Boundary
- Provincial Park

Notes: None
Data Source: Provided by MNR/2023; Route Infrastructure - Provided by AECOM 2021. Contains Information licensed under the Open Government Licence Ontario.
Aerial photography provided by: Service Layer Credits

**MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD**

Tourism Outfitter Location Map

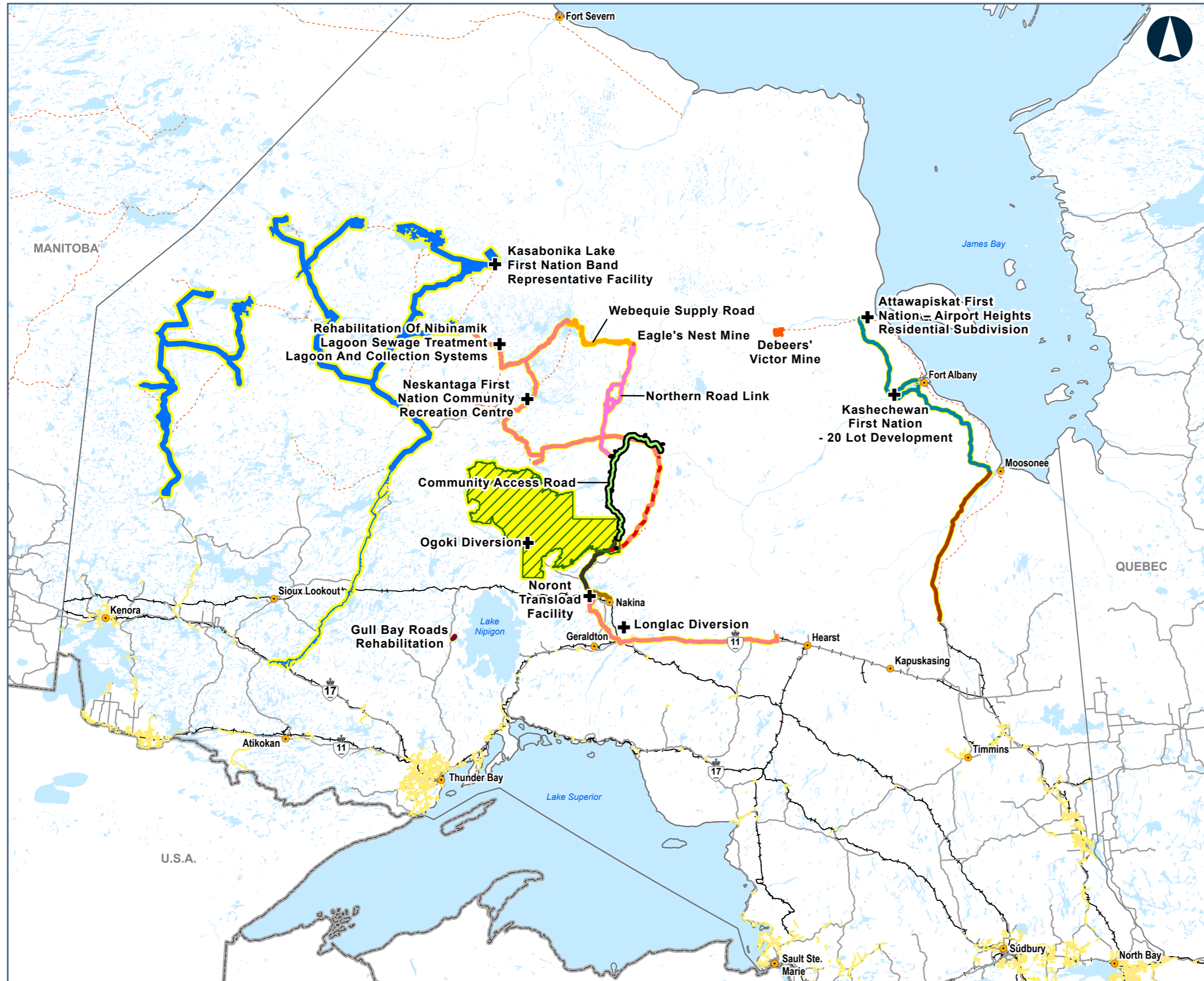
0 5 10 15 20
Kilometres

Datum: NAD 1983 CSRS UTM Zone 16N

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Legend

- MFFN CAR Preferred Route
- Project Study Area

Other Projects and Activities

- + Project Locations
- Northern Road Link
- Webequie Supply Road
- Anaconda and Painter Lake Forestry Access Road Upgrades
- Esnagami Road Bypass Upgrade
- RapidLynx Broadband Project - Phase 1 & 2
- Mushkegowuk James Bay All-Season Road Feasibility Study - Coastal
- Mushkegowuk James Bay All-Season Road Feasibility Study - Inland
- Gull Bay Roads Rehabilitation
- Accelerated High-Speed Internet Program
- Mine Project
- Ogoki Forest Management Plans
- Wataynikaneyap Powerline - Phase 1 & 2
- Other Projects and Activity Buffers

General Features

- Highway/Major Road
- Winter Road
- +— Railway
- MFFN Existing Winter Access Road

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Potential Cumulative Effects Project Inclusions List



DATUM: NAD 1983 CSRS UTM Zone 16N

Data Sources:
 Base data - Provided by MNR 2023; Route Infrastructure - Provided by AECOM 2021, NRCAN, ENDM
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May 2025	Rev:00	1:4,250,000 <small>* when printed 11"x17"</small>	
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Figure 1

Map location: \na\acomm\com\mna\mffn\car\map\mffn_car_community_access_road\mffn_car_community_access_road.aprx Figure: MAP_Eng_PotentialCumulativeEffectsAssessment.aprx Date Saved: 2025-05-22 User Name: Stephanie Clark

A3.5 Fact Sheets





Economics

More jobs for People

- Over 9,500 jobs created across Canada during construction.
- Approximately 8,600 jobs will be created in Ontario, including:
 - 3,500 direct jobs (e.g. heavy equipment operator, surveyor, truck driver);
 - 3,200 indirect jobs (e.g. camp services such as a camp chef, housekeeping, medical support, security); and,
 - 1,900 induced jobs (jobs supported by having more income to spend e.g. retail jobs, childcare providers).
- Estimated \$723 million in labour income paid in Ontario during the total construction (including ripple effects).

Investment in the Region

- The road project will cost about \$1.3 billion to build; The spending will help Ontario's economic activity grow by approximately \$2.6 billion in total spending.
- The project will generate approximately \$299 million in taxes for public services.

Future Business Opportunities

- Local businesses could benefit by supplying food, fuel, transportation and other services to workers and travelers.
- Improved road access may support future mining, forestry and other resource development opportunities, creating job and investment opportunities for the community.

Stronger Local Economy

- Road access means supplies can arrive faster and at a lower cost, helping local stores and services grow.
- New vehicle-related businesses, like mechanic shops or parts suppliers, could open to meet increased demand.



Socio-Community Effects and Mitigations

Additional considerations	Addressing concerns
<p>The risk of traffic accidents and accidents involving wildlife</p>	<ul style="list-style-type: none"> • Work with local First Nations to plan how equipment and supplies are moved during construction. • Train drivers for safe driving in winter conditions and in remote areas. • Work with law enforcement to monitor traffic more closely. • Consider alternatives to salt, to avoid attracting wildlife.
<p>Strain on local infrastructure (water, wastewater, energy) during construction</p>	<ul style="list-style-type: none"> • House workers in autonomous camps to ease the load on local services. • Create waste management rules to cut down on waste and ensure proper disposal. • Ensure fuel availability during construction.
<p>Potential increase in violence and harassment</p>	<ul style="list-style-type: none"> • Enforce zero-tolerance policies for harassment and violence in work camps. • Provide mental health counseling and support at work camps. • Establish a working group with Marten Falls First Nation, Aroland First Nation, the road owner and contractor to discuss community-proposed topics.
<p>Increased risk of substance use</p>	<ul style="list-style-type: none"> • Offer mental health counseling, mentorship and peer support at work camps with on-site Elders or cultural liaisons. • Train all workers in cultural safety to create a safe and inclusive workplace. • Enforce zero-tolerance policies for workplace discrimination and harassment. • Monitor and enforce substance use policies to keep prohibited substances out of the community.



Cumulative Effects Inclusions List

Date Issued: February 2025

Cumulative Effects are the effects of the Community Access Road combined with the effects of other past, present and reasonably foreseeable future projects and activities. On their own, individual project effects may be minor, but when considered together with other project effects they may become significant. For this reason, and as part of the provincial Environmental Assessment and federal Impact Assessment process for the Community Access Road, an assessment of the potential cumulative effects is being completed.

Assessing Cumulative Effects

The Community Access Road is in an area that may be affected by other projects and / or activities. To confirm projects / activities that could interact with or heighten the individual effects of the Community Access Road, we have developed a preliminary project inclusion list. The activities considered include historical, existing or planned projects in the area including:

- Mineral developments and mineral exploration activity in the area;
- Infrastructure projects, including other road projects and any future road construction or upgrades;
- Power and internet projects;
- Hydro / water projects;
- Environment and cultural projects;
- Forest management units; and
- Mining activities.

Preliminary Cumulative Effects Inclusions List

The preliminary project inclusion list identifies potential projects that will be considered for inclusion in the Cumulative Effects Assessment. To confirm the projects that will be part of this assessment, each subject matter expert in a particular study area (for example in surface water, vegetation or wildlife) will review the preliminary inclusion list and provide rationale for whether a project will be or will not be included in their Cumulative Effects Assessment. Their rationale is based on the likelihood of project effects to overlap in time and space. If the effects of other activities are anticipated to act cumulatively with the Community Access Road, mitigation measures will be recommended to avoid or minimize the identified adverse cumulative effects.

Are you interested in learning more about Cumulative Effects?

Contact us at

info@martenfallsaccessroad.ca or





The preliminary list of projects being considered includes:

Mining Projects

- Big Daddy Mine
- Black Bird Mine
- Bateman Gold
- Black Thor Mine
- Black Label Mine
- Bradshaw Gold Deposit
- Crawford Nickel Project
- De Beers Victor Mine
- Eagles Nest Mine
- Goldcorp Musselwhite Mine
- Goliath Gold Mine
- Great Bear Gold Project
- Greenstone Gold's Hardrock Mine
- Island Gold
- Côté Lake Project
- Junior Lake Project
- Kenbridge Nickel Project
- Hammond Reef Project
- Magino Mine
- Marathon PGM Copper Mine
- Martison Project
- PAK – Frontier Lithium
- Pamour – Porcupine Mine
- Raleigh Lake Project
- Root – Green Technology Metals
- Springpole Lake Gold Project
- Sugar Zone Mine
- Superior Lake Project
- Thierry Copper Nickel Mine
- Tower Gold Deposit
- Upper Beaver Gold Project
- West Cache Gold Project
- Zenyatta Venture's Albany Graphite Deposit
- Young-Davidson Mine

Hydro / Water Projects

- Ivanhoe River Waterpower Project
- Kapuskasing River Waterpower Projects
- Little Jackfish River Hydroelectric Project
- Ogoki and Long Lac Diversions
- Michipicoten First Nation White Sands Creek Rehabilitation Project
- Moose Cree First Nation Water Treatment Plant
- New Osnaurgh Water Treatment Plant Upgrades
- North Caribou Lake First Nation Water Treatment System Upgrades
- Pigeon River Drilled Well Groundwater Supply
- Rehabilitation of Nibinamik Lagoon Sewage Treatment Lagoon and Collection Systems
- Repairs and Upgrades to Sewage Lagoon Attawapiskat FN
- Rehabilitation of the Whitefish Bay Water Distribution System
- Separation Rapids
- Weenusk First Nation Sewage Pumping Station Rehabilitation

Power and Internet Projects

- Wataynikeneyap Powerline
- Rapid Lynx Broadband
- Accelerated High-Speed Internet Program

Infrastructure Projects

- Attawapiskat First Nation – Airport Heights Residential Subdivision
- Kasabonika Modular Bridge and Remote Northern Airport
- Kashechewan First Nation – 20 Lot Development
- Kasabonika Lake First Nation Band Representative Facility
- Neskantaga First Nation Community Recreation Centre
- North Caribou Lake First Nation – Immediate Housing Lot Servicing
- Sandy Lake First Nation - Child and Family Services Building
- Weeneebayko Area Health Authority (WAHA) Redevelopment
- Thunder Bay Airport Remedial Trial

Road Projects

- Webequie Supply Road
- Northern Road Link
- Anaconda and Painter Lake Forestry access road upgrades
- Hwy 618 Reconstruction and Rehabilitation
- Gull Bay Roads Rehabilitation
- Ginoogaming KM 132 Bridge Replacement
- Chukuni River Bridge Replacement
- Esnagami Road Bypass Upgrade
- Fort Severn Modular Bridge

Environment and Cultural Projects

- Ogoki Forest Management Plans
- Sandy Lake Cultural Area
- Lac Suel First Nation Burial Site Mapping

A3.6 Feedback Forms





Community Meeting - Workbook

Today you have the opportunity to visit various booths, each focusing on a different topic related to Community Access Road. The Draft Environmental Assessment (EA) / Impact Statement (IS) documents are now available for review.

Get your passport stamped! Visit all of the booths, ask questions and share your thoughts so we both learn and understand better. Turn in your workbook and passport at the Welcome Table for a chance to win a prize!

Name:

Date:

Mailing Address:

Email Address:

1. ADDITIONAL INFORMATION (Optional)

Female

Male

Elder

Two-spirited

Under 18 yrs old

2. FUTURE COMMUNICATIONS

How would you prefer to receive information about the Community Access Road in the future?

Email (please provide email above)

I do not wish to receive further information

Regular Mail

3. HOW DID YOU HEAR ABOUT THE MEETING?

Please check all that apply.

- A Notice via Email Poster Social Media Other

TELL US WHAT YOU THINK

4. Cumulative Effects

Cumulative Effects are the effects of the Community Access Road combined with the effects of other past, present and reasonably foreseeable future projects and activities. On their own, individual project effects may be minor, but when considered together with other project effects they may become significant. Despite mitigation measures, certain aspects of land, water and people may be affected.

Which cumulative effects concern you and why?

5. Community Well-Being

The Community Access Road could bring important changes to life in Marten Falls First Nation, including those related to socio-community, human health, community safety and the economy.

What are you most excited about and / or concerned about with the Community Access Road?

6. ADDITIONAL COMMENTS

Share your thoughts or comments about the Community Access Road and the Draft Environmental Assessment / Impact Statement.

A3.7 Summary





Marten Falls First Nation Community Access Road Public Information Centre #6 Summary Report May 26 and 29, 2025

This summary report has been prepared to provide an overview of the feedback captured at Public Information Centre (PIC) #6 in Thunder Bay and Geraldton on May 26 and 29, 2025. The first hour of each meeting was reserved for Indigenous community members only.

Timing and Location

Superior Inn & Conference Centre, 555 Arthur St W
Thunder Bay, Ontario
May 26, 2025
5:00 p.m. – 8:00 p.m.

Geraldton Recreation Centre, 200 Wardrope Ave. E
Geraldton, Ontario
May 29, 2025
4:00 p.m. – 7:00 p.m.

Introduction / Purpose

This was the fourth PIC held during the provincial Environmental Assessment / federal Impact Assessment (EA / IA) phase of the Marten Falls First Nation (MFFN) Community Access Road and the sixth PIC since the beginning of the Project. It focused on the Draft Environmental Assessment / Impact Statement (EA / IS), community well-being and cumulative effects. The purpose of PIC #6 was to provide updates on:

- Draft EA / IS review process, schedule, and ways to review and provide comments;
- How the Preferred Route was selected;
- Understanding potential effects and mitigations;
- The cumulative effects process and results;
- Final projects / activities considered as part of the Cumulative Effects Assessment;
- How the Community Access Road could affect community well-being for Marten Falls and nearby communities;
- Land and resource use; and
- Information on the Country Foods Program.





Notices and Promotion

A formal notice and invitation to PIC #6 was emailed to the project contact list and published on the website (www.martenfallsaccessroad.ca/documents/#notices) on April 22, 2025 and distributed in print, online and on the radio via multiple outlets, as outlined below. The PIC notification was included in the Notice of Publication of the Draft EA / IS. Notices in English, French, Ojibway, Cree (Swampy/ n-dialect) and Oji-Cree were available for download on the website. Copies of the notice, in each language, are provided in **Appendix A**.

Print Advertisements (see Appendix B1)

- The Chronicle Journal: April 26, 2025
- Geraldton Times Star: April 30, 2025 and May 7, 14 & 21, 2025
- Wawatay News: May 23, 2025

Online Advertisements (see Appendix B2)

- MFFN Community Access Road Website (www.martenfallsaccessroad.ca/documents/#notices): April 22, 2025
- Northern Ontario Business: April 22, 2025
- Thunder Bay News Watch: April 22, 2025
- Windspeaker: April 22, 2025
- Wawatay News: April 22, 2025
- Municipality of Greenstone Online Events Calendar (<https://calendar.greenstone.ca/default/Detail/2025-05-29-1600-Marten-Falls-First-Nation-Community-Access-Road-Pu>): April 22, 2025

Radio Advertisements (see Appendix B3)

- Wawatay Radio: April 24 – 26, 2025
- CFNO Radio: April 22 – May 26, 2025

Social Media Advertisements (see Appendix B4)

- Facebook: April 26, May 10 and 26, 2025
- Facebook (MFFN Community Private Page): May 21, 2025 (omitted from appendix as the page is not public)
- Instagram: April 22 and 26, May 10 and 26, 2025
- LinkedIn: April 26 and May 15, 2025

Reminders were also distributed to the electronic mailing list in the April e-Blast on May 8, 2025 and a follow-up notice on May 26, 2025 (see **Appendix B5**).





Format and Attendance

PIC #6 was held in an open house format and featured a series of display boards, large printed maps as well as hand outs related to the Draft EA / IS, the Cumulative Effects Assessment and Community Well-Being studies. MFFN Community Access Road Project Team, including MFFN Senior Community Member Advisors and Consultants, were available to guide attendees through the display boards and answer questions. Attendees were encouraged to review display boards and provide comments and feedback by having one-on-one discussions with the Project Team members and consultants.

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

- Open house display boards;
- Draft EA / IS Frequently Asked Questions;
- Draft EA / IS Executive Summary (English, Oji-Cree and Ojibway);
- 11 plain language summaries (English, Oji-Cree and Ojibway) including:
 - Archeology and Cultural Heritage
 - Climate Change Adaptation
 - Community Well-Being
 - Fish and Fish Habitat
 - Groundwater and Surface Water
 - Acoustics (Noise and Vibration)
 - Peatlands
 - Physiography, Terrain, and Soils and Vegetation
 - Ungulates
 - Visual Environment and Land and Resource Use
 - Wildlife and Birds
- Community Well-Being Economics information sheet;
- Socio-Community Effects and Mitigations information sheet;
- Cumulative Effects Inclusions List information sheet; and
- Maps of: Preferred Route, tourism outfitter locations, Project Inclusions List (cumulative effects) and trapline areas.

All engagement materials shared at PIC #6 are included in **Appendix C**, maps are included in **Appendix D**.

Attendance

Approximately **27 individuals** attended PIC #6 (11 attendees in Thunder Bay on May 26, 2025, and 16 attendees in Geraldton on May 29, 2025). Attendees included Indigenous community members,





provincial and federal agencies, members of the public / local residents, environmental groups and industry representatives. Attendees included:

- Marten Falls First Nation;
- Thunder Bay residents;
- Geraldton residents;
- Far North Resources Group;
- Four Rivers Environmental Services Group;
- Ministry of Natural Resources (MNR);
- Long Lake 58 First Nation;
- Mushkegowuk Council;
- Municipality of Greenstone; and
- Longlac-Greenstone Council.

Paul MacInnis and Lauri Cunningham from the Ministry of Energy and Mines (MEM) were present at the Thunder Bay event to provide a brief update and assist in answering questions from attendees. Paul MacInnis also attended the Geraldton event.

Local Media

One journalist from Thunder Bay News Watch attended PIC #6 in Thunder Bay, and conducted an interview with Lawrence Baxter, MFFN Senior Community Member Advisor and Jennifer Bruin, Project Technical Advisor. The interview was not published or featured on news outlets.

Highlights of Participant Feedback

Attendees were encouraged to share their feedback, concerns and pose questions throughout the events. 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, Project Team members and Consultants (Project Team).

Access / Safety

Q: Will the Community Access Road be publicly accessible or have restricted access?

A: At this time, the ownership and long-term maintenance of the Community Access Road has not been determined. It was noted that there are ongoing conversations between MFFN and the province on how to control access on the Community Access Road.

C: An attendee suggested toll road with check points be included on the Community Access Road to address concerns with human trafficking. They also inquired what types of vehicles will use the Community Access Road, stating concerns for safety risks with all-terrain vehicle use. They also noted that many community members do not have driver's license.





A: The Project Team member noted that decisions regarding access are not within the scope of work of the EA / IA and that there are ongoing conversations between MFFN and the province on how to control access on the road. The attendee's other comments were noted by the Project Team.

C: Multiple attendees flagged potential road safety concerns once the Community Access Road is built such as whether there will be lighting and trail radios.

A: The Project Team member noted that decisions regarding these types of safety features will be determined at the Detailed Design phase.

Community Well-being

C: Multiple attendees expressed support and interest in the Country Foods Program.

A: The Project Team member noted that additional details on the Country Foods Program will be available in the Final EA / IS.

C: An MFFN community member noted how the Community Access Road will positively impact the community. They noted that the housing needed for the construction camps could later be repurposed for Marten Falls housing. Concerns about addictions in MFFN, and the need for mitigations to support people's transition into the workforce were noted. The community member proposed having an Elder / healer in the construction camps to help facilitate the transition. They discussed having flexible schedules to help encourage people to participate. They noted the need to start healing initiatives early, so that people can apply for positions when the time comes. Additionally, it was noted that there are often vacant positions in the community.

C: An attendee noted that the Community Access Road could be beneficial in potential evacuations due to climate disasters such as flooding or forest fires. It would be less costly compared to flying out the communities.

C: Multiple attendees flagged potential safety concerns once the Community Access Road is built including an increase in drug and alcohol use.

C: An attendee and MFFN community member was hopeful about the possibility of growing food in community and possibly selling food to the work camps.

C: A number of attendees were interested in job opportunities related to the Community Access Road.

A: The Project Team member noted the Community Access Road will create a number of direct and indirect employment opportunities. Once available, information on employment opportunities will be provided to Marten Falls First Nation and Aroland First Nation, as well as other Indigenous communities, in advance to provide time to obtain the necessary training.

C: An attendee inquired about the Community Access Road timeline and if there would be procurement opportunities for Indigenous businesses during the construction phase.





A: The Project Team member noted that the Community Access Road is still in the early planning stages. It was noted that MFFN is in on-going discussions about the next phases (i.e., construction) of the Community Access Road.

Cumulative Effects

C: A member of Four Rivers Environmental Services Group noted that information about how cumulative effects are deemed as “significant” is not always clear. Display boards noted that it was due to professional judgement, applicable standards and guidelines.

C: Attendees were interested in the projects included in the Project Inclusion List. It was noted that the KWG Railway Project into the Ring of Fire with Spider Resources was missing from the Project Inclusions List.

A: The Project Team member thanked attendees for the response and the suggestion to include the KWG Railway Project in the Project Inclusions List. It was noted that the MFFN CAR Project Team is considering the KWG Railway Project and it will be included on the Project Inclusions List in the Final EA / IS.

Draft Environmental Assessment / Impact Assessment Process and Reports

C: The representative from MEM noted the Draft EA / IS was a well laid out and easy to read and comprehend document.

C: An attendee inquired about the impact of the proposed Bill 5 on the Community Access Road. The individual inquired what would change if Bill 5 is passed.

A: The Project Team member noted that the Community Access Road is a joint federal Impact Assessment and provincial Environmental Assessment process which are not influenced by the changes proposed in Bill 5. It was also noted that the commitments to mitigations, design elements, and monitoring in the Draft EA / IS will remain commitments for the Community Access Road.

Engineering and Road Design

Q: Are the construction camp locations shown on the maps confirmed?

A: The camp locations are best estimates and based on where the Engineering Team estimates they make sense (i.e., close to aggregate sites). However, the locations are not final and will be further refined during detailed design.

C: A representative from Four Rivers Environmental Services Group was interested in the graphics and maps showing the water crossings. They requested copies to assist with outreach on the Community Access Road. Electronic versions were sent to them.

C: A member of Mushkegowuk Council flagged that the number of crossings noted in the Draft EA / IS do not seem to be enough to accommodate appropriate drainage for the Community Access Road.





A: It was noted that the number of crossings in the Draft EA / IS was a preliminary estimate and that the number of crossings will be determined during detailed design.

Q: A member of Mushkegowuk Council asked about the design of the Community Access Road including the expected life span and long-term traffic estimates.

A: The Community Access Road is designed to last 70 years and the traffic estimates are projected based on Ministry of Transportation data.

C: A member of Mushkegowuk Council raised concerns about the potential environmental impacts associated with the Community Access Road and noted concerns about peatlands in the region.

A: The Project Team member discussed the technical specifications of the Community Access Road and how the Preferred Route was selected. They noted that two of the four Route Alternatives were not advanced in part due to the amount of peatlands or muskeg that would have been disturbed.

Q: A meeting attendee noted concerns with dust and inquired if tar would be used to control dust on the Community Access Road.

A: Dust suppressants are part of the mitigation measures proposed to control dust and include environmentally friendly options free of chlorides.

Land and Resources Use

Q: Will access be limited for hunting (resident / non-resident hunters)? How will this impact Treaty Rights for hunting?

A: At this time, we do not know the authority or restrictions associated with the Community Access Road. It is not anticipated that the Community Access Road will impact Treaty Rights for hunting. Tourism operators have been utilizing this area for quite some time and work closely with community members to reduce overlap or impacts to traditional harvesting.

Q: Will the tag allocations change? Will the MNR add more remote tourist outfitter camps?

A: The number of hunting tag allocations is out of the scope of the EA / IA. The MNR regulates these items.

Wildlife

Q: A member of Mushkegowuk Council discussed mitigation for impacts to road ecology specifically amphibians and reptiles and inquired if there were crossing considerations for smaller amphibians.

A: Practical and locally informed alternatives are being explored. One approach is to install wildlife warning signs in areas where our data shows higher animal movement. This is similar to signage used on other forested highways to alert drivers to species like moose, deer, and elk.

Additionally, we are looking at low-impact solutions, where a simple barrier—similar to a silt fence—helps prevent snakes from crossing the road near their dens. This kind of targeted mitigation can be effective for smaller species without requiring major infrastructure. This will be looked at further in Detail Design.





C: An attendee noted that in previous visits to the Washi Lake and Goulais River area they had seen many beavers. When visiting the Albany River Area they observed several bears.

Next Steps

The Draft EA / IS is available online. The Indigenous community members and the public had the opportunity to review the Draft EA / IS related to the Community Access Road. Feedback was welcomed until the end of the review period on June 23, 2025. Feedback during the review period will help shape the Final EA / IS, targeted for release in 2026.



A4. Field Study Notices & Updates

A4.1 Fall 2024 Field Notice

A4.2 Winter 2025 Field Notice

A4.3 Summer / Fall 2025 Field Notice

A4.4 Stage 2 Archaeological Assessment Update



A4.1 Fall 2024 Field Notice



Subject: Community Access Road Fall 2024 Field Notice
Sent: 2024-09-18, 1:03:42 PM
From: MFFN Community Access Road Project Team<info@martenfallsaccessroad.ca>
To: undisclosed-recipients:
Bcc: [REDACTED]

Attachments: [2024-09-17-MFFN-Fall 2024 Field Notice.pdf](#)

Hello,

We have updates to share on upcoming field programs for the Marten Falls First Nation Community Access Road.

The Fall 2024 field studies include:

- Groundwater and Geochemistry Program (September 28 - October 5, 2024)
- Geotechnical Investigation (TBD)

The Fall 2024 Field Notice is attached (and on our [website](#)) with more information.

To learn more about our groundwater and geochemistry and physiography, terrain, and soils programs, view [webinar recordings](#) and [videos](#) on our website.

Field crews will be accessing sites across the study area by helicopter—you may see helicopters in the area. Crews may need to remove naturally fallen trees or branches from existing helipad sites to allow safe helicopter access.

If you are concerned helicopter activity could impact your camp site / hunting activities, or if you have other questions or concerns, please reply to this email or give us a call at 1-800-764-9114.

Sincerely,
Marten Falls First Nation Community Access Road Project Team

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MFFN Community Access Road Project Team
Visit our website: <http://www.martenfallsaccessroad.ca/>
Follow us on Facebook: <https://www.facebook.com/MFFNCommunityAccessRoadProject/>
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca



Field Notice

Fall 2024

Issued: September 2024



What's Happening?

The following field program will be taking place over the Fall to support the provincial Environmental Assessment (EA) and federal Impact Assessment (IA) for the Marten Falls First Nation (MFFN) proposed Community Access Road.

Groundwater and Geochemistry Program

The Groundwater and Geochemistry program is important for evaluating the health of groundwater along the proposed route for the Community Access Road. Understanding the existing groundwater conditions in the area can help inform how the natural environment may be impacted by the Community Access Road. The program tests for things like minerals, dissolved metals (including mercury), and volatile organic compounds. Field crews began to collect samples in 2022, and return to the same monitoring wells every spring, summer, and fall to learn how conditions change seasonally. This fall will be the final groundwater sample collection for the EA / IS. Following the program, the Project Team will evaluate decommissioning some wells in 2025.

- Fall groundwater sampling is expected to take place **September 28 – October 5, 2024**.



Geotechnical Investigation

Field crews are proposing to conduct geotechnical investigations to support preliminary exploration of potential aggregate sites along the route for the Community Access Road. The first phase of this work took place in July with an aerial survey. Permitting is currently underway for this activity, and, if approved, work would take place later this fall. A separate notice will be issued for this activity once permitting is completed.

What to expect

Field crews will be accessing sites across the study area by helicopter—you may see helicopters in the area. Crews may need to remove naturally fallen trees or branches from existing helipad sites to allow safe helicopter access.

An update will be provided if scheduling changes due to weather or other conditions.

If you are interested in groundwater and geochemistry, or physiography, terrain, and soils, you can view [webinars recordings](#) and [videos](#) about it on our website.

Where?

See next page for map.

Contact Information

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

Lawrence Baxter

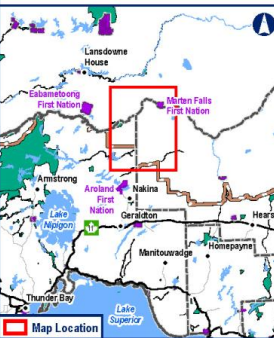
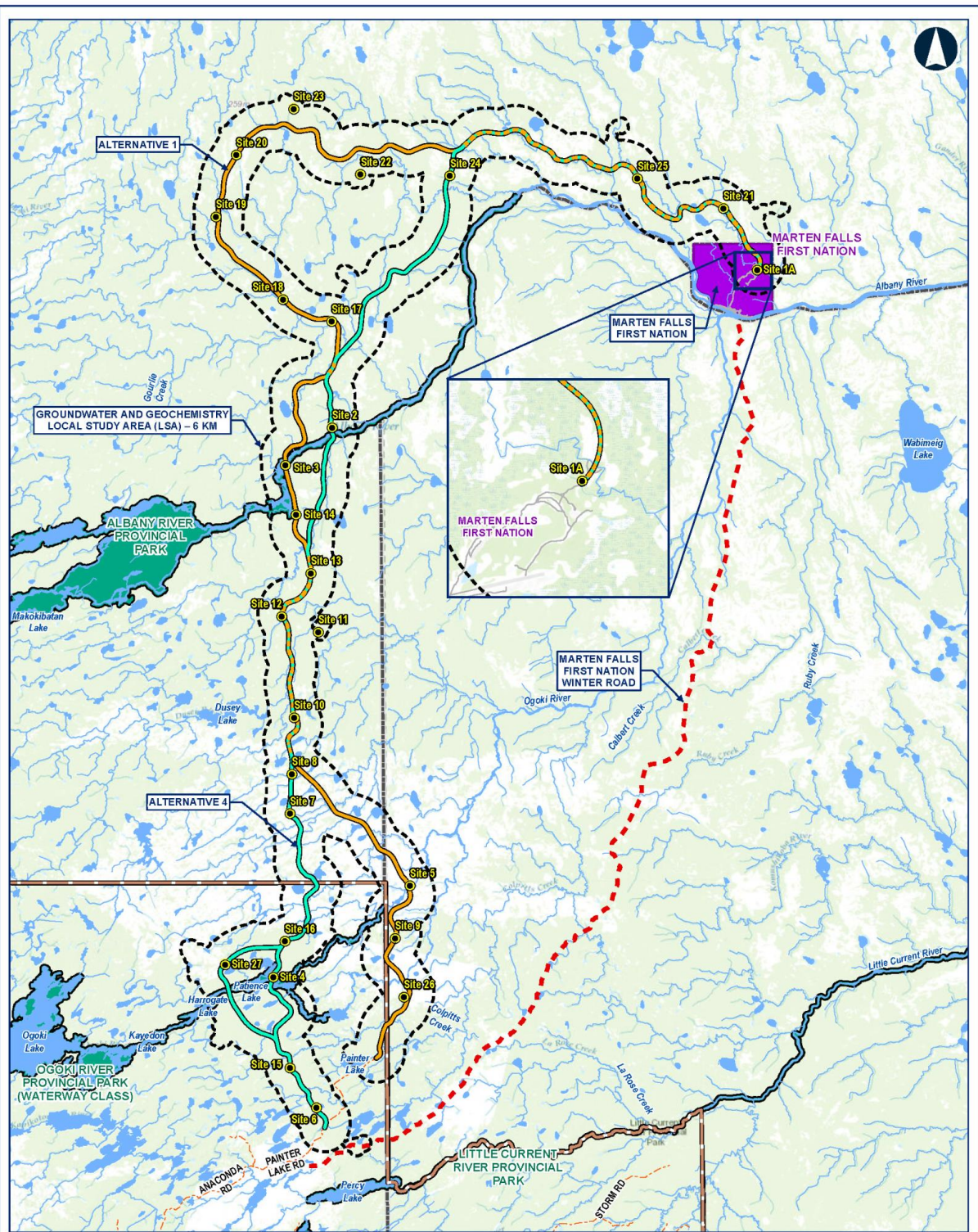
Senior Community Member Advisor

Marten Falls First Nation

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

www.martenfallsaccessroad.ca





Legend

- Groundwater Well Locations
- Groundwater Local Study Area (LSA) - 6 km
- Route Alternatives
 - Alternative 1
 - Alternative 4
- General Features
 - Local Road
 - Resource / Recreation Road
 - MFFN Existing Winter Access Road
 - Watercourse
- Waterbody
- First Nation Reserve
- Provincial Park
- Far North Boundary
- District Municipal Boundary

Notes:

Data Sources:
 Base Data: Provided by MRF 2021; Route Infrastructure - Provided by ACCOM2021. Contains information licensed under the Open Government Licence Ontario.
 Aerial photography provided by:
 Geospatial Layer Credits: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri, DeLorme, NAVTEQ, Swisstopo, Mapbox, (c) OpenStreetMap contributors, and the GIS User Community

**MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD**

**Groundwater and Geochemistry
Local Study Area**

0 5 10 20
Kilometres

Datum: NAD 1983 CSRS UTM Zone 18N

Jul, 2022 1:450,000
Rev 00

Contains information provided by Ontario Ministry of the Environment, Conservation and Parks or its Ontario Ministry of Natural Resources and Forestry (OMNR). Contains Province of Ontario (2022) through its Ontario Open Data Agreement. All rights reserved. This information is provided as a service to the public and is not intended to be used for any other purpose. The user assumes all responsibility and liability for any use of this information without the express written consent. The use of location data in this document does not constitute an endorsement of the Ministry of the Environment or any other government department.

A4.2 Winter 2025 Field Notice



Subject: Marten Falls First Nation Community Access Road Winter 2025 Field Notice
Sent: 16-Jan-25, 12:46:49 AM
From: MFFN Community Access Road Project Team<info@martenfallsaccessroad.ca>
To: [REDACTED]
Attachments: [WinterFieldNotice_January2025.pdf](#)

Hello,

We have updates to share on upcoming field programs for the Marten Falls First Nation Community Access Road.

The Winter 2025 field studies include:

- Atigwag / Caribou Collar Removal (tentatively February 10-28, 2025)

The Winter 2025 Field Notice is attached (and on our [website](#)) with more information.

To learn more about our Wildlife programs, view [webinar recordings](#) and [videos](#) on our website.

If you have any questions or comments about the programs, please reply to this email or give us a call at 1-800-764-9114.

Sincerely,
Marten Falls First Nation Community Access Road Project Team

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MFFN Community Access Road Project Team

Visit our website: <http://www.martenfallsaccessroad.ca/>

Follow us on Facebook: <https://www.facebook.com/MFFNCommunityAccessRoadProject/>

Call us: 1 800-764-9114

Email us: info@martenfallsaccessroad.ca



Field Notice

Winter 2025 Field Notice

Issued: January 2025



What's Happening?

Field programs will be continuing into the 2025 winter season to support the provincial Environmental Assessment (EA) and federal Impact Assessment (IA) for the Marten Falls First Nation Community Access Road.

Atigwag / Caribou Collar Removal

Field work has been scheduled to manually remove atigwag / caribou GPS radio tracking collars **between February 10 - 28, 2025**. A specially trained caribou capture team will be deployed to manually remove collars without harming the animal.

In 2021, radio tracking collars were placed on atigwag / caribou to gather data on their populations, migration patterns, and habitat use. Following three years of data collection, these collars were set to automatically release in February 2024, however not all collars released as intended.

The [Winter 2024 Field Notice](#) indicated that this work could occur in February and March 2024, but due to unfavorable snow conditions last year, the work could not be carried out.



What to expect

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

To learn more about wildlife studies, view [webinars recordings](#) and [educational videos](#) on our website.

Where?

See the next page for a map of the study area. Please note that caribou can travel great distances. Therefore, the capture team may need to travel outside of the study area boundaries.

Contact Information

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

Lawrence Baxter

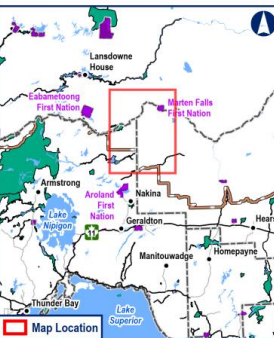
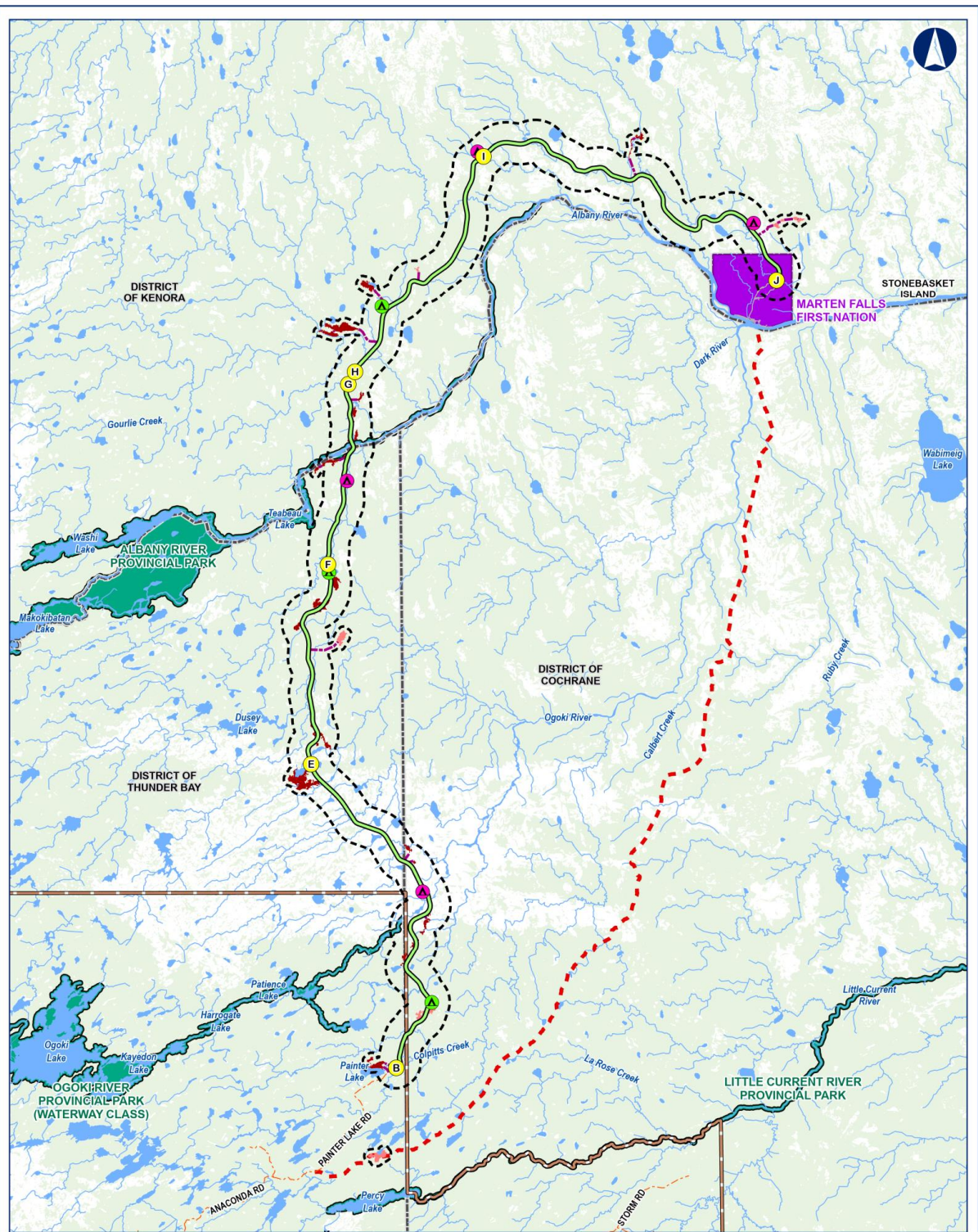
Senior Community Member Advisor

Marten Falls First Nation

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

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<p>Legend</p> <ul style="list-style-type: none"> ● Segment Node Project Study Area Construction Disturbance Area Final Route (100 m Right-of-Way) Approximate Access Road to Potential Construction Camp (10 m Width) 50 Persons (108 m x 150 m) 200 Persons (108 m x 150 m) Approximate Access Road to Potential Aggregate Site (10 m Width) <p>Potential Camp Site</p> <ul style="list-style-type: none"> 50 Persons (108 m x 150 m) 200 Persons (108 m x 150 m) <p>Potential Aggregate Source</p> <ul style="list-style-type: none"> Bedrock Sand and gravel Approximate Access Road to Potential Aggregate Site (10 m Width) <p>General Features</p> <ul style="list-style-type: none"> Local Road Resource / Recreation Road MFFN Existing Winter Access Road Watercourse <p>Potential Aggregate Source</p> <ul style="list-style-type: none"> Bedrock Sand and gravel Approximate Access Road to Potential Aggregate Site (10 m Width) <p>General Features</p> <ul style="list-style-type: none"> Local Road Resource / Recreation Road MFFN Existing Winter Access Road Watercourse 	<ul style="list-style-type: none"> Waterbody First Nation Reserve District Municipal Boundary Far North Boundary Provincial Park
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Data Source:
 Base Data: Provided by MNRP 2023; Route Infrastructure: Provided by AECOM 2021; Contains Information licensed under the Open Government Licence Ontario; Source Layer Credits:

MARTEN FALLS FIRST NATION COMMUNITY ACCESS ROAD

Project Study Area

Datum: NAD 1983 CSRS UTM Zone 16N

August 2024	1:450,000 <small>Letter printed 17/1/17</small>
Rev 00	

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A4.3 Summer / Fall 2025 Field Notice



Subject: MFFN Community Access Road 2025 June E-Blast (correction)
Sent: 2025-07-17, 12:28:00 AM
From: MFFN Community Access Road Project Team<info@martenfallsaccessroad.ca>
To: undisclosed-recipients:
Bcc: [Redacted]

Attachments: [2025-07-09-MFFN-SummerFall2025Field Notice_Final.pdf](#)

We would like to inform you of a correction regarding the link provided for the June 2025 e-blast in our previous communication.

Please use the following corrected link to access the MFFN Community Access Road 2025 June e-blast:
<https://www.martenfallsaccessroad.ca/2025/07/10/june-2025/>

Additionally, the **Summer 2025 Field Notice** attachment is now included with this email along with the link below:
<https://www.martenfallsaccessroad.ca/wp-content/uploads/2025/07/2025-07-09-MFFN-Summer-2025-Field-Notice.pdf>

We apologize for any inconvenience this may have caused and appreciate your understanding.

--
MFFN Community Access Road Project Team
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Follow us on Facebook: <https://www.facebook.com/MFFNCommunityAccessRoadProject/>
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

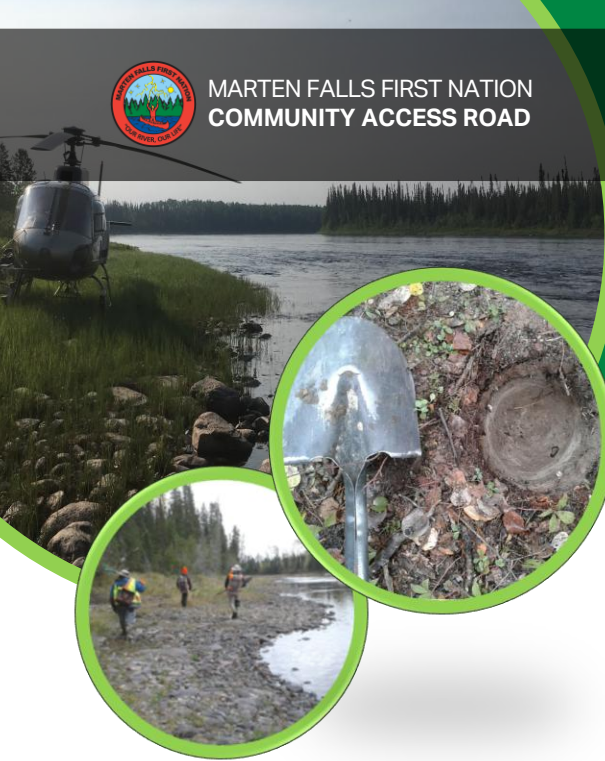


MARTEN FALLS FIRST NATION
COMMUNITY ACCESS ROAD

Field Notice

Summer / Fall 2025 Field Notice

Issued: July 2025



What's Happening?

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

The following three field programs are outlined in this notice:

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

Stage 2 Archaeological Assessment

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





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

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

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

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

The stages of an Archaeological Assessment in Ontario

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

If the team finds artifacts, we have a site!

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



Geotechnical Investigation

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

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

Groundwater Well Decommissioning

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

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

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

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





What to expect

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

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

Where?

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

Contact Information

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

Lawrence Baxter

Senior Community Member Advisor

Marten Falls First Nation

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

www.martenfallsaccessroad.ca



A4.4 Stage 2 Archaeological Assessment Update



Subject: Field Work Update – Stage 2 Archaeological Assessment
Sent: 2025-07-31, 2:42:09 PM
From: MFFN Community Access Road Project Team<info@martenfallsaccessroad.ca>
To: [REDACTED]
Attachments: [2025-07-09-MFFN-SummerFall2025Field Notice_Final.pdf](#)

Good afternoon,

Following up on the June E-Blast issued on July 16, 2025, dates have now been confirmed for the Stage 2 Archaeological Assessment.

Field crews are scheduled to begin work on **Thursday, August 7, 2025** and are expected to complete their work by August 25, 2025 (pending weather and / or site conditions).

If you are located in the study area, you may notice an increase in air traffic as field crews will be accessing sites across the study area by helicopter.

For more information please see the Field Notice attached to this email or visit our website at <https://www.martenfallsaccessroad.ca/wp-content/uploads/2025/07/2025-07-09-MFFN-Summer-2025-Field-Notice.pdf>.

Sincerely,

Marten Falls First Nation Community Access Road Project Team

--

MFFN Community Access Road Project Team

Visit our website: <http://www.martenfallsaccessroad.ca/>

Follow us on Facebook: <https://www.facebook.com/MFFNCommunityAccessRoadProject/>

Call us: 1 800-764-9114

Email us: info@martenfallsaccessroad.ca

A5. Webinars

A5.1 Webinar Email Notifications



A5.1 Webinar Email Notifications



Subject: Reminder: Join us live for the webinar on Building the Community Access Road
Sent: 20-Nov-24, 4:27:02 PM
From: info@martenfallsaccessroad.ca<info@martenfallsaccessroad.ca>
Bcc: [Redacted]

Mark your calendars for our upcoming webinar!

The Marten Falls First Nation Community Access Road is hosting a webinar on Building the Community Access Road.

Join us live on **Tuesday, November 26 from 4:00 p.m. to 5:00 p.m. EST.**

Register for the webinar at the link below and respond to this email with any questions you would like answered:
[Redacted]

You can also join by telephone by dialing the call-in number provided in your confirmation email. If you are unable to attend the webinar live, a recording will be available [here](#) shortly after the event.

Sincerely,
Marten Falls First Nation Community Access Road Project Team

Subject: Today at 4pm! Join us live for the webinar on Building the Community Access Road
Sent: 26-Nov-24, 1:40:14 PM
From: info<info@martenfallsaccessroad.ca>
To: undisclosed-recipients:
Bcc: [Redacted]

Join us live for our Building the Community Access Road webinar today, **Tuesday, November 26 from 4:00 p.m. to 5:00 p.m. EST.** Register for the webinar at the link below and respond to this email with any questions you would like answered:

[Redacted]

You can also join by telephone by dialing the call-in number provided in your confirmation email. If you are unable to attend the webinar live, a recording will be available [here](#) shortly after the event.

Sincerely,
Marten Falls First Nation Community Access Road Project Team

Subject: Reminder: New Webinar Series on the Draft Environmental Assessment / Impact Statement starts May 6!
Sent: 2025-04-30, 1:13:34 PM
From: MFFN Community Access Road Project Team<info@martenfallsaccessroad.ca>
To: undisclosed-recipients:
Bcc: [REDACTED]

The Community Access Road webinar series is back with a focus on the review of the Draft Environmental Assessment / Impact Statement for the proposed Community Access Road!

Join us live on **Tuesday, May 6, 2025, from 4:00 p.m. to 5:00 p.m. EST.** where we will discuss **Community Well-Being** featuring a panel discussion with members of Marten Falls First Nation.

Register for the webinar at the link below and respond to this email with any questions you'd like answered:
[REDACTED]

Upcoming webinars include:

- Land: Ungulates (Moose and Caribou) - Thursday, May 8
- Water: Fish and Fish Habitat - Thursday, May 22
- People: Land and Resource Use - Thursday, June 5

Visit the [Get Involved page](#) for more information and to register for all upcoming webinars.

If your community or organization is interested in a meeting to talk about any of the topics covered in the webinar series, please reach out to book a meeting.

Sincerely,

Marten Falls First Nation Community Access Road Project Team
--

MFFN Community Access Road Project Team
Visit our website: <http://www.martenfallsaccessroad.ca/>
Follow us on Facebook: <https://www.facebook.com/MFFNCommunityAccessRoadProject/>
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

Subject: Join Us Today! Community Access Road Webinar on Community Well-Being
Sent: 2025-05-06, 12:41:37 PM
From: MFFN Community Access Road Project Team<info@martenfallsaccessroad.ca>
To: undisclosed-recipients:
Bcc: [Redacted]

Join us today from **4:00 p.m. to 5:00 p.m. EST** where we will discuss **Community Well-Being** featuring a panel discussion with members of Marten Falls First Nation.

Register for the webinar at the link below and respond to this email with any questions you'd like answered:
[Redacted]

Upcoming webinars include:

- Land: Ungulates (Moose and Caribou) - Thursday, May 15 (new date)
- Water: Fish and Fish Habitat - Thursday, May 22
- People: Land and Resource Use - Thursday, June 5

Visit the [Get Involved page](#) for more information and to register for all upcoming webinars.

If your community or organization is interested in a meeting to talk about any of the topics covered in the webinar series, please reach out to book a meeting.

Sincerely,
Marten Falls First Nation Community Access Road Project Team

--
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Follow us on Facebook: <https://www.facebook.com/MFFNCommunityAccessRoadProject/>
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

Subject: Webinar on Community Well-Being – Thank You for Joining
Sent: 2025-05-14, 11:58:26 PM
From: MFFN Community Access Road Project Team<info@martenfallsaccessroad.ca>
Cc: [REDACTED]
Bcc: [REDACTED]

Thank you for registering and / or attending the Marten Falls First Nation Community Access Road Community Well-Being Webinar.

The webinar focused on the Community Well-Being report, included in the Draft Environmental Assessment / Impact Statement. **The recording of this webinar, and others, can be viewed [here](#).**

Up Next:
The next webinar will cover Ungulates (atik / caribou and mooz / moose) and takes place on **Thursday May 15 at 4 p.m. EST**. Register here: [REDACTED]

To view the Draft Environmental Assessment / Impact Statement visit our dedicated website: <https://eais.martenfallsaccessroad.ca/>. The deadline for feedback is June 23, 2025.

Sincerely,
Marten Falls First Nation Community Access Road Project Team

--
MFFN Community Access Road Project Team
Visit our website: <http://www.martenfallsaccessroad.ca/>
Follow us on Facebook: <https://www.facebook.com/MFFNCommunityAccessRoadProject/>
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

Subject: MFFN CAR – Community Well-Being Webinar and Panel
Sent: 2025-05-14, 12:01:30 PM
From: MFFN Community Access Road Project Team<info@martenfallsaccessroad.ca>
To: undisclosed-recipients:
Bcc: [REDACTED]

A webinar on the Community Well-Being report, included in the Draft Environmental Assessment / Impact Statement, was held on Tuesday, May 6, 2025. **The recording of this webinar, and others, can be viewed [here](#).**

The webinar included a panel discussion with Marten Falls First Nation community members who were asked a series of questions. Now we would like to hear from you. Click [HERE](#) to complete this short 4-questions survey to share your thoughts and feedback.

Up Next:
Our next webinar covers Ungulates (atik / caribou and mooz / moose) and takes place on **Thursday May 15 at 4 p.m. EST**. Register here: [REDACTED]

To view the full Draft Environmental Assessment / Impact Statement and supporting documents, visit our dedicated website: <https://eais.martenfallsaccessroad.ca/>. **The deadline for feedback is June 23, 2025.**
MFFN CAR – Community Well-Being Webinar and Panel

Sincerely,
Marten Falls First Nation Community Access Road Project Team

--
MFFN Community Access Road Project Team
Visit our website: <http://www.martenfallsaccessroad.ca/>
Follow us on Facebook: <https://www.facebook.com/MFFNCommunityAccessRoadProject/>
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

Subject: Join Us for the Community Access Road Webinar on Fish & Fish Habitat
Sent: 2025-05-20, 12:25:38 PM
From: MFFN Community Access Road Project Team<info@martenfallsaccessroad.ca>
To: undisclosed-recipients:
Bcc: [Redacted]

Join us on Thursday May 22, 2025, from **4:00 p.m. to 5:00 p.m. EST** where we will discuss our studies on **Fish & Fish Habitat**.

Register for the webinar at the link below and respond to this email with any questions you'd like answered:
[Redacted]

Our next webinar:

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

Visit the [Get Involved page](#) to register for this webinar and view past recordings.

If your community or organization is interested in booking a meeting to discuss any of the topics covered in the webinar series, or the Draft Environmental Assessment / Impact Statement, please contact us.

Sincerely,
Marten Falls First Nation Community Access Road Project Team

--
MFFN Community Access Road Project Team
Visit our website: <http://www.martenfallsaccessroad.ca/>
Follow us on Facebook: <https://www.facebook.com/MFFNCommunityAccessRoadProject/>
Call us: 1 800-764-9114
Email us: info@martenfallsaccessroad.ca

Subject: Join Us Today for the Community Access Road Webinar on Land & Resource Use
Sent: 2025-06-05, 12:53:30 PM
From: MFFN Community Access Road Project Team<info@martenfallsaccessroad.ca>
To: undisclosed-recipients:
Bcc: [REDACTED]

Join us today from **4:00 p.m. to 5:00 p.m. EST** where we will discuss our studies on **Land & Resource Use**.

Register for the webinar at the link below and respond to this email with any questions you'd like answered:
[REDACTED]

This is the final webinar in our Draft Environmental Assessment / Impact Statement series. To view all past webinars, visit the [Get Involved page](#).

If your community or organization is interested in a meeting to talk about any of the topics covered in the webinar series, please reach out to book a meeting.

Sincerely,
Marten Falls First Nation Community Access Road Project Team

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