

Appendix 1: Responses to Impact Assessment Agency of Canada (IAAC) Summary of Issues

During the Marten Falls First Nation (MFFN) engagement program and government consultation process conducted to date, requests for consideration of specific issues as part of Project planning and the Project approval process have been noted. Determination of the final CAR route, and assessment of the potential Project effects of the two alternative CAR routes being proposed, both adverse and beneficial, will be undertaken based on feedback from the ongoing engagement and consultation process, including Indigenous Knowledge, previous studies, and information that is currently being gathered through ongoing desktop studies, and field studies within the proposed alternative route corridors. The intention of MFFN is to propose a balance between maximizing community benefits, while minimizing adverse effects through an informed CAR route selection process, application of effective mitigation measures, and ongoing monitoring and follow-up programs as required.

Issue #	Key Issue Raised	Response	Location in Detailed Project Description for Additional Information
Accidents and Malfunctions			
1	Effects of accidents, including spills of hazardous substances.	During Project construction, there is the possibility of accidental leaks or spills from construction equipment. In preparation for Project construction, a Spill Management Plan will be developed to mitigate and manage accidental releases of hazardous substances. During Project operation of the community access road (CAR), traffic accidents may occur which could involve spills of hazardous substances. To reduce the probability of traffic accidents along the CAR, the Project will be constructed according to established design codes and standards and maintained according to relevant guidelines and regulatory requirements for the proposed purpose and location of the road. During Project construction and maintenance, the handling, storage, transportation and disposal of hazardous substances will be done in accordance with the federal <i>Transportation of Dangerous Goods Act, 1992</i> and the provincial <i>Dangerous Goods Transportation Act</i> (and respecting the <i>Canada-Ontario Agreement Respecting Administration of the Transportation of Dangerous Goods Act, 1992</i>), including spills management and reporting under the provincial <i>Environmental Protection Act</i> . MFFN will provide key community members with training and equipment in order to be prepared to respond accordingly, and in a timely manner, in the event of accidents, including spills of hazardous substances. Therefore, the potential adverse effects of accidents, including hazardous substance spills associated with the Project, are expected to be mitigated to the extent feasible.	Part C: Project Information; Section 7; Section 11 Part F: Potential Effects of the Project; Section 19; Section 22; Section 24
Acoustic Environment			
2	Effects of noise and disturbance to animals and Indigenous peoples.	The proposed Project may potentially affect animals and Indigenous peoples due to noise and other Project related disturbances during Project construction, operation and maintenance. As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will include proposing mitigation measures that will be needed to avoid or minimize adverse effects, including effects due to noise, and disturbance to animals and Indigenous peoples.	Part D: Location Information and Context; Section 14 Part E: Federal, Provincial, Territorial, Indigenous or Municipal Involvement and Effects; Section 18 Part F: Potential Effects of the Project; Section 22
Alternative Means of Carrying Out the Project			
3	Clarity on criteria used to assess potential road routes.	The Initial Project Description submitted to IAAC presented four potential alternative CAR routes that were identified based on historical studies, ongoing engagement with the MFFN community and discussions with provincial and federal agencies. The criteria used to assess potential CAR routing to determine the previously proposed four alternative routes included the following: <ul style="list-style-type: none"> • Avoid areas of muskeg and bog deposits • >200 m from the Ogoki River and >1 km from the Albany River, except for watercourse crossing location • Minimize the number and size of watercourse crossings • Maximize high ground location 	Part B: Planning Phase Results; Section 3; Section 4 Part C: Project Information; Section 12 Part D: Location Information and Context; Section 13a; Section 13d; Section 13e; Section 13f; Section 14

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		<ul style="list-style-type: none"> • Shortest length to the MFFN community <p>Prior to, and after the Initial Project Description was submitted to IAAC which included the four potential alternative CAR routes, MFFN continued to engage, at varying levels, with interested Indigenous community members, including neighbouring Indigenous communities¹, and other persons (the public) so that feedback was considered in the on-going Project decision-making process.</p> <p>Ongoing engagement efforts in winter and spring of 2019 confirmed that eastern routes located within the eastern corridor alternative routes (i.e. Alternative 2 and Alternative 3) are not considered to be reasonable alternatives for the Project based on the concerns raised by MFFN community members and Chief and Council. Specifically, MFFN signed a Band Council Resolution on July 31, 2019 to only consider the western corridor alternative routes (i.e. Alternative 1 and Alternative 4) in the Project environmental assessment process because the eastern routes are only considered potentially viable if the road is built as a dedicated CAR, and these two alternatives will be assessed in a future impact statement, should one be required. Considering the Project is proposed as a multi-purpose CAR built to meet industrial use specifications, the eastern alternative routes shared during the early engagement process are not considered reasonable alternative methods for the Project and will not be further considered. Feedback from MFFN's ongoing engagement program and the federal and provincial engagement process regarding this Project will be considered in the determination of the final CAR route.</p>	
4	Effects assessment on alternatives to consider effects on fish habitat, wildlife habitat.	<p>The proposed Project may potentially affect fish and wildlife habitat. As part of the Project planning and regulatory approval process, an effects assessment is being conducted on two western corridor alternative routes (Alternative 1 and Alternative 4) which will include proposing mitigation measures that will be needed to avoid or minimize adverse effects on fish habitat and wildlife habitat in consideration of existing information gathered through ongoing desktop studies, field studies and information gathered through Indigenous Knowledge sharing. These two alternatives will also be assessed in a future impact statement, should one be required. A CAR route that would minimize potential adverse effects on fish and fish habitat will be one of the factors considered in the determination of a final proposed CAR route. The design and construction of the final CAR route will apply Fisheries and Oceans Canada (DFO)'s measures to protect fish and fish habitat and applicable standards and codes of practice to the extent feasible. Fish habitat offsetting measures will be implemented as required to mitigate adverse effects on fish and fish habitat. Mitigation measures to avoid or minimize effects on fish habitat and wildlife habitat will include conducting ongoing monitoring and follow-up programs as required.</p>	<p>Part B: Planning Phase Results; Section 3; Section 4</p> <p>Part D: Location Information and Context; Section 14</p> <p>Part E: Federal, Provincial, Territorial, Indigenous or Municipal Involvement and Effects; Section 18</p> <p>Part F: Potential Effects of the Project; Section 19; Section 22</p>
5	Effects assessment to consider important wildlife areas, such as higher ground, travel routes and den sites.	<p>The proposed Project may potentially affect important wildlife areas, such as higher ground, travel routes and den sites. As part of the Project planning and regulatory approval process, an effects assessment is being conducted to determine potential adverse effects of the Project on important wildlife areas, including higher grounds, migration and travel routes, and den sites in consideration of existing information gathered through ongoing desktop and field studies, and information gathered through Indigenous Knowledge sharing. Mitigation measures to avoid or minimize potential adverse effects of the</p>	<p>Part D: Location Information and Context; Section 14</p> <p>Part F: Potential Effects of the Project; Section 22</p>

¹ **Neighbouring Indigenous Communities** include 14 Indigenous groups identified by the Canadian Environmental Assessment Agency (CEA Agency) on November 13, 2018 in CEA Agency's 'Preliminary List of Indigenous Communities for Proponent Engagement on the Martin Falls Access Road' and the 22 Indigenous communities (including the 14 identified by CEA Agency) identified by the Ontario Ministry of the Environment, Conservation and Parks (MECP) who may be interested in the Project and who were officially notified of the commencement of the provincial review process for the Project, in addition to one other community identified by CEA Agency (now the Impact Assessment Agency of Canada [IAAC]) after November 13, 2018, totalling 23 Indigenous communities as listed in **Table 4-4** of the Detailed Project Description.

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		Project on important wildlife areas (e.g., important known wintering areas for caribou and moose, travel routes, den sites) will be proposed.	
6	Effects assessment to consider dedicated protected areas identified through the Community Based Land Use Plans (CBLUP) developed by Indigenous groups potentially impacted by the Project.	The entire length of a proposed CAR is expected to occur in an area covered by the Marten Falls Community Based Land Use Plan (CBLUP) which is in the process of being finalized. Portions of the CBLUP may consider areas set aside for protection and other areas for economic development opportunities. Further, the Project falls mostly within the traditional territory of MFFN, with a portion of MFFN traditional lands being shared with Aroland FN in the southern area of the proposed Project. MFFN and Aroland FN are in the process of establishing an Indigenous Knowledge Sharing Agreement, and a Memorandum of Understanding that will identify how they will work together regarding this Project. The CBLUP identifies protected lands, and traditional land use will be considered in the assessment of Project effects and evaluation of route alternatives (Alternative 1 and Alternative 4). MFFN will consider land use plans in the provincial environmental assessment process, and in a federal impact assessment, if required, from communities that choose to share land use plans whether they are formal/registered or not.	<p>Part B: Planning Phase Results; Section 4; Section 5</p> <p>Part C: Project Information; Section 12</p> <p>Part D: Location Information and Context; Section 13c; Section 13e</p> <p>Part E: Federal, Provincial, Territorial, Indigenous or Municipal Involvement and Effects; Section 18</p> <p>Part F: Potential Effects of the Project; Section 21</p>
Alternatives to the Project			
7	Consideration of alternatives to the Project, including rail as a means of transportation of nickel and chromite and an East-West road corridor from Pickle Lake to the Ring of Fire area.	The Project is being proposed as a multi-use all-season road and will therefore provide a means of transportation for potential future mining activities. An all-season access road to MFFN has been identified in <i>Ontario's Long-term Infrastructure Plan 2017</i> . Therefore, MFFN is not considering different types of transportation provision projects, including rail, as alternatives to the Project.	<p>Part B: Planning Phase Results; Section 3; Section 4</p> <p>Part C: Project Information; Section 12</p> <p>Part D: Location Information and Context; Section 13a; Section 13d; Section 13e; Section 13f; Section 14</p>
Atmospheric Environment			
8	Effects on air quality.	Potential adverse effects of the Project on air quality would mostly include changes to air quality from exhaust emissions and dust generation resulting from vehicles used during Project construction and maintenance, and vehicles using the CAR during Project operation. As part of the Project planning and regulatory approval process, an effects assessment of potential Project effects on air quality will be conducted and mitigation measures to avoid or minimize potential adverse effects of the Project on air quality will be proposed. Field studies are in progress to determine the baseline air quality conditions for the two Project alternative routes as described in the Detailed Project Description.	<p>Part D: Location Information and Context; Section 14</p> <p>Part F: Potential Effects of the Project; Section 22; Section 24</p>

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Birds, Migratory Birds and their Habitat.			
9	Effects on wetlands, which represent the habitat of migratory birds during breeding season and migration.	Potential adverse effects of the Project on wetlands (representing important migratory bird habitat) are described in the Detailed Project Description and would mostly include changes to wetland form and functions due to the footprint of the Project needing to traverse through some wetland areas. Effects to wetlands may also result from potential changes to surface water and groundwater flow, quantity and water quality which contribute to wetland form and functions. Potential effects to surface water (including wetlands) would be primarily related to sediment and erosion, and potential introduction of contaminants from accidental releases. Potential effects to groundwater would be primarily related to construction activities such as dewatering, water use, and the creation of impervious surfaces which have the potential to affect groundwater. A temporary lowering of the groundwater table during Project construction by required dewatering activities, as needed, may decrease groundwater discharge to wetlands. As part of the Project planning and regulatory approval process, an effects assessment of potential Project effects on wetlands will be conducted and mitigation measures to avoid or minimize potential adverse effects of the Project on wetlands will be proposed.	Part C: Project Information; Section 9 Part D: Location Information and Context; Section 14 Part F: Potential Effects of the Project; Section 22; Section 23
10	Effects from the creation of clearings in the uplands, which could attract migratory birds to areas with vehicular traffic, thereby increasing collision risk.	The proposed Project may potentially affect migratory birds due to the creation of clearings, including in upland areas. Potential adverse effects of the Project on migratory birds will include the potential for increased vehicle collision risk, including in upland areas, where vegetation must be cleared to accommodate Project construction. As part of the Project planning and regulatory approval process, an effects assessment of potential Project effects on migratory birds will be conducted and mitigation measures to avoid or minimize potential adverse effects of the Project on migratory birds will be proposed.	Part C: Project Information; Section 11 Part E: Federal, Provincial, Territorial, Indigenous or Municipal Involvement and Effects; Section 18 Part F: Potential Effects of the Project; Section 19; Section 22
Climate Change and Greenhouse Gas Emissions			
11	Effect on climate change and effects due to greenhouse gas emissions.	Potential adverse effects of the Project on climate change and potential effects due to greenhouse gas emissions may occur primarily from exhaust emissions from vehicles used during Project construction and maintenance, and vehicles using the CAR during Project operation. As part of the Project planning and regulatory approval process, an effects assessment of potential Project effects on climate change and potential effects due to greenhouse gas emissions will be conducted and mitigation measures to avoid or minimize potential adverse effects on climate change and effects due to greenhouse gas emissions will be proposed. It is expected that use of electric vehicles will increase throughout the operation phase of the CAR which would reduce the contribution of the Project to greenhouse gas emissions and potential effects on climate change.	Part E: Federal, Provincial, Territorial, Indigenous or Municipal Involvement and Effects; Section 18 Part F: Potential Effects of the Project; Section 22; Section 23; Section 24
12	Effect on carbon sink due to the removal of wetlands and muskeg.	Potential adverse effects on the carbon sink due to the removal of wetlands and muskeg may occur during Project construction. As part of the Project planning and regulatory approval process, an effects assessment of potential Project effects on carbon sink due to the removal of wetlands and muskeg will be conducted and mitigation measures to avoid or minimize potential adverse effects on carbon sink will be proposed.	Part F: Potential Effects of the Project; Section 22; Section 23
Country Foods*			
13	Effects on quality and quantity of country foods, including fish, wildlife (including caribou) and plants, including medicines.	The proposed Project may potentially affect the quality and quantity of country foods, including fish, wildlife (including caribou) and plants, including medicines. As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will include proposing mitigation measures that will be needed to avoid or minimize potential adverse effects on quality and quantity of country foods*, including fish, wildlife (including caribou) and plants, including medicines.	Part B: Planning Phase Results; Section 3; Section 4 Part C: Project Information; Section 7 Part F: Potential Effects of the Project; Section 21

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14	Effects on country foods from contaminants due to changes in water and soil quality, which could be absorbed by foods sourced through hunting, trapping, fishing, hunting, harvesting, or grown for subsistence or medicinal purposes.	The proposed Project may potentially affect country foods if water and soil quality are contaminated, and contaminants in water and soil are absorbed by foods sourced through hunting, trapping, fishing, hunting, harvesting, or grown for subsistence or medicinal purposes. As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will include proposing mitigation measures that will be needed to avoid or minimize potential adverse effects on country foods*, including the potential for contamination of country foods due to changes in water and soil quality.	Part B: Planning Phase Results; Section 3; Section 4 Part C: Project Information; Section 7 Part F: Potential Effects of the Project; Section 21
15	Effects on peatland and wetland areas, which could increase the mercury methylation processes and be absorbed by people through country foods.	The proposed Project may potentially affect peatland and wetland areas. As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will include determining the potential for the Project to increase mercury methylation processes in affected peatland and wetland areas, and the potential for mercury absorption by people to result through consumption of mercury contamination of country foods due to the potential for increased mercury methylation processes in peatland and wetland areas. The effects assessment will include proposing mitigation measures that will be needed to avoid or minimize potential adverse effects on country foods and people.	Part C: Project Information; Section 9 Part D: Location Information and Context; Section 14 Part F: Potential Effects of the Project; Section 22; Section 23
Cumulative Effects			
16	Cumulative effects from industrial uses of the road and from future infrastructure and projects facilitated by the road, such as mineral exploration activities and mines, in a previously pristine environment.	The proposed Project may potentially result in cumulative effects from industrial uses of the road and from future infrastructure and projects facilitated by the road, such as mineral exploration activities and mines, in a previously pristine environment. As part of the Project planning and regulatory approval process, an effects assessment, including an assessment of cumulative effects, is being conducted which will include proposing mitigation measures that will be needed to avoid or minimize adverse effects. As part of the cumulative effects assessment, the changes to the environment, health, social and economic conditions as a result of the Project's residual environmental, health, social and economic effects from other past, present and <i>reasonably foreseeable physical activities</i> that overlap with the Project study area will be included in the cumulative effects assessment. Mitigation measures to avoid or minimize potential adverse cumulative effects of the Project on the environment will be proposed.	Part B: Planning Phase Results; Section 3 Part F: Potential Effects of the Project; Section 22
17	Cumulative effects on the environment and on Aboriginal and Treaty rights resulting from the Project and its potential expansions.	The proposed Project may potentially result in cumulative effects on the environment and on Aboriginal and Treaty rights. MFFN has no plans to expand the proposed Project. The Project is as described in the Detailed Project Description. As part of the Project planning and regulatory approval process, an effects assessment, including an assessment of cumulative effects, is being conducted which will include proposing mitigation measures that will be needed to avoid or minimize adverse effects. As part of the cumulative effects assessment, the changes to the environment, health, social and economic conditions as a result of the Project's residual environmental, health, social and economic effects from other past, present and <i>reasonably foreseeable physical activities</i> that overlap with the Project study area will be included in the cumulative effects assessment. Potential impacts on Aboriginal and Treaty Rights, which will focus on topics identified by Indigenous communities during ongoing engagement as potentially affecting Aboriginal and Treaty Rights, will be considered in the assessment of cumulative effects. Mitigation measures to avoid or minimize potential adverse cumulative effects of the Project on Aboriginal and Treaty rights will be proposed.	Part B: Planning Phase Results; Section 4 Part D: Location Information and Context; Section 13e Part F: Potential Effects of the Project; Section 22
18	Cumulative effects on cultural, social, health and economic conditions.	The proposed Project may potentially result in cumulative effects on cultural, social, health and economic conditions. As part of the Project planning and regulatory approval process, an effects assessment, including an assessment of cumulative effects, is being conducted which will include proposing mitigation measures that will be needed to avoid or minimize adverse effects. As part of the cumulative effects assessment, the changes to cultural, social, health and economic conditions as a result of the Project's residual effects from other past, present and <i>reasonably foreseeable physical activities</i> that overlap with the Project study area will be included in the cumulative effects assessment. Mitigation measures to avoid	Part B: Planning Phase Results; Section 4 Part D: Location Information and Context; Section 14 Part F: Potential Effects of the Project; Section 22

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		or minimize potential adverse cumulative effects of the Project on cultural, social, health and economic conditions will be proposed.	
19	Cumulative effects caused by the Ogoki River diversion project carried out in the 1940s-1950s.	As part of the Project planning and regulatory approval process, an effects assessment, including an assessment of cumulative effects, is being conducted which will include proposing mitigation measures that will be needed to avoid or minimize adverse effects. As part of the cumulative effects assessment, the changes to the environment, health, social and economic conditions as a result of the Project's residual environmental, health, social and economic effects from other past, present and <i>reasonably foreseeable physical activities</i> that overlap with the Project study area will be included in the cumulative effects assessment. Therefore, considering a MFFN CAR would require a new crossing of the Ogoki River, cumulative effects of the Project and historical impacts of the Ogoki River diversion project will be considered in a federal impact assessment as required. The cumulative effects assessment would consider lessons learned from the impacts that resulted from previous projects such as the Ogoki River diversion project in the development of mitigation measures relevant to the MFFN CAR Project.	Part C: Project Information; Section 12 Part D: Location Information and Context; Section 13c; Section 14 Part F: Potential Effects of the Project; Section 22
Drinking Water			
20	Effects on drinking water sources due to alterations to groundwater and surface water flow patterns.	As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will include determining the potential for the Project to affect drinking water sources due to alterations to groundwater and surface water flow patterns. The effects assessment will include proposing mitigation measures that will be needed to avoid or minimize potential adverse effects on surface water and groundwater that may result in effects to drinking water sources.	Part D: Location Information and Context; Section 14 Part E: Federal, Provincial, Territorial, Indigenous or Municipal Involvement and Effects; Section 18 Part F: Potential Effects of the Project; Section 22
Economic Conditions			
21	Effects on economic conditions resulting from increased population, economic activities and opportunities, changes to cost of living, social and cultural settings, and in- and out-migration.	The proposed Project may potentially result in increased population, economic activities and opportunities, changes to cost of living, social and cultural settings, and in- and out-migration which would affect economic conditions of potentially affected non-Indigenous and Indigenous communities. The Project will provide reliable access to the community of Marten Falls, increased travel safety and reduce the price of food, fuel and supplies, and will provide MFFN with future economic development opportunities. As part of the Project planning and regulatory approval process, an effects assessment, including an assessment of cumulative effects, is being conducted which will include proposing mitigation measures that will be needed to avoid or minimize potential adverse effects on economic conditions resulting from increased population, economic activities and opportunities, changes to cost of living, social and cultural settings, and in- and out-migration. This assessment would be supported through data collection activities with members of the Marten Falls community and other neighbouring communities.	Part F: Potential Effects of the Project; Section 21; Section 22
22	Effects on economic and cultural way of life due to changes in economic conditions.	The proposed Project may potentially result in changes in economic conditions that would affect the economic and cultural way of life of potentially affected non-Indigenous and Indigenous communities. The Project will provide reliable access to the community of Marten Falls, increased travel safety and reduce the price of food, fuel and supplies, and will provide MFFN with future economic development opportunities. As part of the Project planning and regulatory approval process, an effects assessment, including an assessment of cumulative effects, is being conducted which will include proposing mitigation measures that will be needed to avoid or minimize potential adverse effects on economic and cultural way of life due to	Part F: Potential Effects of the Project; Section 21; Section 22

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		changes in economic conditions. This assessment would be supported through data collection activities with members of the Marten Falls community and other neighbouring communities.	
23	Dialogue and cooperation with current and future industrial stakeholders whose interests and holdings may be impacted by the Project, including KWG Resources and Noront Resources.	MFFN appreciates the contribution of any relevant information and assistance from interested parties that may assist in the development of a feasible and beneficial Project design, and that may assist in the assessment of potential Project effects. MFFN has engaged directly with industrial stakeholders such as Noront and KWG for many years in the planning and development of the CAR, as well as to remain informed regarding future mineral exploration and development in the area, including the Ring of Fire area. MFFN has organized and hosted an annual Ring of Fire Symposium that brings together industrial, commercial and community members to engage in ongoing communication and awareness.	Part B: Planning Phase Results; Section 3
24	Spillover effects on regional development in the Far-North due to the Project and the Webequie Supply Road.	As part of the Project planning and regulatory approval process, an effects assessment, including an assessment of cumulative effects, is being conducted which will include proposing mitigation measures that will be needed to avoid or minimize adverse effects. As part of the cumulative effects assessment, the changes to the environment, health, social and economic conditions as a result of the Project's residual environmental, health, social and economic effects from other past, present and <i>reasonably foreseeable physical activities</i> that overlap with the Project study area will be included in the cumulative effects assessment. This assessment will include both positive and adverse effects on regional development. While the proposed Webequie Supply Road is well outside the Marten Falls CAR Project study area, the potential for its inclusion in a cumulative effects assessment will be considered, and discussed with IAAC.	Part B: Planning Phase Results; Section 3 Part F: Potential Effects of the Project; Section 22
Fish and Fish Habitat			
25	Effects on fish passage resulting from the construction of water crossings, including effects on water quality, stream morphology, spawning habitat, fish habitat, death of fish and increased fishing activity.	The proposed Project may potentially affect fish and fish habitat due to the construction of water crossings. As part of the Project planning and regulatory approval process, an effects assessment is being conducted on the potential Project effects on fish passage that may result from the construction of water crossings, including potential effects on water quality, stream morphology, spawning habitat, fish habitat, and the potential for the Project to result in the death of fish and increased fishing activity. Mitigation measures that will be needed to avoid or minimize these potential adverse effects will be proposed. Fisheries and Oceans Canada (DFO)'s measures to protect fish and fish habitat and applicable standards and codes of practice will be applied to the extent feasible. A CAR route that would minimize potential adverse effects on fish and fish habitat will be one of the factors considered in the determination of a final proposed CAR route. The intention of MFFN is to propose a balance between maximizing community benefits, while minimizing adverse effects through an informed CAR route selection process, application of effective mitigation measures, and ongoing monitoring and follow-up programs as required. Fish habitat offsetting measures will be implemented as required to mitigate adverse effects on fish and fish habitat.	Part B: Planning Phase Results; Section 3; Section 4 Part C: Project Information; Section 11 Part D: Location Information and Context; Section 14 Part E: Federal, Provincial, Territorial, Indigenous or Municipal Involvement and Effects; Section 18 Part F: Potential Effects of the Project; Section 19; Section 22
26	Effects on fish and fish habitat resulting from construction and operations, such as runoff from roads and parking lots typically containing sediments, oil, grease and heavy metals that may be harmful to aquatic biota.	The proposed Project may potentially affect fish and fish habitat during construction, operation and maintenance due to the introduction of runoff that may contain harmful substances to fish-bearing waterways. As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will include proposing mitigation measures that will be needed to avoid or minimize adverse effects on fish and fish habitat, including effects potentially resulting from construction and operations, such as runoff from roads and parking lots typically containing sediments, oil, grease and heavy metals that may be harmful to aquatic biota. Fisheries and Oceans Canada (DFO)'s measures to protect fish and fish habitat and applicable standards and codes of practice will be applied to the extent feasible. A CAR route that would minimize potential adverse effects on fish and fish habitat will be one of the factors considered in the determination of a final proposed CAR route. The intention of MFFN is to propose a balance between maximizing community benefits, while minimizing adverse effects through an informed CAR route selection process, application of effective mitigation measures,	Part B: Planning Phase Results; Section 3; Section 4 Part C: Project Information; Section 11 Part D: Location Information and Context; Section 14 Part E: Federal, Provincial, Territorial, Indigenous or Municipal Involvement and Effects; Section 18

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		<p>and ongoing monitoring and follow-up programs as required. Fish habitat offsetting measures will be implemented as required to mitigate adverse effects on fish and fish habitat.</p> <p>During construction, there is the possibility of accidental leaks or spills from construction equipment. In preparation for construction, a Spill Management Plan will be developed to mitigate and manage accidental releases of hazardous substances. During operation of the CAR, traffic accidents may occur which could involve spills of hazardous substances. To reduce the probability of traffic accidents along the CAR, the Project will be constructed according to established design codes and standards and maintained according to relevant guidelines and regulatory requirements for the proposed purpose and location of the road. During Project construction and maintenance, the handling, storage, transportation and disposal of hazardous substances will be done in accordance with the federal <i>Transportation of Dangerous Goods Act, 1992</i> and the provincial <i>Dangerous Goods Transportation Act</i> (and respecting the <i>Canada-Ontario Agreement Respecting Administration of the Transportation of Dangerous Goods Act, 1992</i>), including spills management and reporting under the provincial <i>Environmental Protection Act</i>. Therefore, the potential adverse effects of accidents, including hazardous substance spills associated with the Project, are expected to be mitigated to the extent feasible.</p>	Part F: Potential Effects of the Project; Section 19; Section 22
Follow-up and Monitoring Programs			
27	Allocation of financial resources to cover the costs of any cleanup, restoration, reclamation or enhancement work required.	Currently, there is provincial funding confirmed for construction of the Project. The construction phase of the Project includes site clean-up, restoration, and site reclamation or enhancement work (as required), for areas disturbed during construction that are not required for project operation and maintenance. No federal funding has been provided, or is currently anticipated, for the Project.	Part E: Federal, Provincial, Territorial, Indigenous or Municipal Involvement and Effects; Section 16
Food Security			
28	Effects on food availability, including country foods, and cost.	<p>The proposed Project may potentially result in changes to food, including country foods, availability and cost. The Project is expected to provide reliable access, increase travel safety and reduce the cost of food, fuel and supplies. It is also expected to provide MFFN, and potentially, neighbouring Indigenous communities, with future economic development opportunities.</p> <p>A reliable means of land transport to MFFN will reduce the community's reliance on air transport and will help reduce the cost of food overall. Regarding country foods, the Project will increase accessibility to areas not previously available for harvesting of country foods (e.g., fish, wildlife and plant populations). This beneficial effect on country food availability will help offset the higher costs for transporting food to the community. To the contrary, there may also be the potential for adverse effects on the availability of country foods due to the increased access for fishers, hunters and gatherers (e.g., berry pickers) to the Project area.</p> <p>As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will include proposing mitigation measures that will be needed to avoid or minimize adverse effects on food availability, including country foods, and cost.</p>	<p>Part B: Planning Phase Results; Section 3</p> <p>Part F: Potential Effects of the Project; Section 21</p>
General – Assessment Type			
29	Value of federal assessment due to the regional context, the social, health, economic and environmental effects, cumulative effects, and the Project listed in the <i>Physical Activities Regulations</i> .	As part of the Project planning and regulatory approval process, an effects assessment, including an assessment of cumulative effects, is being conducted which will include proposing mitigation measures that will be needed to avoid or minimize adverse social, health, economic and environmental effects. Should an impact assessment be required by IAAC for the Project, a cumulative effects assessment will be conducted and included within an Impact Statement document in accordance with the scope and content as recommended within the IAAC's <i>Tailored Impact Statement Guidelines</i> .	<p>Part C: Project Information; Section 8</p> <p>Part E: Federal, Provincial, Territorial, Indigenous or Municipal Involvement and Effects; Section 18</p>

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30	Value of a regional assessment to support land use planning, and understand cumulative effects, including to freshwater, Aboriginal and Treaty rights, and climate change.	Regional assessments are one component of a broader Government of Canada effort to address the issue of cumulative effects nationally. Currently, no regional assessment has been conducted for the area that includes the proposed Project. Should a regional assessment become available during the regulatory review process for this proposed Project, that information would be considered in the effects assessment that is being conducted for the proposed Project.	Part B: Planning Phase Results; Section 5 Part E: Federal, Provincial, Territorial, Indigenous or Municipal Involvement and Effects; Section 18 Part F: Potential Effects of the Project; Section 22
General – Project Description			
31	Long-term feasibility for this proponent to manage all phases of the Project given proposed industrial use.	As currently proposed, MFFN will be managing all phases of the Project development, which will include Project design to accommodate industrial use, and Project construction and operation. MFFN will make decisions on the CAR under the leadership of MFFN Community Member Advisors, MFFN Chief and Council, and with support of technical advisors. Options for road ownership, maintenance activities and liability are being considered in discussion with the Province.	Part C: Project Information; Section 11
32	Transparency regarding funding (from federal and/or provincial government, private sector businesses or extractive industries) for the construction and operation, including maintenance, of an industrial road of this length.	A description of any financial support that federal authorities are, or may be, providing to the Project is included in the Detailed Project Description. Information regarding Project funding was provided in Section 4.1 'Financial Support' of the initial Project Description (August 2019) that was provided in the IAAC Public Registry for public review from August 9, 2019 to August 29, 2019, and from September 11, 2019 to October 1, 2019.	Part E: Federal, Provincial, Territorial, Indigenous or Municipal Involvement and Effects; Section 16
33	Clarity on the Project's components, including the exact location of quarry pits and work camps.	<p>The proposed Project engineering is currently at the conceptual level. Final details regarding the exact location of quarry pits and work camps will be determined as studies are completed and the detailed design is prepared. Studies being conducted include areas along each alternative route that take advantage of existing aggregate materials to minimize the need for sourcing materials further from construction areas. Additionally, the detailed design will take into account the results of baseline studies currently being conducted in order to avoid adverse effects of quarry pits and work camps on natural features such as wildlife habitat, wetlands, and peatlands. Information regarding proposed locations of quarry pits and work camps along a proposed CAR alignment will be provided once a proposed CAR alignment is determined through ongoing studies and feedback from the ongoing engagement program.</p> <p>Key steps of the ongoing engagement program that are intended to obtain feedback on the two proposed Project alternatives towards determining the final CAR alignment and locations of major ancillary features, such as quarry pits and work camps are summarized as follows:</p> <ol style="list-style-type: none"> 1) Send letters introducing the proposed Project to Neighbouring Indigenous Communities and key stakeholders 2) Hold meetings with Neighbouring Indigenous Communities and select members of those communities (e.g., Elders, hunters, trappers) 3) Provide Project update information and opportunities for feedback using a variety of communication tools to Neighbouring Indigenous Communities and key stakeholders (e.g., Project website; social media, notices in local newspapers and on the radio, newsletters, email updates), including letters seeking feedback on locations of Project components including major ancillary facilities 	Part C: Project Information; Section 9

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		<p>4) Keep records on input received and provide updates using communication methods described above on how feedback has influenced the Project design</p> <p>Additional information regarding the Project engagement and consultation process is provided in Part B: Planning Phase Results in the Detailed Project Description. MFFN is committed to engaging communities that may be potentially impacted by the Project, or those communities who have expressed interest on the Project as whole. These efforts and communications with respective groups will be considered in the preferred route selection and final locations of ancillary infrastructure components such as quarry pits and work camps.</p>	
34	Effects due to potential volume of traffic on the road for future mining projects.	Estimated traffic volumes on the proposed CAR, and on the existing Ontario road network that the CAR would provide access to, may potentially change if future mining projects are developed. As part of the Project planning and regulatory approval process, an effects assessment, including an assessment of cumulative effects related to the predicted volume of traffic on the road, is being conducted which will include proposing mitigation measures that will be needed to avoid or minimize adverse effects of traffic. As part of the cumulative effects assessment, the changes to cultural, social, health and economic conditions as a result of the Project's residual effects from other past, present and <i>reasonably foreseeable physical activities</i> that overlap with the Project study area will be included in the cumulative effects assessment. Mitigation measures to avoid or minimize potential adverse cumulative effects of traffic will be proposed.	<p>Part C: Project Information; Section 9; Section 10</p> <p>Part D: Location Information and Context; Section 14</p> <p>Part F: Potential Effects of the Project; Section 22; Section 23</p>
35	Use of road (a community access road or an industrial road to enable future access to potential mineral development activities in the Ring of Fire area).	The Project will provide all-season reliable access, reduce the cost of transporting supplies, increase safety of winter road travel and provide the community with economic opportunities associated with potential future mineral developments in MFFN territory or near the Project, including the Ring of Fire area. The Project will provide substantial benefits to MFFN regardless of if a future link to potential northern mine development areas, such as the Ring of Fire area, may become viable. However, the potential future development of these mineral deposits could offer considerable employment opportunities and other benefits to neighbouring non-Indigenous and Indigenous communities, including MFFN. Currently, no all-season ground access exists to the Ring of Fire mining claims or mining claims of interest north of the community.	<p>Part A: Updated General Information; Section 1</p> <p>Part C: Project Information; Section 7</p>
36	Clarity on locations of all potentially impacted Indigenous groups and their traditional territories for each project alternative.	The Project falls within the traditional territory of MFFN. To date, the only neighbouring Indigenous Community that has clearly indicated that their traditional territory extends into the MFCAR Project study area is Aroland First Nation. Mapping that identifies the traditional territories of other neighbouring First Nation communities is not readily available. Other Indigenous communities may identify that their traditional territories extend into the MFCAR study area as a result of future planned engagement activities with these other communities. This information may be shared with MFFN in the future as a result of planned engagement activities. Potential Project-related effects of the two proposed alternative CAR routes to those traditional lands of neighbouring Indigenous communities, including those identified by both the province and the IAAC, will be confirmed and considered as part of the Project impact assessment process.	Part D: Location Information and Context; Section 13e
37	Nature of the proponent's engagement activities and participants, including any responses provided to Indigenous groups.	Through the ongoing Project engagement program, MFFN has and will continue to engage, at varying levels, with interested Indigenous community members and other persons (the public) so that feedback is considered in the Project decision-making, design and proposed mitigation measures. The nature and scope of MFFN's engagement program including type and nature of comments provided were included in Section 6.2.1 'Engagement Activities and Responses to Date' in the initial Project Description. As indicated in that section, most of the comments were requests for consideration of specific issues as part of Project planning and the Project approval process. As such, responses have been that their concerns have been noted and that more specific responses will be provided once an impact assessment is initiated as that will be when more detailed information will become available. This Summary of Issues table as part of the federal review process provides responses to the key issues raised during the MFFN engagement program and government engagement and is posted on the IAAC Public Registry as part of the Detailed Project Description for this Project.	Part B: Planning Phase Results; Section 3; Section 4

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38	Reasons for estimated timeline for the construction of the road.	The estimated timeline for the Project construction phase (2021 - 2031), considers the scope and scale of the Proposed project, engagement process and required regulatory review and approval processes. For the purpose of the Detailed Project Description, the maximum expected construction period of 10 years is proposed. However, the construction phase may take as few as three years to complete depending on financing arrangements and agreements.	Part C: Project Information; Section 11
39	Clarity on lead for the Project and information on the extent of involvement of the Marten Falls First Nation Project Team, including a list of the community members involved and examples of meeting minutes.	<p>The proponent (and lead) of the proposed Project is Marten Falls First Nation (MFFN). MFFN will be responsible for design, construction and maintenance of the proposed Project. The planning of the Project is community-led; meaning the community of MFFN will develop solutions and advance decisions on the CAR. The community has formed a Project Team consisting of MFFN members and non-MFFN members to guide the Project through the required regulatory permitting process. The Project Team will act on behalf of the MFFN community based on guidance, direction and input from MFFN Chief and Council, MFFN Community Member Advisers and community members. Therefore, the Project Team envisions two distinct roles for MFFN community members: 1) involvement in the community-led process as a proponent of the Project; and 2) an Indigenous community potentially affected by the Project.</p> <p>The Project engagement program is currently ongoing with regional Indigenous communities, key stakeholders and the general public. Engagement meetings are being documented and feedback is being tracked. The results of engagement for this Project regarding information presented, feedback received, and how feedback influenced Project-related decisions will be made available to the public in accordance with regulatory requirements.</p>	Part A: Updated General Information; Section 2
40	Clarity on workforce characteristics for the Project, including by gender, as well as main employment barriers for local under-represented groups.	<p>Final details regarding the Project workforce characteristics will be determined as studies are completed and the detailed design is prepared.</p> <p>As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will include proposing mitigation measures that will be needed to avoid or minimize adverse effects related to gender, as well as main employment barriers for local under-represented groups.</p>	Part B: Planning Phase Results; Section 3
Groundwater			
41	Effects to groundwater, including from wetland contamination.	<p>During construction, there is the possibility of accidental leaks or spills from construction equipment. In preparation for construction, a Spill Management Plan will be developed to mitigate and manage accidental releases of hazardous substances. During operation of the community access road (CAR), traffic accidents may occur which could involve spills of hazardous substances. To reduce the probability of traffic accidents along the CAR, the Project will be constructed according to established design codes and standards and maintained according to relevant guidelines and regulatory requirements for the proposed purpose and location of the road. During Project construction and maintenance, the handling, storage, transportation and disposal of hazardous substances will be done in accordance with the federal <i>Transportation of Dangerous Goods Act, 1992</i> and the provincial <i>Dangerous Goods Transportation Act</i> (and respecting the Canada-Ontario <i>Agreement Respecting Administration of the Transportation of Dangerous Goods Act, 1992</i>), including spills management and reporting under the provincial <i>Environmental Protection Act</i>. Therefore, the potential adverse effects of accidents, including hazardous substance spills associated with the Project that may contaminate wetlands and groundwater, are expected to be mitigated to the extent feasible.</p> <p>Additional potential effects to groundwater would be primarily related to construction activities such as dewatering, water use, and the creation of impervious surfaces which have the potential to affect groundwater. A temporary lowering of the groundwater table during Project construction by required dewatering activities, as needed, may decrease groundwater</p>	<p>Part D: Location Information and Context; Section 14</p> <p>Part E: Federal, Provincial, Territorial, Indigenous or Municipal Involvement and Effects; Section 18</p> <p>Part F: Potential Effects of the Project; Section 19; Section 22; Section 24</p>

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		discharge to wetlands. As part of the Project planning and regulatory approval process, an effects assessment is being conducted that will include proposing mitigation measures needed to avoid or minimize adverse effects to groundwater, including from wetland contamination.	
Human Health and Well-Being			
42	Health impacts from noise on human receptors may vary based on construction timing (e.g. nighttime activities) and duration.	The proposed Project may produce sound levels that may be perceived as noise by human receptors, which may have potential adverse effects to human health. As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will include proposing mitigation measures that will be needed to avoid or minimize adverse health effects from noise on human receptors. Should an impact assessment be required by IAAC for the Project, an assessment of effects will be conducted, including effects due to noise, and mitigation measures to avoid or minimize potential adverse effects of the Project will be proposed and included in an Impact Statement document. Mitigation measures proposed to avoid adverse effects on human health related to noise are expected to include restrictions on the timing and duration of construction activities near residences to the extent feasible pending additional engagement with potentially affected residents on this topic once a final CAR route is determined.	<p>Part D: Location Information and Context; Section 14</p> <p>Part E: Federal, Provincial, Territorial, Indigenous or Municipal Involvement and Effects; Section 18</p> <p>Part F: Potential Effects of the Project; Section 22</p>
Indigenous and Stakeholder Engagement and Consultation			
43	Involvement and support of Indigenous peoples for development in the Ring of Fire area.	The primary purpose of the proposed MFFN CAR Project is to provide access for the community of Marten Falls regardless of whether future development in the Ring of Fire occurs. While there are ongoing discussions and studies related to roads leading to the Ring of Fire area, the timing, ownership, funding and feasibility of potential future developments in the Ring of Fire area are currently undetermined and therefore proposed future developments within the Ring of Fire area would be separate projects from the proposed MFFN CAR Project. The focus of the ongoing engagement program is regarding the proposed MFFN CAR Project. Therefore, MFFN cannot comment on involvement and support of Indigenous peoples for development in the Ring of Fire area.	Part B: Planning Phase Results; Section 4
44	Sufficient and timely funding for Indigenous groups and other stakeholders to participate in the Planning Phase.	Both the federal and provincial governments have funding programs available which support Indigenous groups, individuals and non-profit organizations interested in participating in the Project Planning Phase review process through an application and eligibility process. MFFN cannot comment on the sufficiency of the government-initiated participant funding program.	Part C: Project Information; Section 11
45	Collaboration with Indigenous groups for provincial planning, due to the effects of the investment in the North-South Infrastructure corridor, which is a catalyst for regional development.	The proposed Project is for a community access road to Marten Falls. As part of Project planning and approval processes, the potential for economic changes to the Marten Falls community and other neighbouring communities will be considered. This would also include potential economic benefits that might result from the development of lands in the vicinity of the recommended community access road route.	<p>Part B: Planning Phase Results; Section 4</p> <p>Part D: Location Information and Context; Section 13e</p> <p>Part F: Potential Effects of the Project; Section 22</p>
46	Early collaborative planning process and multi-party meaningful Indigenous consultation throughout the federal impact assessment, including during the definition of the project design, taking into consideration Indigenous Knowledge and traditional land use.	MFFN has been engaging with the neighbouring Indigenous communities on the Project for several years. This multi-party meaningful Indigenous engagement effort has included direct discussions and meetings with several communities, as well as public open houses available to anyone interested in the Project to attend, and the public release of draft documents for review and comment such as the Initial Project Description. To support Project planning and approvals, MFFN is committed to ongoing engagement with neighbouring communities including the consideration of Indigenous Knowledge and land use information should communities wish to share this information. Input from neighbouring communities received to date is included in the Detailed Project Description. This information will inform the Project effects assessment and proposed mitigation measures.	Part B: Planning Phase Results; Section 4

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47	Use of inputs gathered from Indigenous groups during consultation to revise effects assessment and alternative routes presented, in particular due to the effects on wildlife.	The ongoing Project engagement process will continue to gather feedback from potentially affected Indigenous groups on the potential effects of the proposed two western route alternatives for the CAR. Determination of the final CAR route, and assessment of the potential Project effects, both adverse and beneficial, will be undertaken based on feedback from the ongoing engagement process, including Indigenous Knowledge, previous studies, and information that is currently being gathered through ongoing desktop studies, and field studies (including wildlife studies) within the proposed alternative route corridors. The intention of MFFN is to propose a balance between maximizing community benefits, while minimizing adverse effects through an informed CAR route selection process, application of effective mitigation measures, and ongoing monitoring and follow-up programs as required.	Part B: Planning Phase Results; Section 4
Indigenous Knowledge			
48	Incorporation of Indigenous Knowledge into planning, management, and operational decisions as well as during environmental data collection, monitoring studies and identification of mitigation measures related to social, economic and environmental assessment of exploration activities or potential developments.	<p>The ongoing engagement program for the Project will provide potentially affected neighbouring, and interested, Indigenous communities and stakeholders the opportunity to record their concerns, questions and opinions on potential effects and mitigation strategies, and their Indigenous Knowledge of the local environment. Updated information on the engagement program process is provided in the Detailed Project Description.</p> <p>As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will include proposing mitigation measures that will be needed to avoid or minimize adverse effects. To support the effects assessment process, desktop studies, baseline field studies and the engagement of Indigenous communities, the public, interested groups and government agencies are in progress. Considering the Project falls mostly within the traditional territory of MFFN, with a portion of MFFN traditional lands being shared with Aroland FN in the southern area of the proposed Project, MFFN and Aroland FN are in the process of establishing a Memorandum of Understanding and Indigenous Knowledge Sharing Agreement. MFFN is also committed to developing an understanding of how Indigenous Knowledge from neighbouring Indigenous communities can be shared and also incorporated into Project planning, management, and operational decisions as well as during environmental data collection, monitoring studies and identification of mitigation measures related to social, economic and environmental assessment of the Project, including assessment of cumulative effects. MFFN understands that some Indigenous Knowledge may not be shared and will clarify the Indigenous Knowledge that can be shared during discussions with neighbouring Indigenous communities that would like to contribute their Indigenous Knowledge for the above-stated Project related purposes.</p>	<p>Part A: Updated General Information; Section 1</p> <p>Part B: Planning Phase Results; Section 4</p> <p>Part C: Project Information; Section 12</p> <p>Part D: Location Information and Context; Section 13d</p> <p>Part F: Potential Effects of the Project; Section 19; Section 21; Section 22</p>
Indigenous Peoples' Current Use of Lands and Resources for Traditional Purposes			
49	Impacts on Indigenous peoples' ability to continue traditional practices, such as trapping and use of trap lines, hunting, fishing, harvesting, berry picking, medicinal plant harvesting, teaching, and spiritual practices.	The proposed Project may potentially affect the traditional practices of Indigenous peoples such as trapping and use of trap lines, hunting, fishing, harvesting, berry picking, medicinal plant harvesting, teaching, and spiritual practices. As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will include proposing mitigation measures that will be needed to avoid or minimize potential adverse effects on Indigenous peoples' ability to continue traditional practices, such as trapping and use of trap lines, hunting, fishing, harvesting, berry picking, medicinal plant harvesting, teaching, and spiritual practices.	<p>Part D: Location Information and Context; Section 13e</p> <p>Part F: Potential Effects of the Project; Section 21; Section 22</p>
50	Impacts of easier access by non-Indigenous peoples to Indigenous traditional territories.	The proposed Project may result in effects related to easier access by non-Indigenous peoples to Indigenous traditional territories such as increased hunting in Indigenous traditional territories. As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will assess the potential effects of easier access by non-Indigenous peoples to Indigenous traditional territories. The effects assessment will include mitigation measures that are	Part F: Potential Effects of the Project; Section 21; Section 22

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		feasible and that may be needed to avoid or minimize potential adverse effects related to easier access by non-Indigenous peoples to Indigenous traditional territories.	
Indigenous Peoples' Economic Conditions			
51	Effects on economic conditions (living cost, compensation, poverty, available land) of Indigenous peoples (including women and youth).	The proposed Project may potentially affect economic conditions of Indigenous peoples (including women and youth), such as potential effects on living cost, poverty and available land. As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will assess the potential effects of economic conditions (living cost, poverty, available land) of Indigenous peoples (including women and youth). The effects assessment will include mitigation measures that are feasible and that may be needed to avoid or minimize potential adverse effects related to changes to economic conditions (living cost, poverty, available land) of Indigenous peoples (including women and youth).	Part F: Potential Effects of the Project; Section 21; Section 22
52	Proponent's contribution to training, skills development and employment.	Project planning activities will consider ways to enhance Project-related employment opportunities for Indigenous people, including ways to contribute to training and skills development that would be required for Project related activities. At this stage of the Project planning phase, MFFN has yet to determine specifics regarding contribution to training, skills development and employment. These details will be determined as the Project design advances and in consideration of feedback received from the ongoing Project engagement and consultation activities.	Part C: Project Information; Section 7; Section 12 Part F: Potential Effects of the Project; Section 21; Section 22
Indigenous Peoples' Health Conditions			
53	Effects on malnutrition, country food contamination, diabetes, cardiovascular issues, mental health and accessibility of health-care services.	The proposed Project may potentially affect malnutrition, country food contamination, diabetes, cardiovascular issues, mental health and accessibility of health-care services for the MFFN community and neighbouring potentially affected Indigenous communities. The Project will provide reliable access, increased travel safety and reduce the price of food, fuel and supplies, and will provide MFFN with future economic development opportunities. Therefore, the Project is expected to provide substantial benefits to MFFN related to increased access to health care and nutritional foods. As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will assess the potential effects of the Project on malnutrition, country food contamination, diabetes, cardiovascular issues, mental health and accessibility of health-care services. The effects assessment will include mitigation measures that are feasible and that may be needed to avoid or minimize potential adverse effects related to malnutrition, country food contamination, diabetes, cardiovascular issues, mental health and accessibility of health-care services.	Part B: Planning Phase Results; Section 4 Part F: Potential Effects of the Project; Section 21; Section 22
54	Effects on air quality, air emissions and dust, which can cause adverse impacts on human sensitive receptors.	The proposed Project may potentially affect air quality (including increased air emissions and dust) which may potentially affect human sensitive receptors. As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will assess the potential effects of the Project on air quality, including air emissions and dust, which can cause adverse impacts on human sensitive receptors. The effects assessment will include mitigation measures that are feasible and that may be needed to avoid or minimize potential adverse effects related to air quality, air emissions, dust, and effects on human sensitive receptors.	Part D: Location Information and Context; Section 14 Part F: Potential Effects of the Project; Section 22; Section 23; Section 24
55	Effects of accessibility on increased number of pregnancies, sexual violence, sexually transmitted infections and gender-based violence on women and youth.	Increased accessibility to MFFN, and Aroland First Nation, resulting from the Project may potentially affect the number of pregnancies, sexual violence, sexually transmitted infections and gender-based violence on women and youth. As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will include proposing mitigation measures that will be needed to avoid or minimize adverse effects of accessibility on increased number of pregnancies, sexual violence, sexually transmitted infections and gender-based violence on women and youth. The	Part F: Potential Effects of the Project; Section 22

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		Project impact assessment will include a Gender Based Analysis in accordance with IAAC guidance on methods to conduct a Gender Based Analysis.	
Indigenous Peoples' Rights			
56	Impacts on rights protected under the Constitution Act, 1982, including rights to land and resources, Cree language, spirituality, family trap lines/Cree Nationhood, values- mores, choice of livelihood and vocation.	MFFN is committed to creating and sustaining constructive dialogue and relationships with neighbouring Indigenous communities to support the environmental, social and economic sustainability of the Project. Through the ongoing engagement program for this Project, MFFN will continue to invite neighbouring Indigenous communities to express their opinions and interest in the proposed Project and will endeavour to work towards cooperative involvement of communities interested in the Project with the intent to protect the rights and cultural values of affected Indigenous communities.	Part B: Planning Phase Results; Section 4 Part F: Potential Effects of the Project; Section 21; Section 22
Indigenous Peoples' Social Conditions			
57	Effects on social conditions from youth delinquent issues, child hunger, poverty, child-rearing responsibilities, single parenting.	The proposed Project may potentially affect social conditions related to youth delinquent issues, child hunger, poverty, child-rearing responsibilities, and single parenting. As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will assess the potential effects of the Project on social conditions from youth delinquent issues, child hunger, poverty, child-rearing responsibilities, and single parenting. The effects assessment will include mitigation measures that are feasible and that may be needed to avoid or minimize potential adverse effects related to social conditions from youth delinquent issues, child hunger, poverty, child-rearing responsibilities, and single parenting.	Part F: Potential Effects of the Project; Section 21; Section 22
58	Effects on social conditions due to loss of elders as teachers of culture/heritage, loss of spirituality, loss of language, loss of culture, traditional camps, family structure, and bush survival skills, loss of family homelands and alteration of social values.	The proposed Project may potentially affect social conditions related to loss of elders as teachers of culture/heritage, loss of spirituality, loss of language, loss of culture, traditional camps, family structure, and bush survival skills, loss of family homelands and alteration of social values. As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will assess the potential effects of the Project on social conditions due to loss of elders as teachers of culture/heritage, loss of spirituality, loss of language, loss of culture, traditional camps, family structure, and bush survival skills, loss of family homelands and alteration of social values. The effects assessment will include mitigation measures that are feasible and that may be needed to avoid or minimize potential adverse effects related to social conditions due to loss of elders as teachers of culture/heritage, loss of spirituality, loss of language, loss of culture, traditional camps, family structure, and bush survival skills, loss of family homelands and alteration of social values.	Part F: Potential Effects of the Project; Section 21; Section 22
59	Effects on social conditions due to changes in quality of life, urbanization, increased connectivity, rapid social changes, access to technology, increased mobility.	The proposed Project may potentially affect social conditions related to changes in quality of life, urbanization, increased connectivity, rapid social changes, access to technology and increased mobility. As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will assess the potential effects of the Project on social conditions due to changes in quality of life, urbanization, increased connectivity, rapid social changes, access to technology, and increased mobility. The effects assessment will include mitigation measures that are feasible and that may be needed to avoid or minimize potential adverse effects related to social conditions due to changes in quality of life, urbanization, increased connectivity, rapid social changes, access to technology, and increased mobility.	Part F: Potential Effects of the Project; Section 21; Section 22
60	Effects on social conditions due to changes in accessibility, personal finance, career guidance, legal aid, essential workplace and life skills.	The proposed Project may potentially affect social conditions due to changes in accessibility, personal finance, career guidance, legal aid, essential workplace and life skills. As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will assess the potential effects of the Project on social conditions due to changes in accessibility, personal finance, career guidance, legal aid, essential workplace and life skills. The effects assessment will include mitigation measures that are feasible and that may be needed to avoid or minimize potential adverse effects related to social conditions due to changes in accessibility, personal finance, career guidance, legal aid, essential workplace and life skills.	Part F: Potential Effects of the Project; Section 21; Section 22

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61	Effects on social conditions stemming from smoking, alcohol and drug use, as well as driving under the influence.	The proposed Project may potentially affect social conditions related to smoking, alcohol and drug use, as well as driving under the influence. As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will assess the potential effects of the Project on social conditions stemming from smoking, alcohol and drug use, as well as driving under the influence. The effects assessment will include mitigation measures that are feasible and that may be needed to avoid or minimize potential adverse effects stemming from smoking, alcohol and drug use, as well as driving under the influence.	Part F: Potential Effects of the Project; Section 21; Section 22
Indigenous Peoples' Physical and Cultural Heritage			
62	Effects on cultural heritage and archaeological resources of Indigenous groups.	The proposed Project may potentially affect cultural heritage and archaeological resources of Indigenous groups. As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will assess the potential effects of the Project on cultural heritage and archaeological resources of Indigenous groups. The effects assessment will include mitigation measures that are feasible and that may be needed to avoid or minimize potential adverse effects on cultural heritage and archaeological resources of Indigenous groups. A CAR route that would minimize potential adverse effects on cultural heritage and archaeological resources will be one of the factors considered in the determination of a final proposed CAR route.	Part E: Federal, Provincial, Territorial, Indigenous or Municipal Involvement and Effects; Section 18 Part F: Potential Effects of the Project; Section 21; Section 22
Mitigation Measures			
63	Mitigation measures related to impacts on Indigenous people, their rights, their social, health, economic and environmental conditions.	Through the ongoing Project engagement program, MFFN has and will continue to engage, at varying levels, with interested Indigenous community members and other persons (the public) so that feedback is considered in the Project decision-making, design and development of feasible mitigation measures to avoid Project related impacts on Indigenous people, their rights, their social, health, economic and environmental conditions.	Part F: Potential Effects of the Project; Section 21; Section 22
64	Clarity of mitigation measures, including of blasting noise, loss or effects to flora and fauna.	The proposed Project may potentially affect local flora and fauna. Through the ongoing Project engagement program, MFFN has and will continue to engage, at varying levels, with interested Indigenous community members and other persons (the public) so that feedback is considered in the Project decision-making, design and development of feasible mitigation measures to avoid Project related impacts related to blasting noise, and loss or effects to flora and fauna.	Part D: Location Information and Context; Section 14 Part E: Federal, Provincial, Territorial, Indigenous or Municipal Involvement and Effects; Section 18 Part F: Potential Effects of the Project; Section 19
Navigation			
65	Effects on navigable waters.	As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will assess the potential effects of the Project on navigable waters. The effects assessment will include mitigation measures that are feasible and that may be needed to avoid or minimize potential adverse effects on navigable waters. The public right to navigation on Canada's navigable waters is protected under the <i>Canadian Navigable Waters Act</i> . It is expected that the IAAC will seek the timely participation of federal authorities, such as DFO and Transport Canada, in the review of a Project Impact Statement.	Part E: Federal, Provincial, Territorial, Indigenous or Municipal Involvement and Effects; Section 18
Operations, Decommissioning and Abandonment			
66	Clarity on all aspects of the operations phase. Effects from the lack of appropriate de-commissioning, revegetation and reclamation activities.	Considering that the Project is an access road, the operation phase will include ongoing maintenance activities of the CAR and associated components such as water crossings and borrow areas required for road maintenance. The proposed Project engineering is currently at the conceptual level. Final details regarding the operations phase such as locations of borrow areas for ongoing maintenance will be determined as studies are completed and the detailed design is prepared.	Part C: Project Information; Section 9; Section 11

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		A Project effects assessment is being developed that will provide clarity on all aspects of the operations phase of a proposed CAR alignment. Mitigation measures to avoid or minimize potential adverse effects of the Project will be proposed, including ongoing follow-up monitoring to check the effectiveness of revegetation and reclamation activities of temporarily disturbed areas, as required. Currently, there are no plans for decommissioning the CAR should it be constructed. Decommissioning of temporary components that are no longer required, once construction of the CAR is complete, will occur as a part of the construction phase of the Project. These temporary components include: access roads, quarries, borrow areas, and construction staging areas not required to maintain the CAR once it is built.	
Project Contribution to Sustainability			
67	The Project's contribution to sustainability, recognizing the interconnectedness and interdependence of human-ecological systems and well-being of present and future generations.	As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will assess the Project's contribution to sustainability, in recognition of the interconnectedness and interdependence of human-ecological systems and well-being of present and future generations. The effects assessment will include mitigation measures that are feasible and that may be needed to avoid or minimize potential adverse effects on sustainability of human-ecological systems and well-being of present and future generations.	Part E: Federal, Provincial, Territorial, Indigenous or Municipal Involvement and Effects; Section 18 Part F: Potential Effects of the Project; Section 21
68	Weight of negative effects versus positive effects of the Project.	To support Project planning decision making, both positive and negative effects of the Project will be considered. The intention of MFFN is to propose a balance between maximizing community benefits, while minimizing adverse effects through an informed CAR route selection process, application of effective mitigation measures and on-going follow-up monitoring.	Part F: Potential Effects of the Project; Section 21
Project Expansion			
69	The Project's potential expansion to the Ring of Fire area, noting the baseline studies already being carried out for such a purpose along the corridor north from the Project to the Ring of Fire area.	The Project being proposed is an all-season CAR to MFFN. The CAR is being developed as a multi-purpose use road in order to accommodate commercial/industrial traffic such as mining and forestry trucks. The primary purpose of this project is to provide access for the community of Marten Falls regardless of whether future mineral development occurs. While there are ongoing discussions and studies related to roads leading to the Ring of Fire area, timing, ownership, funding and feasibility of those potential future roads are all unknown and therefore a future road or roads to the Ring of Fire area would be a separate project.	Part B: Planning Phase Results; Section 3; Section 4 Part C: Project Information; Section 7
70	Effects, and cumulative effects, due to increased industrial traffic, resulting from the road potentially being extended to the Ring of Fire area.	As part of the Project planning and regulatory approval process, an effects assessment, including an assessment of cumulative effects, is being conducted which will include proposing mitigation measures that will be needed to avoid or minimize adverse effects related to increased industrial traffic. The changes due to increased industrial traffic from other past, present and <i>reasonably foreseeable physical activities</i> that overlap with the Project study area will be included in the cumulative effects assessment.	Part C: Project Information; Section 7 Part D: Location Information and Context; Section 14 Part F: Potential Effects of the Project; Section 22; Section 23; Section 24
Purpose of and Need for the Project			
71	Linkage between mineral developments, the Project and the Webequie Supply Road Project.	The Project being proposed is an all-season CAR to MFFN. which will provide reliable access, increased travel safety and reduce the price of food, fuel and supplies, and will provide MFFN with future economic development opportunities. The Project will provide substantial benefits to MFFN regardless of if a future link to potential northern mine development areas may become viable. Should a future road project connect the CAR to the Ring of Fire area, the CAR could also be used as an industry supply road because the CAR will be designed to accommodate industrial traffic such as mining and forestry	Part A: Updated General Information; Section 1 Part C: Project Information; Section 7

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		trucks. The Webequie Supply Road Project is a separate project which would connect Webequie First Nation to the McFaulds Lake area, and it has no connectivity to the proposed MFFN CAR Project.	Part F: Potential Effects of the Project; Section 22
72	Project scope and its potential use for industrial purposes and expansion to the Ring of Fire area.	The Project is currently being proposed and scoped for the primary purpose as a community access road to MFFN. Should a future road project connect the CAR to the Ring of Fire area, the CAR could also be used as an industry supply road because the CAR will be designed to accommodate industrial traffic such as mining and forestry trucks.	Part C: Project Information; Section 7; Section 12
Riparian and Wetland Environments			
73	Effects to riparian and wetland environments (which have a high ecological and social value in the Far North), buffer zones, spread of invasive species and disturbance.	Potential environmental effects of the Project are identified in the Detailed Project Description and include effects on vegetation, wildlife, and fish and fish habitat from the spread / introduction of invasive species. As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will include proposing mitigation measures that will be needed to avoid or minimize adverse effects to riparian and wetland environments. A CAR route that would minimize potential adverse effects on riparian and wetland environments will be one of the factors considered in the determination of a final proposed CAR route. Through the ongoing Project engagement program, MFFN has and will continue to engage at varying levels with interested Indigenous Community members so that feedback is considered in the Project decision-making, design and impact mitigation measures (such as discussing the feasibility of buffer zones) to avoid or minimize potential adverse effects on environments that have a high ecological and social value such as riparian and wetland environments.	Part C: Project Information; Section 9; Section 11 Part D: Location Information and Context; Section 14 Part F: Potential Effects of the Project; Section 22; Section 23
74	Effects of changes to water levels, including decreased bank stability and effects to the muskeg that provide carbon sequestration.	As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will assess the potential effects of the Project on changes to water levels, including decreased bank stability and effects to the muskeg that provide carbon sequestration. The effects assessment will include mitigation measures that are feasible and that may be needed to avoid or minimize potential adverse effects on water levels, including decreased bank stability and effects to the muskeg that provide carbon sequestration.	Part C: Project Information; Section 12 Part D: Location Information and Context; Section 14 Part F: Potential Effects on the Project; Section 22
Social Conditions			
75	Effects of vandalism to infrastructure, such as cabins and trap lines, due to increased access to the territory.	The proposed Project may potentially affect incidences of vandalism to infrastructure, such as cabins and trap lines, due to increased access to the territory. As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will assess the potential effects of the Project on infrastructure, such as cabins and trap lines, due to increased access to the territory and related potential for increased vandalism associated with increased access to the Project area. The effects assessment will include mitigation measures that are feasible and that may be needed to avoid or minimize potential adverse effects on infrastructure, such as cabins and trap lines, due to increased access to the territory and related potential for increased vandalism associated with increased access to the Project area.	Part F: Potential Effects of the Project; Section 21; Section 22
Species at Risk, Terrestrial Wildlife and their Habitat			
76	Effects on federally listed species at risk, including wolverine and caribou, as a result of the change and disruption of their habitat, such as changes to home range and movement patterns, sensory disturbance, air quality, increased predation, barriers and migration.	The proposed Project may potentially affect federally listed species at risk, including wolverine and caribou, as a result of the change and disruption of their habitat. As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will assess the potential effects of the Project on federally listed species at risk, including wolverine and caribou, as a result of the change and disruption of their habitat, such as changes to home range and movement patterns, sensory disturbance, air quality, increased predation, barriers and migration. The effects assessment will include mitigation measures that are feasible and that may be needed to avoid or minimize potential	Part E: Federal, Provincial, Territorial, Indigenous or Municipal Involvement and Effects; Section 18 Part D: Location Information and Context; Section 14

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		adverse effects on federally listed species at risk. A CAR route that would minimize potential adverse effects on species at risk will be one of the factors considered in the determination of a final proposed CAR route.	Part F: Potential Effects of the Project; Section 22
77	Effects on federally listed species at risk, including wolverine and caribou, as a result of increased human disturbance, increased recreational activities, stress and data collection activities, such as attaching radio collars for monitoring Woodland Caribou.	<p>Methods used to gather information on species at risk, including information from the provincial government's ongoing caribou monitoring program, are methods developed, recommended and used by government department specialists. Wildlife field studies being conducted by consultants to gather baseline information on wildlife such as caribou are not currently using invasive methods such as attaching radio collars to wildlife. However, results of available wildlife monitoring efforts by government Ministries will be used for determining potential effects of the Project on species at risk.</p> <p>The proposed Project may potentially affect federally listed species at risk, including wolverine and caribou, as a result of increased human disturbance and increased recreational activities. As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will assess the potential effects of the Project on federally listed species at risk, including wolverine and caribou, as a result of increased human disturbance, increased recreational activities, stress and data collection activities, such as attaching radio collars for monitoring Woodland Caribou. The effects assessment will include mitigation measures that are feasible and that may be needed to avoid or minimize potential adverse effects on federally listed species at risk. A CAR route that would minimize potential adverse effects on species at risk will be one of the factors considered in the determination of a final proposed CAR route.</p>	<p>Part E: Federal, Provincial, Territorial, Indigenous or Municipal Involvement and Effects; Section 18</p> <p>Part D: Location Information and Context; Section 14</p> <p>Part F: Potential Effects of the Project; Section 22</p>
Structure, Site, Things of Historical, Archaeological, Paleontological or Architectural Significance			
78	Consultation and presentation of impacts on Indigenous peoples' physical and cultural heritage, current use of land for traditional purpose, or any structure, site or thing that is of historical, archaeological, paleontological or architectural significance.	Determination of the final CAR route, and assessment of the potential Project effects, both adverse and beneficial, will be undertaken based on feedback from the ongoing engagement and engagement process, including Indigenous Knowledge, previous studies, and information that is currently being gathered through ongoing desktop studies, and field studies within the proposed two alternative route corridors. Through the ongoing Project engagement program MFFN has and will continue to engage at varying levels with interested Indigenous Community members so that feedback is considered in the Project decision-making, design and impact mitigation measures to avoid or minimize potential adverse effects on Indigenous peoples' physical and cultural heritage, current use of land for traditional purpose, or any structure, site or thing that is of historical, archaeological, paleontological or architectural significance.	<p>Part B: Planning Phase Results; Section 4</p> <p>Part F: Potential Effects of the Project; Section 21</p>
Surface Water Quality and Quantity			
79	Effects from contamination, sedimentation, dust deposition, erosion, petroleum/chemical spills, water quality and quantity, water flows, beavers damming activities, permanent disruption of wetlands hydrology and other adverse effects to surface water quality and waterbeds.	<p>During construction, there is the possibility of accidental leaks or spills from construction equipment. In preparation for construction, a Spill Management Plan will be developed to mitigate and manage accidental releases of hazardous substances. During operation of the community access road (CAR), traffic accidents may occur which could involve spills of hazardous substances. To reduce the probability of traffic accidents along the CAR, the Project will be constructed according to established design codes and standards and maintained according to relevant guidelines and regulatory requirements for the proposed purpose and location of the road. During Project construction and maintenance, the handling, storage, transportation and disposal of hazardous substances will be done in accordance with the federal <i>Transportation of Dangerous Goods Act, 1992</i> and the provincial <i>Dangerous Goods Transportation Act</i> (and respecting the Canada-Ontario <i>Agreement Respecting Administration of the Transportation of Dangerous Goods Act, 1992</i>), including spills management and reporting under the provincial <i>Environmental Protection Act</i>. Therefore, the potential adverse effects of accidents, including hazardous substance spills associated with the Project, are expected to be mitigated to the extent feasible.</p> <p>As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will assess the potential effects of the Project from contamination, sedimentation, dust deposition, erosion, petroleum/chemical spills,</p>	Part F: Potential Effects of the Project; Section 22; Section 24

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		water quality and quantity, water flows, beavers damming activities, permanent disruption of wetlands hydrology and other potential adverse effects to surface water quality and waterbeds. The effects assessment will include mitigation measures that are feasible and that may be needed to avoid or minimize potential adverse effects on surface water quality and waterbeds.	
80	Effects on the Albany River and downstream of the Project.	<p>A CAR route that considers the crossing location of the Albany River and that would minimize potential adverse effects on the Albany River will be one of the factors considered in the determination of a final proposed CAR route. In addition, the potential effects of a CAR route crossing the Ogoki River, Dusey River, Corey Creek and Wabassi River will also be considered in the determination of the final proposed CAR route.</p> <p>As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will assess the potential effects of the Project on the Albany River and downstream of the Project. The effects assessment will include mitigation measures that are feasible and that may be needed to avoid or minimize potential adverse effects on the Albany River and downstream of the Project. Bridges required across streams and rivers will be constructed in accordance with applicable provincial and federal standards and guidelines, and regulatory design codes.</p>	<p>Part C: Project Information; Section 12</p> <p>Part D: Location Information and Context; Section 13c</p>
Topography, Soil and Sediment			
81	Effects of the Project on permafrost.	The proposed Project may potentially affect permafrost. As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will assess the potential effects of the Project on permafrost. The effects assessment will include mitigation measures that are feasible and that may be needed to avoid or minimize potential adverse effects on permafrost. The Project will be designed in consideration of the most recent relevant standards and guidelines for roads in northern regions where permafrost occurs, such as the Transportation Association of Canada's Primer on Developing and Managing Transportation Infrastructure in Permafrost Regions (2010) and the federal government's Northern Land Use Guidelines – Access: Roads and Trails.	<p>Part E: Federal, Provincial, Territorial, Indigenous or Municipal Involvement and Effects; Section 18</p> <p>Part F: Potential Effects of the Project; Section 22</p>
Vegetation			
82	Effects on native and rare vegetation due to construction activities, use of roadside herbicides, soil disturbances and the introduction of invasive plant species.	The proposed Project may potentially affect native and rare vegetation. As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will assess the potential effects of the Project on native and rare vegetation due to construction activities, use of roadside herbicides, soil disturbances and the introduction of invasive plant species. The effects assessment will include mitigation measures that are feasible and that may be needed to avoid or minimize potential adverse effects on native and rare vegetation.	Part F: Potential Effects of the Project; Section 22
Vulnerable Population Groups (GBA+)			
83	Impacts on vulnerable population groups (GBA+) such as women, disabled persons, elders and youth as a result of gender-based violence, human trafficking, resulting from the influx of male workers to the communities.	The proposed Project may potentially affect vulnerable population groups (GBA+) such as women, disabled persons, elders and youth as a result of gender-based violence, human trafficking, resulting from the influx of male workers to the communities. As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will assess the potential effects of the Project on vulnerable population groups (GBA+) such as women, disabled persons, elders and youth as a result of gender-based violence, human trafficking, resulting from the influx of male workers to the communities. To assess potential Project effects on vulnerable groups, federal government recommendations and guidance regarding conducting a GBA+ will be considered. The effects assessment will include mitigation measures that are feasible and that may be needed to avoid or minimize potential adverse effects on vulnerable population groups (GBA+) such as women, disabled persons, elders and youth as a result of gender-based violence, human trafficking, resulting from the influx of male workers to the communities.	Part F: Potential Effects of the Project; Section 22

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84	Indigenous groups' access to economic benefits and opportunities and for mitigation measures for long-term youth unemployment.	To support Project planning and regulatory approvals, an assessment of effects, including effects of the Project such as potential economic benefits and opportunities for Indigenous peoples, will be conducted and will include specific consideration of opportunities for long-term youth employment.	Part F: Potential Effects of the Project; Section 22
85	Identification of the segments of the population that will either benefit or be negatively impacted (directly or indirectly) by the Project, such as information on indigeneity (quality of being Indigenous), religion, education levels, disability or accessibility, etc.	To support Project planning and regulatory approvals, an assessment of effects, including effects of the Project on human health and well-being will be conducted and mitigation measures to avoid or minimize potential adverse effects of the Project will be proposed. The Project effects assessment will consider information, as available, regarding the potentially affected population segments that will either benefit or be negatively impacted (directly or indirectly) by the Project, such as information on indigeneity (quality of being Indigenous), religion, education levels, disability or accessibility.	Part F: Potential Effects of the Project; Section 22
Waste and Wastewater			
86	Effects from pollution, waste, including hazardous waste, and wastewater disposal.	The proposed Project may potentially affect the environment and people due to effects on air and water quality resulting from improper handling, transportation and disposal of hazardous wastes. As part of the Project planning and regulatory approval process, an effects assessment is being conducted which will assess the potential effects of the Project related to pollution, waste, including hazardous wastes, and wastewater disposal. The effects assessment will include mitigation measures that are feasible and that may be needed to avoid or minimize potential adverse effects related to pollution, waste, including hazardous wastes, and wastewater disposal. During Project construction and maintenance, the handling, storage, transportation and disposal of hazardous substances will be done in accordance with the federal <i>Transportation of Dangerous Goods Act, 1992</i> and the provincial <i>Dangerous Goods Transportation Act</i> (and respecting the Canada-Ontario <i>Agreement Respecting Administration of the Transportation of Dangerous Goods Act, 1992</i>), including spills management and reporting under the provincial <i>Environmental Protection Act</i> .	Part C: Project Information; Section 9 Part F: Potential Effects of the Project; Section 24

Notes:

* **Country foods**, also known as 'traditional foods' are defined as all foods sourced outside of commercial food systems. These include any food that is trapped, fished, hunted, harvested or grown for subsistence or medicinal purposes, outside of the commercial food chain. This definition is from Health Canada (2018) encompasses the following food items:

- Aquatic and terrestrial fauna fished, trapped, hunted, and/or harvested (e.g., game animals and birds, fish, and seafood) for domestic consumption
- Produce harvested from naturally occurring sources (e.g., berries, seeds, leaves, roots, and lichen)
- Plant tissues (e.g., roots, bark, leaves, and seeds) ingested for medicinal or other uses (e.g., teas)
- Produce (e.g., fruits, vegetables, and fungi) grown in gardens, and/or home orchards
- Aquatic and terrestrial fauna (and their by-products) produced for domestic consumption but not for market (e.g., ducks, chickens or other fowls, eggs, and dairy products)

References:

Health Canada. 2018. Guidance for Evaluating Human Health Impacts in Environmental Assessment: Country Foods. Healthy Environments and Consumer Safety Branch, Health Canada, Ottawa, Ontario.