



FORM

Preliminary information

PREAMBLE

The James Bay and Northern Québec Agreement (JBNQA), by its chapters 22 and 23, establishes a system of protection for both the natural and social environment in the James Bay and Northern Quebec region. Depending on the type of project, some aspects of these chapters may report under the responsibility of the Government of Canada, or the Government of Québec or both levels of government. Some projects can also be reported under the responsibility of the Cree Nation Government, notably for projects conducted on Category IA lands. Title II of the [Environment Quality Act \(EQA\)](#) presents the environmental and social impact assessment and review procedures applicable in the James Bay region (section 133 of the EQA) and in Northern Quebec (section 168 of the EQA).

The projects mentioned in schedule A of the EQA are subjected to one of the procedures applicable in the Northern environment, contrary to those mentioned in schedule B, which are exempt from the procedures. Projects not outlined in either schedule are considered "grey zone" projects. Anyone who intends to undertake a project in a northern environment covered by schedule A of the EQA must apply for a certificate of authorization. For "grey zone" projects, a proponent must request an attestation of exemption and the Provincial Administrator will confirm to him, after analysis of the project by the northern committee concerned, whether the project is not subject to the [Environmental and social impact assessment and review procedure](#) or if it is subject to it. In the first case, an attestation of exemption will be issued to the proponent for the project and, in the second, a directive will be prepared and sent to him, which will indicate the nature, scope and extent of the impact study he must prepare. Thus, except for the projects listed in schedule B, a proponent must file a preliminary information form with the Provincial Administrator of the JBNQA.

If necessary, it is possible to confirm whether your project corresponds to an activity listed in schedules A and B of the EQA or a "grey zone" by sending an e-mail request for verification of exemption, including a short description of your project, its location and the anticipated impacts at the following email address: dgees-assujettissement@environnement.gouv.qc.ca.

The preliminary information form is used to describe the general characteristics of a project. It must be completed in a clear and concise manner and the information must be limited to the elements that are relevant for a proper understanding of the project, its anticipated impacts, and possible ramifications.

In accordance with the EQA, the preliminary information form is either sent to the Evaluating Committee (COMEV), if the project concerns the region south of the 55th parallel (James Bay), or to the Kativik Environmental Quality Commission (KEQC), if the project concerns the region north of the 55th parallel (Nunavik). These two committees review the preliminary information and, in the case of projects covered by schedule A of the EQA, produce a recommendation on the directive indicating the nature, scope and extent of the study impact that the proponent must prepare. For "grey zone" projects, these committees produce a recommendation (COMEV) or a decision (KEQC) on whether the project is subjected to or exempt from the procedure. These recommendations and decisions are then forwarded to the Provincial Administrator who communicates his decision to the proponent. The proponent may be issued an attestation of exemption for projects that are exempt from the procedure or issued a directive for those subjected to the environmental and social impact assessment and review procedure.

The Evaluating Committee is a tripartite advisory body composed of representatives appointed by the Cree Nation Government and representatives of the Government of Canada and the Government of Quebec. The Kativik Environmental Quality Commission is a bipartite body of Inuit or Naskapi representatives appointed by the Kativik Regional Government and representatives of the Government of Quebec. While performing their duties, both bodies pay particular attention to the following principles, which are outlined in sections 152 and 186 of the EQA:

- a) the protection of the hunting, fishing and trapping rights of the Native people;
- b) the protection of the environment and social milieu;
- c) the protection of the Native people, of their societies, communities and economy;
- d) the protection of the wildlife, of the physical and biological milieu and of the ecological systems of the territory;
- e) the rights and guarantees of the Native people in Category II lands;
- f) the participation of the Crees, Inuit and Naskapis in the application of the environmental and social protection regime provided for in this division;
- g) any rights and interest of non-Native people, and
- h) the right of the persons acting lawfully to carry out projects in the territory.

Also note that the preliminary information form will be published in the [Environmental assessment register](#) (French only) as defined in section 118.5 of the EQA but only for projects for which a directive will be issued. The [COMEV](#) and [KEQC](#) also publish preliminary information form on their websites.

Since May 2022, the applicant for any authorization must produce, as a condition for the issuance of an authorization, the applicant's declaration of background (declaration d'antécédents). This declaration replaces the declaration of the applicant. You will find the form to be completed at the following address : <https://www.environnement.gouv.qc.ca/evaluations/declaration-antecedents.pdf> (French only).

The preliminary information form must be accompanied by the payment, charging the proponent for services provided under the environmental authorization system. This payment can be made by check to the ministre des Finances or via bank transfer. Details regarding the applicable rates are available in the [Tarification](#) section (French only) of the environmental assessment web page. It should be noted that the MELCCFP will not process the application until payment is received.

Once completed, the proponent must send its preliminary information form together with a letter of transmission, which must be sent to the JBNQA Provincial Administrator:

- Send the electronic copy of the documents (form and letter of transmission) to reception.30e@environnement.gouv.qc.ca including the Deputy minister (marie-josée.lizotte@environnement.gouv.qc.ca) as well as Vanessa Chalifour, coordinator/team leader for northern projects (vanessa.chalifour@environnement.gouv.qc.ca). The letter of transmission must confirm that the hard copies are consistent with the electronic ones. In case of large electronic documents, please consult the last bullet.
- Send the hard copies and the USB keys (including the French and English versions) to the Direction générale adjointe de l'évaluation environnementale des projets industriels, miniers, énergétiques et nordiques at the following address:

Mélissa Gagnon, directrice générale adjointe
Direction générale adjointe de l'évaluation environnementale des projets
industriels, miniers, énergétiques et nordiques
Ministère de l'Environnement, de la Lutte contre les changements climatiques, de la Faune
et des Parcs
Édifice Marie-Guyart, 6e étage, boîte 83
675, boul. René-Lévesque Est
Québec (Québec) G1R 5V7

Projects located south of the 55th parallel (James Bay)

COMEV

Eight (8) hard copies, including five (5) in French and three (3) in English
Three (3) PDF copies on USB key
Additional copies may be requested depending on the scope of the project.

COMEX

Nine (9) hard copies, including six (6) in French and three (3) in English
Three (3) PDF copies on USB key
Additional copies may be requested depending on the scope of the project.

Projects located north of the 55th parallel (Northern Quebec/Nunavik)

Fourteen (14) hard copies, including seven (7) in French and seven (7) in English
Three (3) PDF copies on USB key
Additional copies may be requested depending on the scope of the project.

- If the electronic documents are very large: Inform the Direction générale adjointe de l'évaluation environnementale des projets industriels, miniers, énergétiques et nordiques (vanessa.chalifour@environnement.gouv.qc.ca) and a secure link allowing you to send your documents on the ShareFile platform will be shared with you. This link will be valid for a period of 7 days. Attach the letter of transmission to the email, indicating that the electronic version will be transmitted via the ShareFile platform of the DGÉES.

1. IDENTIFICATION AND COORDINATES OF THE PROPONENT

1.1 Identification of the proponent	
Name : Q2 Metals Corp.	
Civic address : Suite 904 - 409 Granville Street, Vancouver, BC V6C 1T2.	
Postal address (if different from civic address) :	
Name and function of the signatory(s) authorized to submit the application: Neil McCallum, Director and Vice President Exploration.	
Telephone : +1 (819) 880-0960	Telephone (other) : -
Email : neil.mccallum@dahrouge.com	
1.2 Company number	
Québec enterprise number (NEQ) : 1178498946	
1.3 Resolution of the municipal council, band council, northern village, or responsible body	
If the proponent is a municipality, the preliminary information form is accompanied by the resolution of the municipal council, band council, northern village, or the responsible body duly certified authorizing the signatory(s) of the application to present it. Add a copy of the resolution to appendix I.	
1.4 Identification of the consultant mandated by the proponent (if applicable)	
Name : Nemaska Ressources	
Civic address : 1689 du Marais, Local 300, Québec, QC G1M 0A2	
Postal address (if different from civic address) :	
Telephone : +1 (418) 660-2037	Telephone (other) :
Email : clovis.dery@nemaskaressources.ca	
Description of mandate : Nemaska Ressources has been commissioned to study a forest access road route for mining exploration activities on the Cisco property. The mandate also includes assisting Q2 Metals Corp. with the various procedures and applications related to the forest intervention permit and the authorizations required for the construction of an access road for mining exploration purposes under the Regulation respecting the sustainable development of forests in the domain of the State (RADF).	

2. GENERAL PRESENTATION OF THE PROJECT

2.1 Project title
Project of ... (construction/extension/development/ etc.) of ... (installation/equipment/factory/etc.) in the territory of ... (municipality/village/community) Construction of a Class 4 access road for mining exploration activities on the Cisco property under the RADF on the territory of the Eeyou Istchee James Bay Regional Government.
2.2 Article of accordance
To verify the accordance of your project, indicate which paragraph of schedule A of the Environment Quality Act your project is subjected to, in your opinion, and why (threshold, for example). Indicate if your project is considered a "grey zone" project, if applicable. The project consists of the construction of a 12.4 km access road that will be used to support mining exploration activities on the Cisco property. It will be developed in accordance with the Sustainable Forest Development Act (LADTF, chapter A-18.1) and its regulations, the RADF. The proposed exploration access road will provide Q2 Metals Corp. with land access to the Cisco property from the vicinity of the Billy-Diamond Road for the purpose of conducting exploration work. Under Schedule A of the Environment Quality Act (EQA, chapter Q-2), "mineral exploration projects are not subject to the assessment and review procedure set out in sections 153 to 167." The Cisco mining exploration project falls within the category of activities that are mandatorily exempt from the assessment and review procedure, in accordance with Schedule B, paragraph g), which includes: "all testing, preliminary investigation, research, experiments outside the plant, aerial or ground reconnaissance work and survey or technical survey works prior to any project."

Although the concept of "access roads" is not explicitly mentioned, they may be required for the exploration work referred to in this paragraph.

Q2 Metals Corp. submitted (by email) a request for a notice of verification of exemption for the development of an approximately 12.4 km access road for mining exploration activities on the Cisco property, located approximately 150 km north of Matagami.

After analysis, the Ministère de l'Environnement, de la Lutte contre les changements climatiques, de la Faune et des Parcs (MELCCFP) informed Q2 that access roads for exploration purposes are considered a "grey zone." Consequently, the project requires the filing of an application for an attestation of exemption.

To build a road, borrow material is required. To do so, borrow pits are required. Under paragraph b) of Appendix A of the LQE, borrow pits each have an area of less than 3 ha. As described in paragraph n) of Appendix B of the LQE, any borrow pits intended for road maintenance are automatically exempt from the assessment and review procedure. These borrow pits are part of the project for which an attestation of exemption is being requested.

2.3 Objectives and justification of the project

Indicate the main objectives and highlight the reasons for implementing the project.

On February 29, 2024, Q2 Metals Corp. announced the acquisition of the Cisco Lithium project, consisting of 801 claims covering a total area of 41,253 ha. Since this acquisition, mineral exploration activities have been carried out on the property. Activities are mainly concentrated in an area of interest targeted for lithium exploration. This area is located in the north-central part of the property, which is located approximately 150 km north of the town of Matagami.

Currently, there is no access road to the target area. As a result, 100% of drilling exploration activities are carried out by helicopter, which requires significant fuel consumption and complex logistics in a remote northern environment.

With a view to reducing its environmental footprint, improving operational efficiency, and lowering exploration costs, Q2 Metals Corp. plans to build an access road. This road is also of major importance for the health and safety of workers, as it will provide safe, vehicle-accessible access at all times during exploration activities.

2.4 Brief description of the project and alternatives
Briefly describe the project (length, width, quantity, voltage, surface, etc.) and for each of its phases (development, construction, and operation and, when appropriate, closure and restoration), briefly describe the main characteristics associated with each of the project alternatives, including planned activities, developments, and construction (deforestation, expropriation, blasting, backfilling, etc.). The project consists of constructing a 12.4 km access road that will be used to support mining exploration activities on the Cisco property. It will be developed in accordance with the Sustainable Forest Development Act (LADTF, chapter A-18.1) and its regulation, the Regulation respecting the sustainable development of forests in the domain of the State (RADF). The route of the access road was determined in a study conducted by the consultant Nemaska Ressources. Alternatives were studied at the beginning of the mandate, but they were not selected, mainly due to topographical conditions and the existing soil and environment, such as the presence of open peat bogs with ponds where it is prohibited to build a road under the RADF, or the greater width of watercourse crossings. Finally, the selected route was discussed with the tallyman, who agreed to the proposed route. The route was submitted to the Chief of the Nemaska community. A field survey was then completed by the consultant in September 2025, which made it possible to optimize the location of the road and collect data along the right-of-way. The proposed access road would begin at the eastern end of an existing forest road, located near kilometre markers 148-149 on Billy-Diamond Road. The intended use of this road is to transport drilling equipment to the site and to transport employees by truck to the field. For this use, the planned road class is Type 04, in accordance with Appendix 4 of the RADF. The proposed width of the road will be 7.0 m. This width includes the required shoulder widths, i.e., it includes a 5.50 m roadway and 0.75 m shoulders on either side. In order to build a Class 4 road, a 25-meter right-of-way is required. This right-of-way totals approximately 30.85 ha, considering the projected length of the road. Clearing activities will be required. Section 3.2 below describes the environment of the right-of-way, which is not entirely wooded. According to field surveys, 21 watercourse crossings are to be expected. In accordance with a flow calculation approved by a forest engineer and based on the field characterization, properly sized culverts will be planned. Their installation will comply with the various sections of the RADF. After field validation, of the 21 sites, only one requires an installation that ensures the free passage of fish. In order to access the Cisco property via Billy-Diamond Road, a bridge site is required for the project. This bridge will be designed and planned according to best practices. Plans and specifications will be prepared by an engineer in accordance with the "Norme relative aux ponts sur les terres du domaine de l'État". They will be submitted for approval by the ministère des Ressources naturelles et des Forêts. Granular material is required to build a road. Where possible, this will be constructed mainly with materials available on site within the planned right-of-way. However, to compensate for any material shortages, borrow pits of loose deposits (sand, gravel, and moraine) will be required. Three borrow pits have been located along the route. The first borrow pit is one that has already been exploited in the past: surface mineral site 32K11-2 (BNE 30033) according to Quebec's Mining Title Management System. Its most recent holder is the ministère des Ressources naturelles et des Forêts. Its projected area for the project is approximately 2.98 hectares. The other two borrow pits are directly adjacent to the planned access road. Consequently, no trails or access roads need to be built to reach the borrow sources. Their respective areas are approximately 2.22 and 2.90 hectares. All areas exploited in the borrow pits will be restored under the RADF.
If relevant, add to appendix II all the documents allowing to better understand the characteristics of the project (diagram, sketch, cross-section, etc.). A location map is available in appendix to this form to locate the access road and planned borrow pits.
2.5 Related activities

Summarize, if applicable, related planned activities (ex: road access, crushing or milling, installation of a cofferdam, stream diversion) and any other projects that may influence the project design.

In the presence of thin soil or if rock is encountered along the road, blasting will be necessary in only a few locations within the authorized right-of-way, particularly in the last few kilometres of the road to the north, approaching the area of mining exploration interest, in order to reduce the maximum slope of the road, among other reasons.

Crushing and screening of granular material found within the road right-of-way or in borrow pits may be required for the project, depending on the type of material found.

A temporary access road will be required for the first borrow pit.

No rock quarries are planned.

The installation of stream crossings will be carried out in accordance with the various sections of the RADF.

3. PROJECT LOCATION AND SCHEDULE

3.1 Identification and location of the project and its activities		
The name of the municipality, village, or community where the project is located (indicate if several municipalities, villages, or communities are affected by the project): - Territory of Eeyou Istchee James Bay. - Trapline Nemaska N20.		
Land categories (I, II and III): III		
Geographical coordinates in decimal degrees of the central point of the project (for linear projects, provide the coordinates of the project start and end point):		
Central point or start of the project:	Latitude: 50°33'51"N	Longitude: 77°28'25"W
Project end point (if applicable) :	Latitude: 50°38'25"N	Longitude: 77°28'20"W
3.2 Description of the project site		

Describe the main components of the physical, biological, and human environments likely to be affected by the project by focusing on the description on elements considered to be of scientific, social, cultural, economic, historical, archaeological, or aesthetic importance (environmental valued components). Indicate, if applicable, the ownership status of the lands where the project is planned, as well as the main features of the site: zoning, available space, sensitive environments, wetlands and bodies of water, compatibility with current uses, availability services, topography, presence of buildings, aboriginal land use and occupation, etc.

Physical Environment

The road project is located in the Superior geological province, more specifically within the Opatika subprovince (MRNF, 2018). This region is crossed by the Frotet-Evans greenstone belt, characterized by a volcanic complex dominated by metavolcanic rocks ranging from mafic to felsic compositions. This geological context is particularly favourable for the presence of lithium mineralization, particularly in certain areas targeted by exploration (Q2 Metals Corp., 2025).

From a topographical point of view, the relief consists mainly of plains, punctuated by a few rocky hills that emerge from the landscape.

In terms of surface deposits, the territory is mainly covered by organic deposits, especially in flat areas and depressions. A significant proportion of the soil is also covered by glaciolacustrine deposits, which are mainly fine-grained. As the altitude increases, particularly at the rocky hills, till deposits are observed, sometimes superimposed on glaciolacustrine deposits (Blouin et al., 2005).

Road right-of-way

The hydrographic network along the right-of-way consists of six permanent watercourses.

- Only one of the permanent watercourses requires a culvert to ensure the free passage of fish.
- As for the river bridge site, its construction will be governed by the RADF and will ensure the free passage of fish.
- Under the RADF, obstacles to the free passage of fish were encountered along the four (4) other permanent watercourses with crossing sites. Culverts will be installed in accordance with the various articles of the RADF.

Due to the generally flat terrain and soil conditions, the intermittent streams encountered do not have a well-defined linear morphology, i.e., a clearly visible and defined stream bed, as is the case with permanent watercourses. According to field surveys, sixteen (16) intermittent streams are encountered along the proposed road. However, seven (7) of these streams are considered to be at the edge of forest drainage. The forest engineers deployed to the field by the consultant Nemaska Ressources decided to consider these flows at the edge of forest drainage as intermittent streams in terms of their flow. This approach was put forward in an effort to protect the environment and in accordance with the precautionary principle. It will allow for the proper sizing of the required culverts and installation in accordance with the various articles of the RADF.

With regard to borrow pits, a distance of 30 m from water bodies or wetlands was respected, in accordance with current regulations.

Borrow pit 1

Borrow pit 1 is located approximately 1.1 km from the start of the road to be built. This site is characterized by the presence of glacial surface deposits, i.e., deposits composed of sand or sand-gravel, which is useful as granular material for road construction. There is an old forest road adjacent to the borrow pit. This will require construction work over approximately 330 m to make it passable and usable again.

This site, previously opened and owned by the ministère des Ressources naturelles et des Forêts, has now expired.

There are no open wetlands nearby. In addition, there are no water bodies such as intermittent or permanent watercourses within 30 m of the site, as confirmed by photo interpretation.

Borrow pit 2

Borrow pit 2 is located approximately at km 3.3 of the proposed road. It is directly adjacent to the road right-of-way and consists of till deposits.

A wooded peat bog is located 15 m south of the site, and it retains its wooded cover as defined in the RADF up to approximately 78 m. After verification by 3D photo interpretation, no wetlands or water bodies protected under the RADF are found within 30 m.

Borrow pit 3

Like the second pit, borrow pit 3 is adjacent to the road right-of-way and closer to the end of the route at km 10.1. This site is characterized by the presence of till deposits, which are suitable for the construction of a forest road.

There is only one watercourse located near the site, to the north, running east-west along the borrow pit. In accordance with current regulations, a distance of more than 30 m has been applied.

Biological environment

Road right-of-way

The project to build an access road for mining exploration activities is located in the western black spruce moss forest. The vegetation is characterized by a high proportion of black spruce due to soil conditions caused by the types of deposits found and the very gentle topography (Blouin et al., 2005).

The vegetation found in the right-of-way of the proposed access road is mainly composed of stands dominated by black spruce. According to the ecoforestry map, the forest cover density in these stands varies mainly between 45% and 65% (MRNF, 2017). During the Nemaska Ressources team's field visit, deciduous stands, mainly composed of paper birch and poplar, were found sporadically within the requested right-of-way, indicating a coarser soil texture characterized by more favourable drainage. A significant portion of the area occupied by the right-of-way, nearly 20%, overlaps with areas affected by the 1995 and 1997 forest fires located to the north and south, respectively (MRNF, 2017). In these areas, the vegetation observed during the field visit is characterized by dry bare ground and low-density stands composed mainly of black spruce and jack pine.

Along the entire planned route, regenerating forest cover, defined as having a height of less than 4 metres (MRNF, 2023), occupies approximately 33.8% of the projected right-of-way area (MRNF, 2021). Closed forest cover, with a height of 7 metres or more, covers approximately 41.0% of this same area (MRNF, 2021). The residual stratum, between 4 and 7 metres, represents 25.2% (MRNF, 2021).

According to geospatial data from the ecoforest map and potential wetlands, some wetlands and water bodies are located near the proposed right-of-way (MELCCFP, 2023; MRNF, 2017). Due to regional biophysical conditions that account for the very high proportion of organic environments (Blouin et al., 2005), the route inevitably crosses peatlands. As a result, the route crosses two open peat bogs over a distance of more than 100 m, which has been reduced as much as possible following the consultant's site visit. Exemption requests under section 70 of the RADF are planned for this purpose, and protective measures will be put in place to mitigate the effects of road construction on the environment.

The construction of the mining exploration access road is governed by the RADF. As such, Q2 will ensure that it obtains all the necessary authorizations from the MRNF depending on the nature of the work. In addition, Q2 will comply with the ministry's requirements in relation to the various environments crossed by the project.

Borrow pit 1

This borrow pit, which has already been opened nearby and used in the past, is located mainly on stands undergoing regeneration, particularly due to the 1997 forest fire. This site is characterized by the presence of naturally regenerating jack pine and plantations of black spruce and jack pine.

Borrow pit 2

Borrow pit 2 consists entirely of black spruce and jack pine stands, with low density and heights varying between 7 and 15 m.

Borrow pit 3

Borrow pit 3 is located entirely in an area that was affected by the 1995 forest fire. The site is mainly dominated by a low-density regenerating woodland. A small portion of this site is partially wooded with a coniferous stand that was spared by the fire.

Protected areas

The proposed access road is not located in any protected area listed in the Register of protected areas.

Outside the site of interest for mineral exploration, to the north—at the end of the proposed road route—there are two protected areas. Approximately 10 km to the north is the proposed Chisesaakahikan-et-de-la-Rivière-Broadback biodiversity reserve, and closer, approximately 2 km to the north, is the Chisesaakahikan protected area reserve.

<u>Sensitive habitats present</u> According to data available from the Centre de données sur le patrimoine naturel du Québec (CDPNQ, 2022), occurrences of species in a precarious situation are found near the site. The term "occurrences" refers to the habitat used by a local population of a species in a precarious situation, based on one or more observations, and is represented concretely by an area. In the case of this project, the planned right-of-way for the road and borrow pits is located within the woodland caribou habitat. No other occurrences are identified in the CDPNQ within an 8 km radius of the project. A portion of the proposed route is affected by the interim measure to protect woodland caribou. The objective of these measures is to concentrate forest planning activities outside the areas covered by the interim measures. In other words, in terms of forest planning and management, harvesting activities and road construction or improvement are postponed until the adoption of the Woodland and Mountain Caribou Strategy (MRNF, 2023). This measure has been put in place pending the implementation of the Woodland and Mountain Caribou Strategy. The proposed access road overlaps the area covered by the measures from km 2.9 to the end of the route, i.e., km 12.4. South of the boundary of the measures near the planned access road, the territory is also shared with the forestry industry. Several silvicultural operations up to the southern boundary of the area protected by the interim measure are planned according to the annual harvesting schedule. Within a 4 km radius of the route south of the boundary of the interim measures, approximately 261 hectares are included in the annual cutting plan for management unit 086-63 (MRNF, 2025). <u>Human Environment</u> The planned access road is located on the lands of the Nemaska Cree community, in the Eeyou Istchee region, approximately 150 km north of Matagami. The project is located on Category III lands, in trapline N20. This trapping territory is still used for traditional Cree activities—moose hunting, fishing, and trapping—which remain important to the community. The tallyman confirmed to Q2 the areas of activity and interest on his trapping territory. He also proposed that the access road be built at this location to avoid disturbing users of the territory. He confirmed that the access road sector and the mineral exploration zone are not used for traditional hunting, fishing, or harvesting activities and that the route does not affect any sensitive areas of interest. He travels this route from his camp to reach the far ends of his territory, where he carries out his traditional activities. The access road starts about 5 km from the Billy-Diamond Road, ensuring adequate accessibility to the site. The proximity of the road network also favours the development of a multi-use road that is compatible with forestry activities, mineral exploration, and traditional or recreational uses.
3.3 Project schedule Provide the implementation schedule (estimated period and estimated duration of each step of the project) considering the time required for the preparation of the impact study, if applicable, and the progress of the procedure. Since February 2024, exploration activities on the Cisco property have been carried out by helicopter. The planned access road, classified as a Class 4 road in accordance with the RADF, is intended to provide land access to the area of exploration interest. Mining exploration activities, including drilling, are expected to continue for at least three years after the road is built. This road will be designed for a period of use of between three (3) and ten (10) years, in accordance with the applicable standards for a Class 4 road. The Class 4 road for mining exploration purposes on the Cisco property should ideally be built in 2026, once the necessary permits and authorizations have been obtained. The clearing of the right-of-way and borrow pits and the construction of the access road are expected to take between three (3) and six (6) months from the start date. The borrow pits will be used during this estimated period, and the granular material used will only be used for the construction of the road and its maintenance during the work. Restoration will be carried out in accordance with current regulations.
3.4 Location plan

Add to appendix III a topographic or cadastral map showing the location of the project and, if applicable, a plan for the location of development or activities on an appropriate scale indicating any existing infrastructure and its relation to the proposed work site.

See localization map in Appendix III.

4. INFORMATION AND CONSULTATION ACTIVITIES OF THE PUBLIC, ABORIGINAL COMMUNITIES AND USERS OF THE TERRITORY

4.1 Information and consultation activities carried out
If applicable, indicate the terms and conditions relating to the public information and consultation activities carried out as part of the project design (methods used, number of participants and represented areas), including those carried out with the local populations, among others the Crees, Inuit and Naskapi, as well as the users of the territory, and indicate, if needed, the concerns raised by the public and whether these concerns were taking into consideration in the design of the project. Information and consultation activities were carried out with the tallyman throughout 2025. The tallyman had the opportunity to fly over the planned road route and also to make recommendations regarding it. The Chief of the Nemaska Band Council was also met with to present the road route. In summary, the various consultation steps that were carried out are as follows: - January 2025: First meeting and discussion of the project with the tallyman in Nemaska. - April 2025: Second meeting with the tallyman. The desired location of the access road was discussed with the tallyman, who proposed a route that would avoid areas where traditional activities are practised and which, in his opinion, would have the least impact on the territory. On the same day, the N20 territory was flown over by helicopter with the tallyman and representatives from Q2. - July 8, 2025: Telephone discussion with the tallyman about the progress made by the consultant commissioned to study the various road routes. - July 9, 2025: Sharing of the route proposed by the consultant with the tallyman. He was informed of the next steps in the project, including field surveys to collect the necessary data along the road and near the crossing sites. - July 26, 2025: Meeting with the tallyman. The proposed route was discussed. The tallyman agreed with the proposed route, as it largely corresponds to his recommendation. He also agreed with the field work and studies to be carried out to study the access road for mining exploration purposes. He requested that the field work be completed before September 30 for the helicopter work, i.e., before moose hunting season. Q2 Metals Corp. has committed to meeting this deadline. - July 31, 2025: The route chosen by the consultant and approved by the tallyman was shared with the Nemaska Cree Nation by email. The map from the external consultant commissioned for the route, Nemaska Ressources, was shared, along with information on the subsequent field surveys. - October 30, 2025: Information meeting on the progress of the project and presentation of the route to the Chief of Nemaska and representatives of the Nemaska Development Corporation and the Cree Nation Government. It was agreed that the time was right to launch community information sessions and to implement a communication and consultation strategy with land users affected by the Cisco project and the access road. The start of communication and consultation activities will be planned with the help of the Nemaska Band Council for early 2026.
4.2 Information and consultation activities planned during the environmental and social impact assessment procedure
If applicable, indicate the terms and conditions for public information and consultation activities during the environmental and social impact assessment procedure, including those planned for aboriginal communities and users of the territory impacted by the project. Q2 Metals is in regular communication with the tallyman and community leader regarding the progress of the project, particularly the access road project. It has been agreed with the community leader that the time is right to launch community information sessions and to implement a communication and consultation strategy with land users affected by the Cisco project and the access road. The start of communication and consultation activities will be planned with the help of the Nemaska Band Council for early 2026.

5. DESCRIPTION OF THE MAIN ISSUES¹ AND IMPACTS OF THE PROJECT ON THE RECEIVING ENVIRONMENT

5.1 Description of the main issues of the project
Briefly describe the main issues regarding the development, construction, and operation phases and, when applicable, closure and restoration phases of the project. The access road is located within an area subject to interim measures for the management of woodland caribou habitat. These measures are in place to preserve large forest areas pending the finalization of the provincial caribou strategy (MRNF, 2023). The interim measures are characterized by the exclusion of logging in certain areas. A study on large wildlife was conducted by Nemaska Ressources for informational purposes. This analysis is based, among other things, on knowledge acquired about the location of woodland caribou populations (data from radio collars from 2015 to 2024) and on the assessment of the quality of their habitat in two areas, including the Project Study Area (PSA), which corresponds to the boundaries of the Cisco property. According to the report, "Despite the availability of suitable habitat within the PSA, essentially no occurrence radio-collared caribou were observed during the telemetry monitoring period" (Nemaska Ressources, 2025). The report is available in the appendix to this form. Due to the physical context of the region, i.e., "a territory with relatively flat terrain consisting largely of clay and organic deposits" (Blouin et al., 2005), the route will cross open and wooded peat bogs. Under the RADF, the construction of an access road is authorized in these environments, provided that it is less than 100 m in open peat bogs. Beyond this distance, an exemption is requested and justified to the MRNF. Protective measures and construction techniques are applied and adapted to site conditions. Given the regional context characterized by an abundance of open wetlands, it is inevitable that some open peat bog without ponds will be crossed. Q2 will ensure that all necessary authorizations are obtained from the MRNF and will comply with their requirements. For watercourse crossings, the installations will be carried out in accordance with the various sections of the RADF. Only one crossing site requires an installation to ensure free passage for fish. As for the Pauschikushish Ewiwach river bridge site, it will ensure free passage for fish and will be designed in accordance with best practices and approved by the MRNF. No closure is planned for the exploration road. The closure of a road on state-owned land must be authorized under the Sustainable Forest Development Act (section 41). The issues related to the human environment concern land use and the use of adjacent access roads. The duration of the work will be relatively short.
5.2 Description of the main anticipated impacts of the project on the receiving environment
For the development, construction, and operation phases and, when appropriate, closure and restoration phases of the project, briefly describe what are the anticipated impacts of the project on the receiving environment (physical, biological, and human). Briefly outline the planned mitigation or remediation measures, if applicable. Environmental impacts The potential environmental impacts associated with the construction of the road will mainly result from the alteration or loss of certain environments, particularly terrestrial environments within the cleared areas of the 25-metre right-of-way of the access road, as well as the backfilling of certain wetlands—the crossing of which has been minimized. With regard to watercourse crossings, the culverts and bridge will be installed in accordance with RADF criteria, i.e., sized so as not to impede water flow and to ensure compliance with flood flows, based on dimensions signed off by a forest engineer for culverts. In the case of culverts where free passage of fish must be ensured, they will be installed with the appropriate slope to guarantee the passage of fish. The borrow pits used for the project will then be restored in accordance with the RADF. The use of heavy equipment will result in greenhouse gas (GHG) emissions, noise, and dust during the construction of the road and when loading granular materials from the borrow pits. After construction, the reduction in helicopter travel will reduce noise that could affect land mammals and limit noise pollution for users of the area. It will also help reduce fuel consumption and CO₂ emissions once the access road is built. On the road, dust and GHG emissions from vehicle traffic will remain present. However, the maximum speed of 40 km/h associated with a Class 4 road, combined with the low traffic volume expected, suggests that these emissions will remain limited. Finally, the construction of the road will also reduce the volume of fuel that must be stored and handled

¹ Issue: A major concern for the government, the scientific community, or the population, including the impacted indigenous communities, and whose analysis could influence the recommendations or decisions of the northern committees regarding the authorization or refusal of a project.

for helicopter operations. Social Impacts Location and proximity to communities: The access road is located in an area far from the communities of Eeyou Istchee: • Matagami: 150 km • Nemaska: 239 km • Waskaganish: 185 km • Waswanipi: 338 km Given these distances, the project will have no impact on the quality of life in the communities. Land occupation and local users The tallyman and his family occupy trap territory N20. Several camps are located along the Billy-Diamond Road, notably at kilometres 160 and 126. The planned access to the future road would be located near kilometre 148. For the tallyman and his family, access to this area will be greatly facilitated, as it has been difficult to reach by road until now. Effects of road access The construction of a road will open up an area that was previously inaccessible by truck and will lead to a predictable increase in land traffic and provide access to areas of land that were previously difficult to reach. The choice of a Type 4 road is intended to limit the maximum speed to 40 km/h and reduce traffic flow. Reduction in air traffic Land access will reduce the need for helicopter flights, resulting in: • reduced noise • less disturbance to wildlife • less nuisance for land users • a reduction in the carbon footprint of the project as a whole Management and coexistence measures Q2 Metals has a policy prohibiting hunting and fishing by its staff and contractors. The company will maintain regular communication with the community and the tallyman in order to: • monitor changes in land use; • identify mitigation measures; • ensure respectful and safe coexistence. Community benefits Cree and local communities could benefit from business and employment opportunities, both during construction and for road maintenance and snow removal. For Q2 Metals Corp., land access will facilitate exploration work and environmental monitoring. Cost savings are also expected due to a reduction in helicopter flights. In terms of health and safety, this road will allow for intervention at any time, particularly in winter, when flying conditions limit air travel. Habitats protégés et espèces à statut According to the protected areas registry, there are no protected areas in the study area. (MELCCFP, 2025) As indicated in section 5.1, part of the road right-of-way is located in an area covered by interim measures for woodland caribou habitat management, pending the adoption of an official strategy (MRNF, 2023). The large wildlife report shows that there are no records of woodland or migratory caribou in the area studied for road construction (Nemaska Ressources, 2025), or in the vicinity of the mineral site of interest. Only a few sightings in the extreme northwest of the Cisco property are known (Nemaska Ressources, 2025). Observations by the exploration team, which has been on site since February 2024, support this: to date, the team has not observed any caribou. For a "grey zone" project, provide sufficient information to assess its environmental and social impacts to determine whether it should be subjected to the environmental and social impact assessment and review procedure. Provide mitigation or remediation measures, if applicable.

6. GREENHOUSE GAS EMISSION

6.1 Greenhouse gas emission

Indicate if the project is likely to lead to the emission of greenhouse gases and, if so, which ones. Briefly describe the main sources of projected emissions at the various phases of the project.

During the construction of the road, the use of various equipment necessary for the work will generate greenhouse gases (GHGs). This equipment runs on fossil fuels (diesel, gasoline), which inevitably leads to GHG emissions.

However, once the access road is built, its use will reduce CO₂ emissions associated with air transport. A Ford F-150 would consume approximately 16 L/100 km on a forest road when transporting passengers, whereas an AS350 B3 helicopter, such as the one currently used on site, consumes approximately 183 L/h of fuel for average use (Eurocopter, 2006), which is about five times more fuel than a pickup truck travelling the same distance. Currently, the helicopter is the only viable means of transportation, as the exploration area is not connected to any access roads. The helicopter is used daily during exploration: two aircraft are deployed on site each day to transport personnel, equipment, and drills.

The equipment used that relies on fossil fuels for road construction and deforestation activities generally includes the following:

- Brush cutter;
- Harvester and skidder;
- Bulldozer;
- Grader;
- Excavator;
- Crusher;
- Screener;
- Off-road truck;
- Dump trucks;
- Drills;
- Crane.

7. OTHER RELEVANT INFORMATION

7.1 Other relevant information

Enter any other information deemed necessary for a better understanding of the project.

8. DECLARATION AND SIGNATURE

8.1 Declaration and signature	
<i>I certify that :</i> 1° <i>the documents and information provided in this preliminary information form are accurate to the best of my knowledge.</i> <i>Any misrepresentation may result in sanctions under the EQA. All information provided will form an integral part of the application and will be published on the website of the Evaluating Committee (COMEV) or the Kativik Environmental Quality Commission (KEQC) and the Environmental assessment register.</i>	
First and last name	
Neil McCallum	
Signature	
	
Date	2026-01-14
2026-01-13	

Appendix I

Resolution of the municipal council, band council, northern village, or responsible body

If applicable, insert below the resolution of the municipal council, band council, northern village or responsible body duly certified authorizing the signatory(s) of the application to present it.

BOARD RESOLUTION (ATI)

April 17, 2024

As a member of the board of directors of Q2 Metals I approve of appointing Neil McCallum VP Exploration and also a director of the company to submit an application for authorization of impact-causing exploration work (ATI) to the Quebec ministère des ressources naturelles et des forêts on behalf of the company, Q2 Metals.

Alicia Milne**ALICIA MILNE**

CEO, PRESIDENT & DIRECTOR

Jody Bellefleur**JODY BELLEFLEUR**

CHIEF FINANCIAL OFFICER, DIRECTOR

Neil McCallum**NEIL MCCALLUM**

VP EXPLORATION, DIRECTOR

Kevin Bottomley**KEVIN BOTTOMLEY**

DIRECTOR

Leo Power**LEO POWER**

DIRECTOR

Simon Cohn**SIMON COHN**

DIRECTOR

BOARD RESOLUTION (MELCCFP)

April 17, 2024

As a member of the board of directors of Q2 Metals I approve of appointing Neil McCallum VP Exploration and also a director of the company to act as the online service manager of the Ministère de l'Environnement, de la Lutte contre les changements climatiques, de la Faune et des Parcs (MELCCFP) website.

Alicia Milne**ALICIA MILNE**

CEO, PRESIDENT & DIRECTOR

Jody Bellefleur**JODY BELLEFLEUR**

CHIEF FINANCIAL OFFICER, DIRECTOR

Neil McCallum**NEIL MCCALLUM**

VP EXPLORATION, DIRECTOR

Kevin Bottomley**KEVIN BOTTOMLEY**

DIRECTOR

Leo Power**LEO POWER**

DIRECTOR

Simon Cohn**SIMON COHN**

DIRECTOR

Signature: 

Email: alicia@q2metals.com

Signature: 

Kevin Bottomley (Apr 17, 2024 15:48 PDT)

Email: kevin@q2metals.com

Signature: 

Leo Power (Apr 17, 2024 21:01 GMT-2.5)

Email: leo@q2metals.com

Signature: 

Neil McCallum (Apr 17, 2024 19:13 EDT)

Email: neil@q2metals.com

Signature: 

Email: simon@miningprojectsx.com

Signature: 

Email: jbellefleur@zimtu.com

Appendix II

Project characteristics

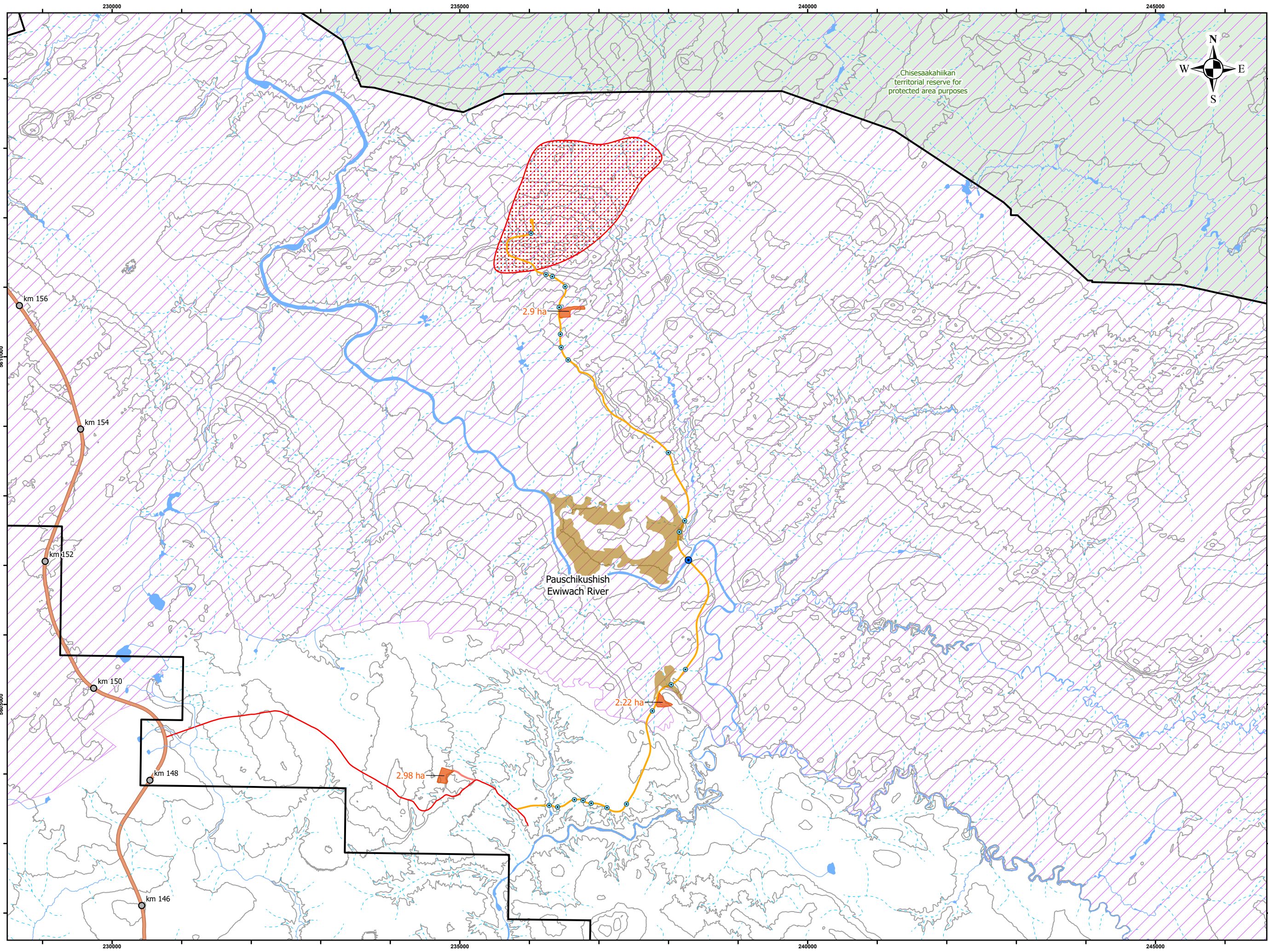
If relevant, insert below documents to better understand the characteristics of the project (diagram, sketch, cross-section, etc.).

See project description.

Appendix III

Location plan

Insert a topographic or cadastral map showing the location of the project and, if applicable, a plan for the location of works or activities on an appropriate scale indicating in particular the infrastructures in place in relation to the work site.



LOCALIZATION MAP

- Access road to the Cisco property for mining exploration activities -

LOCALIZATION

Legend

- Cisco property
- Main interest area for mining exploration activities
- Interim measures for the management of woodland caribou habitat
- Protected areas
- Projected borrow pits
- Projected right of way of 25 m for the access road for mining exploration purposes
- Projected right of way for the access road to the borrow pit
- Peat bog without ponds - Surveyed in the field and crossed over a distance of more than 100 m
- Billy-Diamond road
- Existing road network (all classes)
- Contour lines - 10 m
- Localization of the bridge for the crossing site (± 31 m) of the Pauschikushish Ewiwach river
- Watercourse crossing sites - Installation of a culvert
- Surface hydrographic network
- Permanent watercourse
- Intermittent watercourse

NOTES

1. Construction project of a Class 4 access road for mining exploration activities on the Cisco property under the RADF on the territory of the Eeyou Itstchee James Bay Regional Government.

SOURCES

- Watercourse, GRHQ, MELCCFP and MRNF
- Surface hydrographic network GRHQ, MELCCFP and MRNF
- Mining titles, GESTIM
- Road network, AOréseau+, MRNF
- Contour lines, LIDAR product, MRNF
- Protected Areas, MELCCFP
- Interim measures for the management of woodland caribou habitat, geospatial data provided by Q2 Metals Corp.
- Cisco property boundary, 2023, geospatial data provided by Q2 Metals Corp.
- Potential wetlands, MELCCFP

0 500 1 000 1 500 2 000 meters

1:50 000

Format : 11"x17" Coordinate System : NAD 1983 MTM 9

Nemaska Ressources

PREPARED BY: Pierre Roucoules, Forest Engineer.
APPROVED BY: Clovis Déry, Forest Engineer.
FOR: Q2 Metals Corp.

PROJECT : 121025006 DATE : 2025-12-02

Annexe IV

Large wildlife study report – Nemaska Ressources – 2025

Annexe V

Photos taken during the field survey visit.

Section 1: Wetlands encountered along the proposed route.

Photo 1. Wooded peat bog encountered along the proposed route.



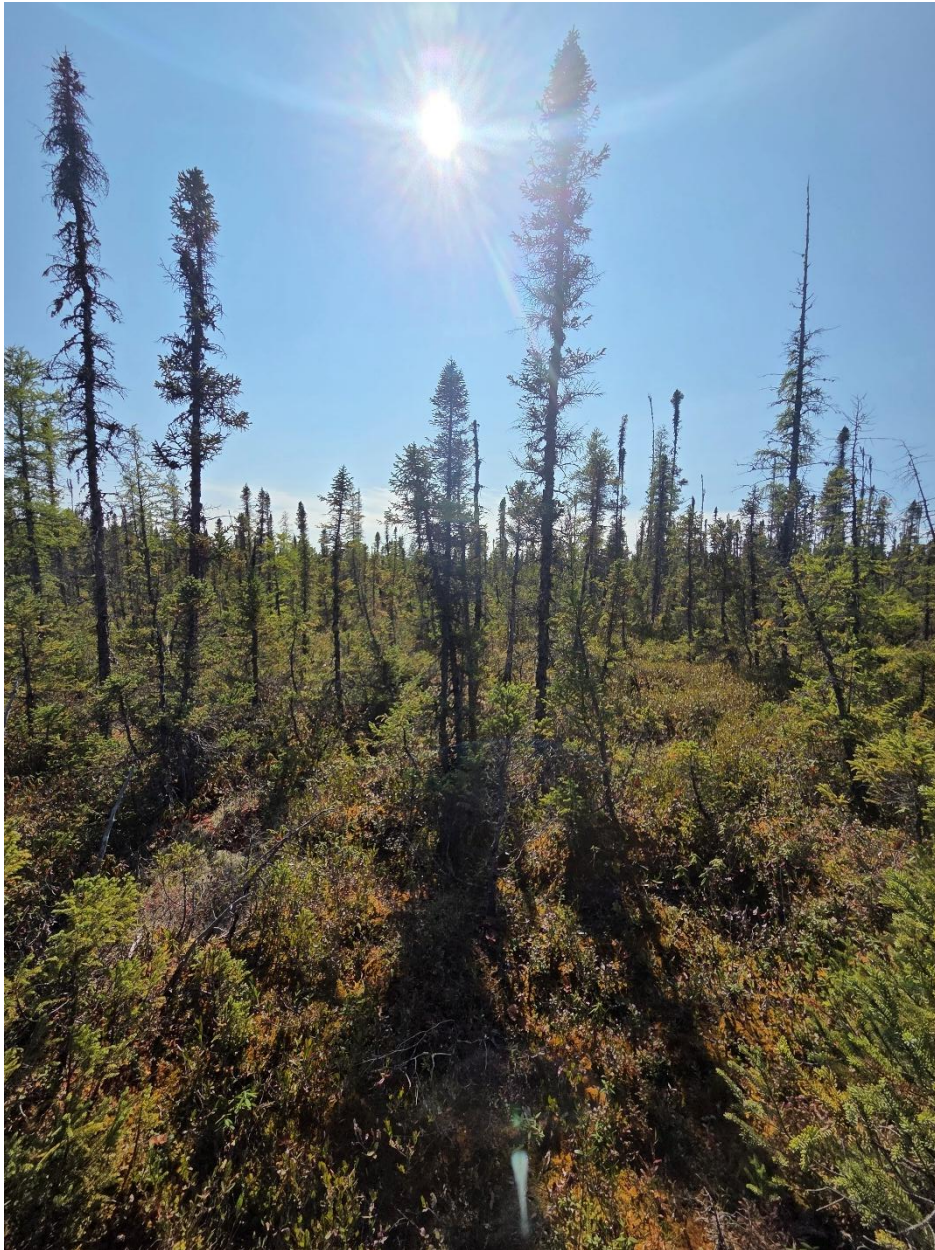
Photo 2. Open peat bog without ponds encountered on the planned route



Photo 3. Wooded peat bog encountered along the planned route



Photo 4. Open peat bog encountered along the planned route



Section 2: Water bodies encountered along the proposed route.

Photo 5. River encountered along the proposed route, site where the bridge would be built.



Photo 6. River encountered on the planned route, site where the bridge would be built



Photo 7. Watercourse encountered on the planned route, requiring the free passage of fish to be ensured.



Photo 8. Watercourse encountered on the planned route.



Photo 9. Watercourse encountered on the planned route.



Section 3: General appearance of the terrestrial environments crossed by the proposed road.

Photo 10. Area burned by forest fires in 1995 and in regeneration.



Photo 11. Spruce forest with lichens on a hilltop.



Photo 12. Terrestrial environment crossed by the planned path



Photo 13. Terrestrial environment crossed by the planned path.



Photo 14. Terrestrial environment crossed by the planned path.



Photo 15. Terrestrial environment crossed by the planned path.



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