

QUESTION??

Is a “*Never Been Done Before*” ore haul vital to Ft. Knox longevity?

ANSWER:

It is not.

Kinross Gold/Contango ORE is planning to transport, all day, every day, almost 10 million pounds of unprocessed mine rock from the new Manh Choh gold mines near Tok, Alaska (a one-way distance of 248 miles) through the City of North Pole right on down Peger Road on the way to the Ft. Knox processing mill and do so for decades. They have frequently represented this ore haul as critical to the continued existence of the Ft. Knox mine. Indeed audiences, of which I have been in more than one, have been left with the notion that, without this ore haul the Ft. Knox mine has a real chance of closing and losing hundreds of stable and well-paying jobs.

Certainly, it doesn't take much talk like that to get folks' attention as it certainly should; it got mine. But is it true? Isn't there an alternative method to process the Manh Choh rock and eliminate the need for an unprecedented and unsafe ore hauling scheme, beginning next year, which turns interior Alaska's scenic highways and byways into dangerous and disruptive mining haul roads and does it for decades to come?

The \$100 million Gilmore expansion project at Ft. Knox was brought online in early 2021. It requires a 12-mile private haul road which allows *life of mine* projections to be publicly stated by Kinross that the Ft. Knox mine will continue to produce up to at least 2030. In other words, the Ft. Knox mine would continue to exist as a viable gold mine, for at least another decade and beyond, without the need for additional infusion of feedstock from Manh Choh, 248 miles distant. All the jobs would remain, property taxes would continue to be paid, local commerce would continue to flow, and things would be pretty much the same.

We thought it might be appropriate to do a literature search regarding what the positive effects the 9.6 million pounds per day Manh Choh ore haul would have on the longevity of the Ft. Knox mine. We just wanted to see what independent public disclosure had to say regarding Ft. Knox mine life.

Our research began with publications beginning June 12, 2018 and ending February 22, 2022. It involved 15 different articles in 14 different widely diverse publications containing at least one *Kinross - Ft. Knox* reference.

Below are the 15 articles from 14 different publications. (Precise quotes are available by request)

Date	Publication	Author	Date	Publication	Author
06/12/18	Daily News Miner	R. Boyce	06/13/18	Kinross press release	Kinross
06/12/18	Globe News Wire	Staff	06/14/18	Gilmore Corp News	In-house
06/15/18	North of 60 Mining	S. Lasley	06/15/18	Ak Journal of Comm	E. Brehmer
07/2018	NS Energy	Staff	06/18/18	State Legislature	Rep. A. Wool
11/01/18	Fbxs Gold Mining Inc.	J. Strickler	12/06/19	FNSB Finance	D. Lyrebird,
Various 2019	KR report to RDC	PPoint slides	01/06/20	Anchorage Press.com	T. Bradner
03/30/20	Mining Technology	Staff Rpt	03/22/20	Daily News Miner	J. Strickler
02/22/22	Ak Nanooks Comm.	Staff Rpt			

These 15 separate publications from 14 diverse sources, spaced out over almost four years, tout the longevity of the Ft. Knox mine into 2030 and beyond, an eternity in mine-life projections. But there is not one word written that speaks to an ore hauling plan as an integral part of contributing to that longevity. These projections were made with no expectation of an ore haul, yet today we are suddenly faced with the enormity of an unprecedented, illegal, and unsafe ore transportation system requiring over 70,080 Large Combination Vehicles (LCV) transits every year for decades.

What does this mean to we Alaskans? It's simple math: if you're out for a Sunday drive to Delta in your family car, or you're the ambulance driver on the way to saving a life, or the school bus operator stopped to load your child, you'll have a daunting traffic encounter when you face or follow a 95' long 164,900# double-trailer ore train on our highways as they pass by any one point on these highways every 7 ½ minutes.

So please, as recently as this very day when Kinross states on their Manh Choh information website that: *"The Manh Choh project will not only be a means of securing those current jobs in the Fairbanks area but will also add over 400-600 additional opportunities for local employment"*, respectfully ask the developer: 1) "Weren't those jobs going to be there regardless of a 500-mile ore haul? And 2) "Where are these 400-600 additional opportunities located?"

We are being faced with converting our scenic highways and byways into unsafe mining haul roads for decades; there just must be a better way.

Respectfully Submitted,

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