



## OVERVIEW OF KINROSS INDUSTRIAL ORE HAUL IMPACTS

Kinross/Contango ORE plans to transport ore across 250 miles of the Alaska, Richardson, and Steese Highways from the Manh Choh mine near Tetlin to their processing plant at Ft. Knox north of Fairbanks. Double tractor-trailer ore hauling trucks, 95 feet long and weighing 80+ tons will depart the mine two to four times per hour, 24/7/365. Kinross will begin with 60 truckloads per day in 2024, due to driver shortages. Their long-range plan calls for 96 truckloads per day to rumble along our scenic byways through Tok, Dot Lake, Delta Junction, Salcha, North Pole, Fairbanks, and Fox on their way to the Ft. Knox mill, where they will deliver up to 10 million pounds daily. This trucking plan presents major issues of concern for Alaskans as well as the many people who visit our great state every year.

### WHAT ARE THE ISSUES?

#### **Creates significant safety hazards to the traveling public**

1. Raises accident potential for the traveling public and essential service vehicles
2. Increases demand on emergency service providers, straining capacity (response time, personnel, appropriate equipment)
3. Endangers children using school bus services along the highways (110 stops)
4. Increases road hazards to the public ("Snow tornadoes," flying rocks, congestion/delays, inclement weather risks)

#### **Converts public highways into industrial haul roads**

1. Ore haul trucks are not comparable to commercial vehicles bringing food, fuel and other commodities to communities along the route
2. Neither Peger Road nor Johansen Expressway are approved routes for Long Combination Vehicles (LCVs) per state regulation 17 AAC 25.014
3. The current Kinross-Alaska strategy calls for utilizing Alaska's public highways as haul roads servicing future mines for decades to come

*Cont'd. on back*

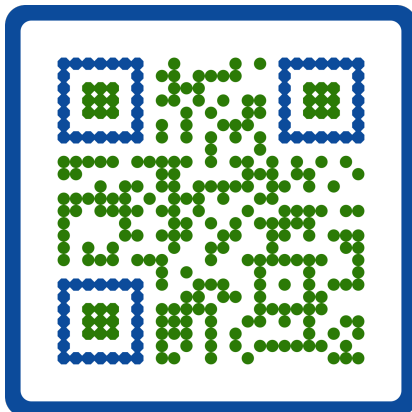
## Increases costs to the State of Alaska

1. Kinross has refused to provide any financial support to pay for increased road damage caused by their trucks
2. 5 bridges along the route (Gerstle, Johnson, and Robertson Rivers, Chena Flood Control Project northbound lanes and Chena Hot Springs overpass) are “functionally obsolete and structurally deficient” per Alaska DOT. Replacements cannot be accomplished before the trucks roll and are currently unfunded (estimated at \$400M-\$500M)
3. Passing lanes and truck pull-offs are insufficient to ensure safety of the traveling public
4. Routine road maintenance and snow removal costs will increase substantially
5. Money for additional passing lanes and bridge replacements will be taken from other Northern Region transportation projects

## Impacts environmental health and safety along the route

1. An Environmental Impact Statement (EIS) has not been conducted for the haul route
2. Toxic chemicals from rock and ore dust (ex. arsenic, lead, cadmium) will be shed along the entire haul route, contaminating waterways and towns
3. 32 miles of the haul route are in the FNSB non-attainment area for PM2.5 pollution, potentially increasing our Clean Air Act non-compliance which will lead to further EPA sanctions

**All of these concerns could be avoided if a processing mill was built on or near the mine site.  
ASAH would support this solution.**



*For more detailed information,  
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