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*An Alaskan Plea for Safety*  
Our Scenic Highways are not Your Mining Haul Roads  
ADVOCATES FOR SAFE ALASKA HIGHWAYS

# *The Four Pillars for Safe Alaskan Roads*

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- ✓ Truck safety starts with common sense
- ✓ Truck safety requires the best infrastructure
- ✓ Truck safety must address risk and liability
- ✓ Truck safety demands a clean air environment

# The new Kinross Strategy

This unprecedented ore haul is not about just two mines in Tetlin  
It's about a 300+ mile radius surrounding Ft. Knox

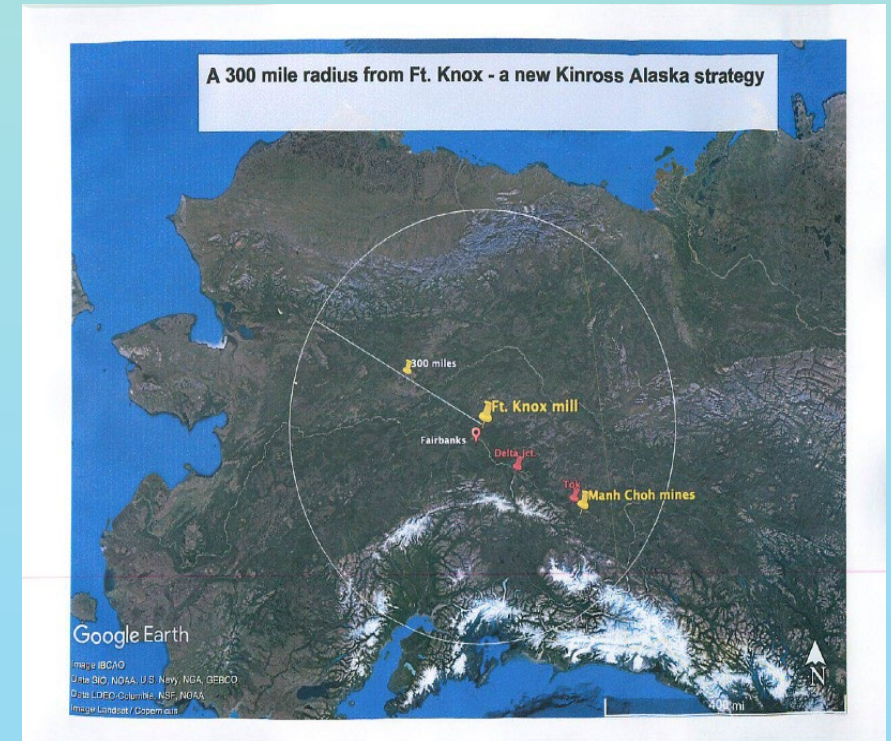
This is about tapping the welcome resources of the Tintina Gold Belt and hauling the raw ore to Ft. Knox to process for decades.

"It is no longer just 'Kinross Ft. Knox'; it is 'Kinross Alaska...with Ft. Knox at its heart.'" (Mr. J. Brans, *Mining News North of 60*, 10/30/20)

"...the Kinross Alaska strategy changes the dynamics of exploring and evaluating the mining potential of gold properties within the Ft. Knox economic radius, which extends for at least 300 miles around Fairbanks. (*Mining News North of 60*, 10/30/20)

"There is an economic radius around Ft. Knox given the mill capacity that makes a good chunk of Alaska attractive for potential bolt-on." Chief Technical Officer Tomory (*Mining News North of 60*, 10/02/20)

Manh Choh mines: "a project that at extremely low operating costs is on course to become the world's "highest grade open-pit gold mine" and "Given its Tier 1 mining jurisdiction and best-in-the-world open-pit gold grade...." (Mr. M. Kozak, Cantor Fitzgerald TipRanks analyst, [www.Nasdaq.com/articles/these-3-stocks](http://www.Nasdaq.com/articles/these-3-stocks). 2/17/22)





# "You're going to put *WHAT* on our roads?"

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## This "New Normal" is Unprecedented in America "Every Five Miles"

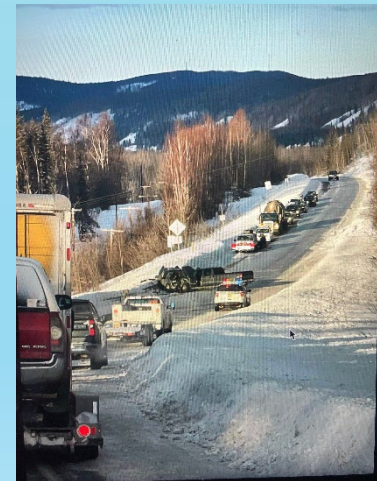
- **496-mile** two-way transit
  - Alaska - Richardson - Steese Highways (90% 2 lane ) (usable passing lanes avail - 27% - DOT 11:03 am 1/17/22)
- **120' long - 80 tons GVW** - double trailers with tractor (configuration unknown)
- **~10 million pounds** of mine rock transported each day (5,000 tons / day)
- **48 ore hauling units** on our highways at all times - **24/7/365**
- **192** transits per day - Tetlin to Mitchell. (One every 7.5 minutes)
- **384** transits per day - Mitchell to Cleary Summit (Ft. Knox). (One every 3.75 minutes)
- **384** transits per day on Peger Road and Johansen Expressway
- **188** school bus flashing red-light stops on two lane roads every school day
- **Every Five Miles** the casual Alaska driver, or an emergency vehicle, will encounter an ore hauler
  - That means: on a one-way trip from Fairbanks to Delta, a traveler will encounter 20 ore hauling units. (10 loaded, 10 empty)
  - There is no allowance or recognition of other everyday civilian traffic or military convoys (surely to grow under the new "Arctic Initiative").
- **There has been NO peer reviewed **safety plan** released, only vague promises**



# PROTECTING THE BANK OF ALASKA

## WHO'S ACCOUNTABLE? WHO'S RESPONSIBLE FOR ACCIDENTS?

- A tangled web of corporations and third-party entities may shield the developer from accountability and responsibility.  
*Ghana 01/22 deadly explosion: "Kinross says it didn't own or operate the truck involved.... " (Chronical-Journal 1/22/22)*
- Can the developer provide adequate insurance for death or major infrastructure damage?
- Will the developer indemnify the State of Alaska for damages?
- Plaintiffs will argue the state knows the roads are dangerous and do not meet safety standards. (i.e. three accidents in last month - one death)
- Plaintiffs will point to the state, with its significant and readily available financial assets, as being at fault
- The legislature should question the lack of safety and the legal exposure exposed by lack of analysis.
- The state has duty of ordinary care for the motoring public.
- Plaintiffs will argue the state as an owner has conflict of interest. The less it requires of the developer the greater the profit.



# OUR INFRASTRUCTURE?

## WHOSE MONEY? WHOSE BENEFIT?

Where does the money come from for construction, maintenance, and repair of our roads and bridges? The STIP is a zero-fund document. Funds aren't added, only reallocated.

Suddenly? \$40 million for perhaps 10 - 12 new or lengthened passing lanes designed 10 years ago for summer RV's

Suddenly? \$250 million to rebuild or relocate major ALCAN bridges? Gerstle River (1,820') Robertson River (1,986')

- Where will these funds come from around the state's AkDOT regions?
- What is the impact of doubling and tripling "combo-unit" traffic on our three highways?
- Where are the Equivalent Single Axle Load calculations?
- What is the configuration required to get 10 million pounds safely up Cleary Summit (Skoogy Curve) in 384 trips / day and what is the cost to prepare the 8.3 miles?
- Driveway permit requirement to access ALCAN?
- Contribution from the developer?
- State of Alaska maintenance & operations impact?

**What is the STIP?**

The Statewide Transportation Improvement Program (STIP) is a federally required program that must:

- Cover a period of at least four years.
- Include all Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funded projects and regionally significant projects.
- Be fiscally constrained.
- Be consistent with other required transportation plans.
- Approved by FHWA and FTA.
- Follow a public involvement process.
  - New STIP: 45 day public comment period.
  - STIP Amendments: 30 day public comment period.

The STIP may:

- Be modified and/or amended due to changes in project schedules and estimates.
- Include non-federally funded projects.

**State of Alaska**  
Department of Transportation & Public Facilities

**2018-2021**  
Statewide Transportation Improvement Program (STIP)  
Amendment 4  
Approved September 16, 2019

**STIP**  
Statewide Transportation Improvement Program

Keep Alaska Moving through service and infrastructure

**There has been NO peer reviewed infrastructure impact nor traffic analysis released by AkDOT or Kinross**



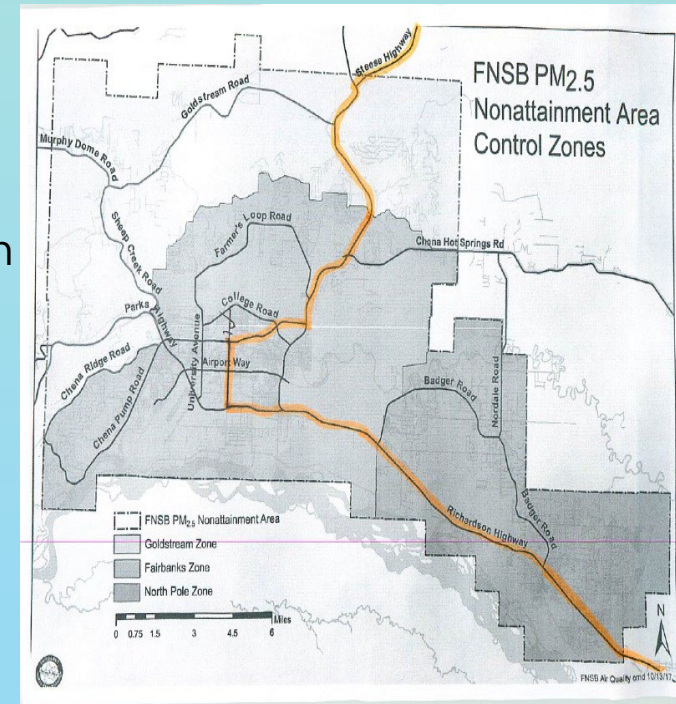
# INTERIOR ALASKA STRUGGLES WITH SAFE AIR

## Driving 192 – 384 additional truck and trailer combinations through the middle of our Serious Non-Attainment Area

Common sense just tells you that 192 - 384 650 hp semi's weighing 80 tons and rumbling through North Pole then Fairbanks surely won't help with our poor air quality challenges, but how much will it hurt?

We face very real negative economic impact if we fail to reach SIP goals: i.e. ULSD fuel requirement would add +\$.30 / gallon on heating oil and there are possible impacts to interior power plants – GVEA / Aurora?

Is an update required for a federally mandated *Air Quality Conformity Analysis* to include these new truck “mobile source emissions”?



# *Are Alaskans in unprecedented jeopardy?*

## *We need your help.....*

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- ✓ Truck safety starts with common sense

***Where is the Safety analysis? The Traffic Impact analysis?***

- ✓ Truck safety demands the best infrastructure

***Where is the Infrastructure Impact analysis?***

- ✓ Truck safety must address risk and liability

***What are Alaska's risks and liabilities for this unprecedented ore haul?***

- ✓ Truck safety demands a clean air environment

***Where is the SIP air quality impact analysis?***