

I strongly I oppose the proposed transportation route for private industrial hauling from the Manh Choh Mine to the Fort Knox Mill. The more I have been learning about the Kinross Gold Ore Transportation (KGOT) Plan, the more alarmed and down-right shocked I am about all that has progressed without basic checks and balances.

These 95-foot-long double tractor-trailers that weigh 80 tons (NOT including the ore they will transport) will be driving from Tetlin, BC to Fort Knox, AK every single day. The Advocates for Safe Alaska Highways (ASAH) compiled data-driven information and did basic calculations to conclude that an ore hauling truck will pass by you every 7 minutes and 30 seconds (source is ASAH and Kinross 2/15/2022 Delta PowerPoint Slide 16). While Kinross says there will be a less an 1% increase in traffic in Fairbanks, the addition of 192 ore trucks transiting on Peger Road daily is a 23% increase in heavy truck traffic (source is the Alaska DOT's traffic analysis and data application website) – ASAH has a helpful graphic that touches on the key points along the route and the percent of traffic increase.

Kinross/Manh Choh highlights how many jobs this plan will create. Sure, jobs will be created. There are already a lot of jobs open in Fairbanks that have yet to be filled. For example, as of today March 9th: UAF has over 240 positions open, Indeed.com has over 380 jobs posted in the last week, the Alaska Department of Labor & Workforce Development found 2,626 jobs within 25 miles of zip code 99707. There is already a shortage of truck drivers across the United States. Let's say Kinross finds willing truckdrivers. There are bound to be those who are not used to driving on roads that are already damaged, will be covered by snow the majority of the year, with no streetlights along the way, dealing with unpredictable weather and white-out snow conditions. On top of that disturbing scenario, there are 188 daily school bus stops along this route (Source ASAH FAQ). There are no shoulders or pull offs for busses along this already dangerous road, and while state law is clear about when vehicles must stop for busses, as of March 9th, 2023 Kinross has not met with the FNSB School District to discuss this blatant safety hazard. It is only a matter of time before accidents happen and people die with KGOT's Plan. I know that sounds dramatic, but do you not come to the same conclusion when you read through the details of this plan? This is already a dangerous highway without ore-hauling trucks.

We all know that the interior has worn out roads (even those that are redone are bumpy in no time thanks to the permafrost). As residents of Fairbanks, we are used to driving in the dark, in white-out snow, with no street lights once you get out of town (including along the majority of the Steese Highway). For us, that's the norm. Kinross would like to add massive trucks to our already dangerous commute. In mid-2020, ADOT approached Kinross about special use fees because of the exponential increase in wear and tear on our roads. Kinross declined paying for the betterment of our roads and had the audacity to suggest (at two different public meetings – 8/14/2021 and 1/18/2021) a statewide \$0.08/gallon gas tax to be increased to every citizen to supply additional funding to road maintenance (Source ASAH FAQ).

Mining is one of the, if not the, smallest part of Alaska's economy (see graph on ASAH FAQ). Are we really going to invest so many lives and destroy our beautiful wilderness for a destructive industry that is not sustainable? Kinross is not following basic standard protocol for all large mine projects – they have yet to submit an Environmental Impact Statement that is performed in accordance with the National Environmental Policy Act (NEPA), as David McDowell pointed out in his letter to the editor in the Fairbanks Daily Newsminer (<https://safealaskahighways.org/manh-chohs-premature-permit-applications/>)

Why doesn't Kinross build a processing mill at the mine site? Because it is less expensive for Kinross to use a public highway at no cost to them to haul ore. Here are some great resources that explains the pitfalls of the KGOT Plan:

<https://safealaskahighways.org/faq/>

<https://mcusercontent.com/e0dac0a636ef312711929d998/files/0058f048-9a35-b688-70bf-3edf25a37379/2018RoyalGoldPresser.pdf>

<https://www.dermotcole.com/reportingfromalaska/2023/2/28/au743dx1fdg37l18eqo5jhb8hkp7no>

[Information on acid mine drainage from Randy Brown in the Fairbanks Daily Newsminer](#)

[Northern Alaska Environmental Center information](#)