

## **Appendix 5. Transportation Analysis for Kensington Mine Project Modified Plan of Operations**

### **1.0 INTRODUCTION**

This Appendix summarizes the evaluation for identifying Yankee Cove as the preferred southern terminal transportation option, to replace the previously evaluated and permitted Cascade Point dock facilities. This modified transportation component would be part of the 2008 Kensington Gold Project Modified Plan of Operations.

Cascade Point is the subject of the Seacc v. Corps Kensington litigation, whereby the Ninth Circuit May 2007 Opinion and Judgment vacates and thus invalidates the 404 permit issued to Goldbelt for the Cascade Point terminal, as well as the Coeur Lower Slate Lake tailings storage 404 permit. While there is a temporary stay of that judgment pending appeal to the Supreme Court, Coeur considers Cascade Point unavailable unless the Ninth Circuit ruling is reversed or modified by the Supreme Court.

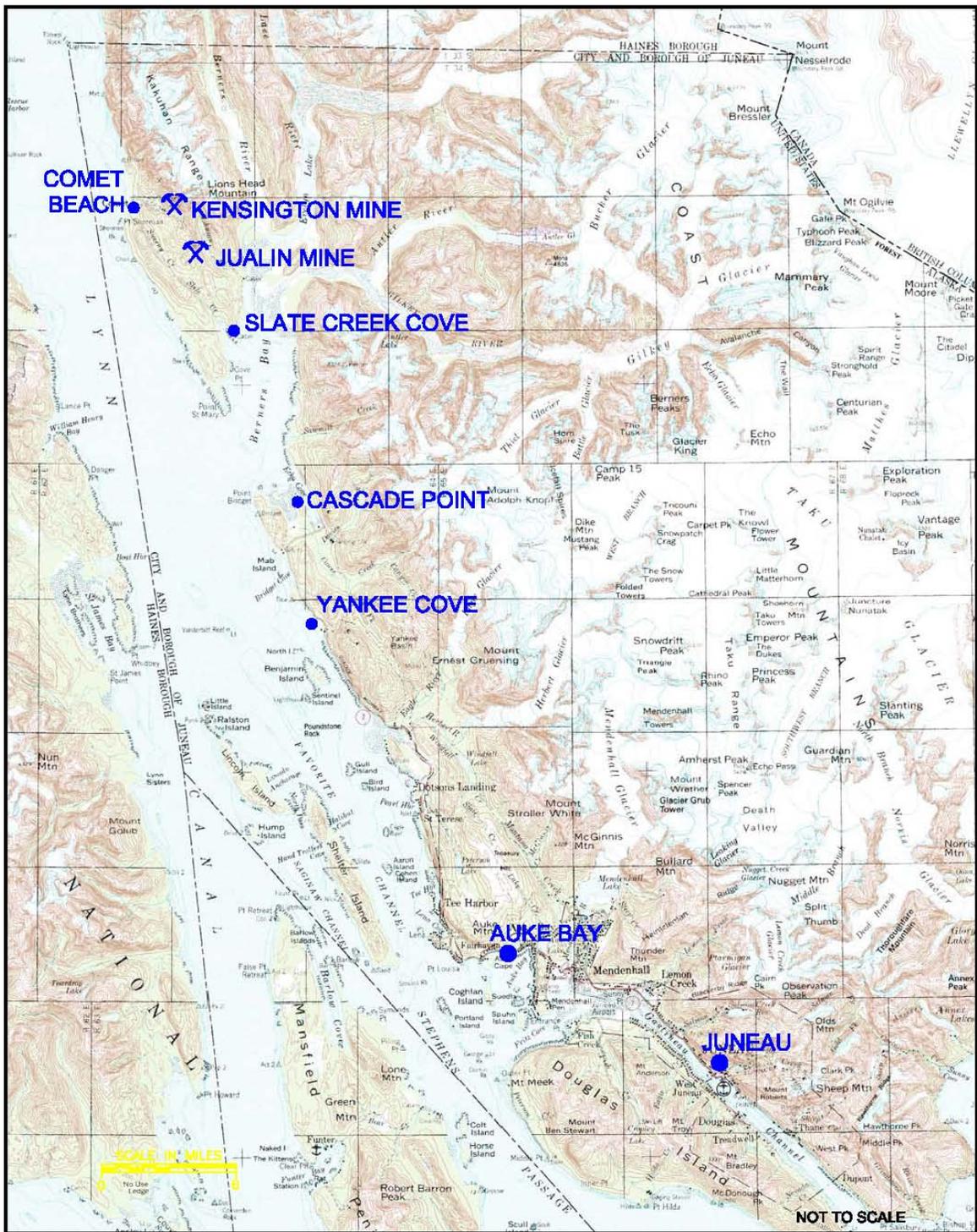
### **2.0 SITES OR LOCATIONS COMPARED**

Two existing marine terminal sites were evaluated by Coeur. These two sites are: 1) Auke Bay; and 2) Yankee Cove.

Once at the Slate Creek Cove dock, a bus would transport workers up the hill to the mill or mine—travel time approximately 20 minutes one-way. This segment of the transport plan is the same for both alternatives Coeur evaluated.

#### **2.1 Auke Bay**

Auke Bay is located about 36 nautical miles from Slate Creek Cove (SCC) dock (Figure 1). The travel time from Auke Bay to the SCC dock is estimated at between 2 hr. 8 minutes (Corps, 2004) and 2 hr. 30 minutes (Corps, 2008), depending on boat speed and weather. This includes drop off time, and loading at a central parking area near Auke Bay at the boat loading locations. These times reflect the time needed for one-way travel. Time for a round trip is estimated to be between 4 hours 16 minutes, and 4 hours 40 minutes. Auke Bay currently services the State ferry vessels, as well as the Greens Creek Mine shuttle. It could accommodate a 78-foot catamaran which is currently planned by Coeur for Kensington. Top speed for the catamaran is 31 knots. A V-shaped monohull may also be used. The top speed for this boat is about 18 knots.



**FIGURE 1  
SITE ACCESS PLAN**

|          |                   |
|----------|-------------------|
| Date:    | AUGUST 2005       |
| Project: | 100619            |
| File:    | ROUTING AUG05.dwg |

## 2.2 Yankee Cove

Previously, during the 2004/2005 permitting effort, Yankee Cove (Figure 1) was not available to Coeur. The recently completed necessary facilities at Yankee Cove include a 30,000 sq. ft. wharf adjoining a 30 ft. wide ramp for landing craft, and related dredging to allow vessels to tie up to a 20 ft. x 80 ft. pile-stayed float with a ramp to the wharf (about 70,000 sq. ft.). The dock facilities are associated with the privately-owned Adlersheim Wilderness Lodge. A long-term commercial agreement would be secured by Coeur to use the facilities.

The Yankee Cove to SCC dock alternative involves busing from a central point on the north end of the Mendenhall Valley to the Yankee Cove dock. This travel time is estimated at 30 minutes. From Yankee Cove to the SCC dock is about 16 nautical miles. The travel time is 57 minutes. In total, the bus ride from the Mendenhall Valley to Yankee Cove plus the boat transport to SCC dock involves an approximate 1 hr. 30 minutes travel time. Round trip time for the daily commute to Kensington would be about 3 hours.

## **3.0 COMPARISON OF ALTERNATIVES**

Moving the southern terminal from Cascade Point to Yankee Cove does not change any facilities approved by the USFS in the 2004 ROD, as the ROD expressly disclaimed making any decision regarding the southern marine terminal. Coeur would be choosing to use a different, newly available and already permitted facility, one with an independent utility. A separate EA has already been completed for this facility, and a Corps of Engineers 404 Permit and a City and Borough of Juneau Conditional Use Permit (CUP) have already been approved.

### 3.1 Environmental Concerns for Yankee Cove

Potential environmental concerns for the Yankee Cove alternative involve the following:

- Traffic routing in the general vicinity of Benjamin Island and its sea lion haul out
- Potential for water quality degradation due to accidental spills of fuel oil
- Fishermen conflicts involving commercial fishing areas
- Spring herring spawning
- Bessie Creek salmon spawning
- Concerns outlined in the Berners Bay Transportation Plan and Mitigation and Best Management Practices

### 3.2 Environmental Concerns for Auke Bay

Moving the south terminal to Auke Bay presents a number of environmental issues:

- Traffic routing past Benjamin Island sea lion haul out

- Potential traffic interruptions with State ferries and other users given increased waterborne travel distances and times
- Additional fuel consumption by boat travel segment
- Safety concerns with increased Lynn Canal travel time and adverse weather and seas (wave weight up to 17-20 ft.)
- Round trip travel time of up to 4 hours and 40 minutes exceeding reasonable maximum commute, particularly for underground miners
- Potential for additional boater conflicts given increased water travel time
- Concerns listed in the Berners Bay Transportation Plan and Mitigation and Best Management Practices

#### **4.0 PREFERRED ALTERNATIVE**

A 4 hour 40 minutes daily commute by boat from Auke Bay to SCC dock when added to the 12-hour shift is not considered reasonable or otherwise acceptable by Coeur. Given this extended time, it is likely Coeur would be required to build and maintain a long-term work camp at the mine. This involves greater expense and more environmental effects. A 16 hour 40 minute workday is considered unsafe and unreasonable for miners. Rough seas and heavy winds also make this alternative the most unpredictable, and the least reliable. Operating costs are also highest for this alternative. It is not reasonably practicable based on these factors.

The preferred alternative to replace the Cascade Point operation is the Yankee Cove facility. Seacc, NMFS and FWS have been advocating use of this facility to reduce or avert “cross-Berners Bay impacts” for some time. This site has already undergone NEPA, ESA Section 7 and other agency review and consultation regarding fishery, marine mammal, and other effects. The 2004 Biological Opinion for Kensington also considered and dismissed as insignificant effects from Kensington Gold Project barge traffic to Slate Creek Cove in Lynn Canal that would pass Benjamin Island. The Yankee Cove component has less travel time, less exposure to Lynn Canal, and is more economic than the Auke Bay option.