

STATE OF ALASKA

SARAH PALIN, GOVERNOR

DEPARTMENT OF NATURAL RESOURCES DIVISION OF COASTAL AND OCEAN MANAGEMENT

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July 3, 2008

Mr. Tim Davies
Redfern Resources, Ltd.
800-1281 West Georgia Street
Vancouver BC, Canada V6E 3J7

Dear Mr. Davies:

**Subject: State Response to June 25, 2008 Redfern Response to RFAI
Taku River (Tulsequah Mine Barging Project)
State I.D. No. AK 0711-04J**

The Division of Coastal and Ocean Management (DCOM) received the June 25, 2008 written Memorandum [reference number 82647] from Redfern Resources Ltd's (Redfern) in response to the State of Alaska's second formal request for additional information (RFAI) pertaining to Redfern's proposed Air Cushion Barging (ACB) operation between the Tulsequah Chief Mine in British Columbia and Juneau, Alaska via the Taku River.

The purpose of this letter is to inform Redfern that DCOM has reviewed the content of Redfern's June 25, 2008 Memorandum and supporting documents and has arrived at a decision based on the proposed modification to the Taku River barging proposal. On the first page of the Memorandum is a paragraph that encapsulates the proposed project modification.

"Shortly after the February 14th RFAI was received, Redfern proposed a modification to the project and operations plan. Briefly, the modification involved replacement of the amphitrac tow vessel with amphibious tractors similar to the tracked or wheeled vehicles used on Alaska's north slope (Rolligon, CAVs, and similar vehicles). These vehicles would replace the amphitrac for winter operations. The aquatic operations would remain unchanged, and use shallow-draft tugs as the tow vessel for the ACB. The proposed modification to the original Project Description and Operations Plan is described in detail in Attachment 1, *Air Cushion Barge Transportation System Update, June 2008 9the System Update*)."

The Redfern decision to abandon the original amphitrac propulsion vehicle in favor of a combination of amphibious tractors has been determined by the participating State agencies to be a substantial modification to Redfern's original Project Description. Based upon this consensus determination by the participating State agencies, DCOM has decided to terminate the current ACMP consistency review of the "Taku River (Tulsequah Mine Barging Project)" under (2) of 11

"Develop, Conserve, and Enhance Natural Resources for Present and Future Alaskans."

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AAC 110.800 of the ACMP regulations that allows for the termination of a consistency review in the event “the applicant substantially modifies the description of the project”. It is the consensus of the participating agencies that it is in the best interest of the State of Alaska that a new consistency review be initiated for Redfern’s Taku River ACB transportation project that incorporates the current proposed modification. Therefore, as of this date the current review of the project under “AK 0711-04J” is terminated.

To facilitate a beginning of a new State consistency review, the State agencies participating in the current ACMP consistency review of the Redfern barging proposal are requesting that all prior applications submitted to the State by Redfern for consistency review and permitting purposes of the proposed ACB transportation system be replaced as soon as possible with new applications that thoroughly describe the modifications to the ACB propulsion system. The State agencies will then determine both the adequacy of the applications for permitting the modified project under their own regulations and also whether there is sufficient information to begin a new 50-day ACMP consistency review.

If you have any questions concerning either the termination of the current ACMP consistency review or the process steps to begin a new ACMP consistency review, I encourage you to contact me by email joe.donohue@alaska.gov or by phone at 907-465-4664.

Sincerely,



Joe Donohue
Project Coordinator

cc: Jackie Timothy – ADFG/HAB, Juneau*
Kerry Howard – ADFG/HAB, Juneau*
Randy Bates – ADNR/DCOM, Juneau*
Erin Allee – ADNR/DCOM, Juneau*
Tom Atkinson – ADNR/DCOM, Anchorage*
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