

Donlin Gold Project EIS

Southcentral Subsistence Regional Advisory Council (RAC)

Donlin EIS Presentation

Wednesday, October 16, 2014

Kenai, Alaska

Project Team Attendees:

Jessica Evans, URS

Taylor Brelsford, URS

SC RAC:

Ralph Lohse, Chair

Judith Caminer, Anchorage

Thomas Carpenter, Cordova

Richard G. Encelewski, Ninilchik

Robert Henrichs, Cordova

Andrew McLaughlin, Chenega Bay

Mary Mills, Kenai

Herman Moonin Jr., Anchorage

Michael Opheim, Seldovia

James Showalter, Sterling

Gloria Stickwan, Tazlina

Overview:

The Donlin Gold Project EIS presentation was given on Wednesday, October 16, 2014, in Kenai, Alaska. Ralph Lohse, RAC Chair moderated the session.

The presentation included a summary of the project components, an overview of the EIS process, a synthesis of the scoping comments and the process for developing alternatives, the TEK workshops, results of the fish studies this summer and a means of contact at the USACE.

Issues Raised:

Question: Will the barges have appropriate spill response equipment on board?

Response: Yes, the barges will be equipped with spill response equipment. Donlin will also have to prepare spill response plans, etc. In addition, the barges are compartmentalized so if there was a rupture, less fuel would be spilled.

Question: Is the double-hull design of the barges an industry requirement, or is this something new that Donlin is doing?

Response: Donlin is using double-hull barges for the safety margin. The locations of the barges will be tracked with GPS and will be available on the internet for interested persons to log on and see where barges are at any time.

Question: Will there be side pipes from the natural gas pipeline to provide fuel to some communities along the route?

Response: Yes. The pipeline is legally and practically a common carrier, meaning that it is being built for a capacity twice what is needed for the mine. Who will step up to the plate and build the actual infrastructure is unknown.

Question: How will fog affect barge traffic and the possibility of collision, given the width of the river, clogs, etc.? Hopefully Donlin is coming up with ways to overcome obstacles for feasibility.

Response: There is two-way communication between barges at all times, and GPS locators on all barges. It is expected that barge traffic will be directed this way to avoid many hazards, including heavy fog.

Question: The 14,000 fish that were sampled in the survey. If they weren't salmon, what were they?

Response: Mostly suckers and whitefish.

Comment: The barges will also be carrying diesel, which disperses fast in moving water.

Comment: The mine itself is small compared to the other impacts from the infrastructure (pipeline, barging, etc.). It is hugely important to everyone involved. I appreciate your efforts to talk to the public.