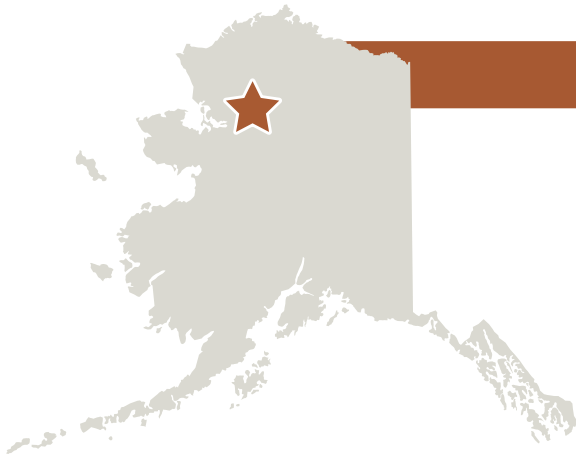




# AMBLER MINING DISTRICT ACCESS PROJECT



## MINERAL-RICH AREA

The Ambler Mining District in Northwest Alaska is a mineral-rich area that has several known large copper, zinc, lead, gold, and silver deposits being explored by various mining companies.

Four large deposits alone (Smucker, Arctic, Bornite, and Sun) have an estimated resource value of more than \$26 billion over the life of the mines. Unfortunately, the Ambler Mining District is not currently accessible by road, train, or barge, making mine development and operation infeasible. Access is needed to unlock the rich potential of the area.

### LEGEND

- Federal
- State
- NANA - Selected/Conveyed
- Private/Other
- Major Deposit
- Prospect
- NANA - Trilogy Area of Interest
- NANA's Bornite & ANCSA Lands
- Ambler State Mining Claim Group

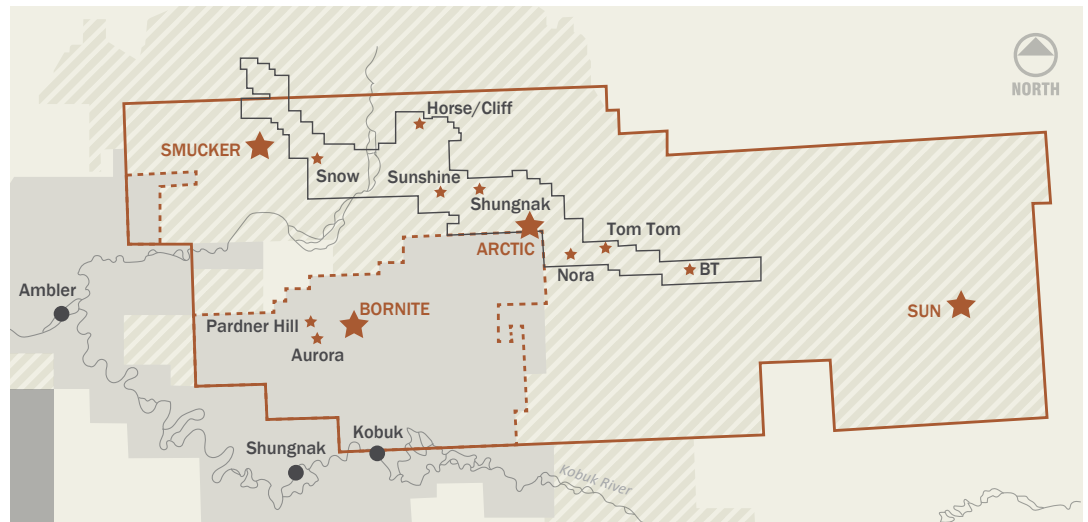


Figure 1 Ambler Mining District Area Deposits

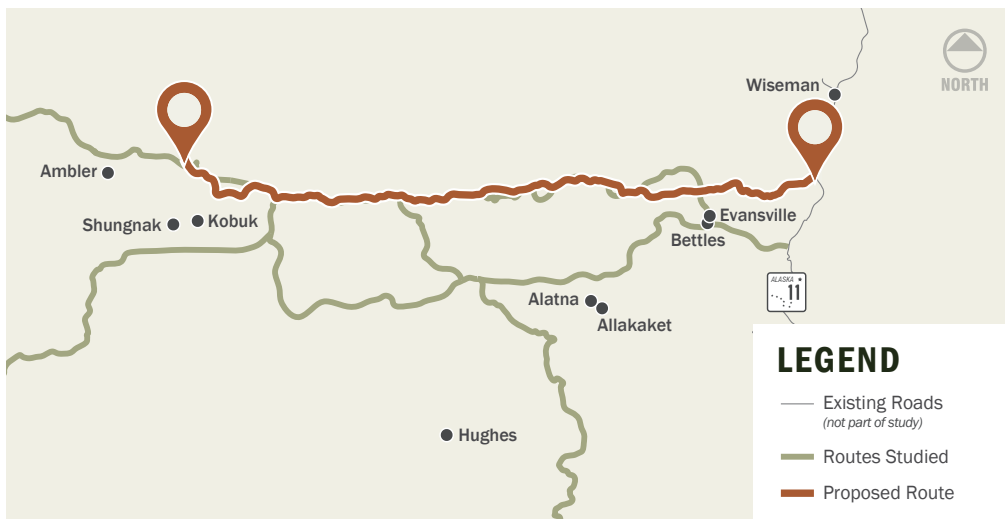


Figure 2 Proposed route from the Dalton Highway to Ambler District

## PROJECT DETAILS

To help access the region, the Alaska Industrial Development and Export Authority (AIDEA) has proposed a 211-mile road from the Dalton Highway to the District. Approximately 20 miles crosses Gates of the Arctic National Preserve as authorized under the Alaska National Interest Lands Conservation Act (ANILCA). The project will be a controlled-access, gravel industrial road that will be financed by AIDEA but paid for by mining companies – much like the road to the Red Dog Mine.



## WHY SUPPORT THE PROPOSED ROAD?

The following are just some of the high-level benefits of a road to the Ambler Mining District.



### DIVERSIFYING ALASKA'S ECONOMY

While Alaska has many resource industries, in fiscal year 2017 oil and gas contributed more than 72% to the state's unrestricted general fund and accounted for about 1/3 of all jobs in the state. Relying so heavily on one industry for economic stability can have devastating effects when commodity prices dip or production declines. If all four large deposits in the mining district (Smucker, Arctic, Bornite, and Sun) come online it will nearly double the current mines operating in the state. Expanding and supporting this industry will bring greater diversity, more economic and fiscal stability, and more opportunities for Alaskans.



### HIGH-PAYING JOB OPPORTUNITIES FOR ALASKANS

Mining provides high-paying jobs. The average wage in the state for mine workers is \$99,000 a year. Construction and operations of the proposed Ambler road and the four large deposits would generate \$1.7 billion in labor and more than 14,000 direct jobs over the life of the mines.



### ECONOMIC DEVELOPMENT OPPORTUNITIES

Mining in the state has a positive effect on regions where few other opportunities exist. Most of the 14,000 direct jobs anticipated for the construction and operation of the road and four large deposits in the area will go to Alaskans. In addition, ancillary business opportunities may open up in the region to support the people and services needed for the new mining ventures.



### ANILCA PROMISES ACCESS TO THE MINING AREA

Before ANILCA created Gates of the Arctic National Park and Preserve, Congress recognized that a transportation corridor would need to connect the Dalton Highway to the mining areas west of the Park. **ANILCA, Section 201(4)(b)** states "Congress finds that there is a need for access for surface transportation purposes across the Western (Kobuk River) unit of the Gates of the Arctic National Preserve (from the Ambler Mining District to the Alaska Pipeline Haul Road) and the Secretary shall permit such access in accordance with the provisions of this subsection." In other words, this road was specifically identified and authorized by Congress when the National Park and Preserve was created.



### ROUTE DEVELOPMENT MINIMIZES IMPACTS

The State of Alaska has been studying the potential access routes and options (rail, air, boat, or road) since 2011. The corridor AIDEA has put forward considers and minimizes impacts to caribou migration and calving grounds, high-value wetland area, anadromous streams and rivers, areas of cultural significance, subsistence use areas, and much more.



### FIBER OPTIC COMMUNICATIONS/SECURITY

Along with the road, the project would include communications infrastructure (radio towers and fiber optic line) to allow communications during road construction and operations. In addition, access controls and gates will help keep the area secure. This will allow for more surveillance and control of the road to reduce unauthorized access.



### LIMITED ROAD ACCESS IS WHAT COMMUNITIES PREFER

The proposed Ambler road is being designed, financed, and designated as a limited-access road. Communities along the corridor expressed concerns about increased access and potential effects on traditional fish and wildlife harvest areas. Many people feared that the history of the Dalton Highway, starting with limited access and later opening to the public, meant that any new road would eventually become public. The Ambler road is different because it would not be constructed on a public right-of-way and would not be operated or controlled by the Alaska Department of Transportation and Public Facilities.



### ROAD WILL BE PAID FOR BY MINING COMPANIES

The Ambler Mining District road will ultimately be paid for by mining companies benefiting from the road. The financing for this project will be similar to how the road and other infrastructure at the Red Dog Mine was paid for: AIDEA provided financing and the Red Dog project is paying it back. AIDEA's Red Dog investment provides the Authority a 6.5% rate of return. For the Ambler District road, AIDEA would develop a financing plan using a combination of equity and debt (bonds) to pay for road construction costs. Agreements like those used for the Red Dog Mine road would require mining companies to repay the construction cost, and to pay for operations and maintenance of the Ambler road, and provide AIDEA a return on its investment.



## A GOOD RETURN ON INVESTMENT



### PRIVATE SECTOR INVESTMENT IS \$4 FOR EVERY \$1 THE STATE SPENT

The private sector has continued to invest in exploration of the Ambler Mining District at a pace of more than \$4 for every \$1 the state invested on the road. This level of private-sector investment in the area gives credence to the viability of mine opportunities.

	INVESTMENT TO DATE
Mining Companies	<b>\$113.6 million</b>
State of Alaska	<b>\$26.3 million</b>



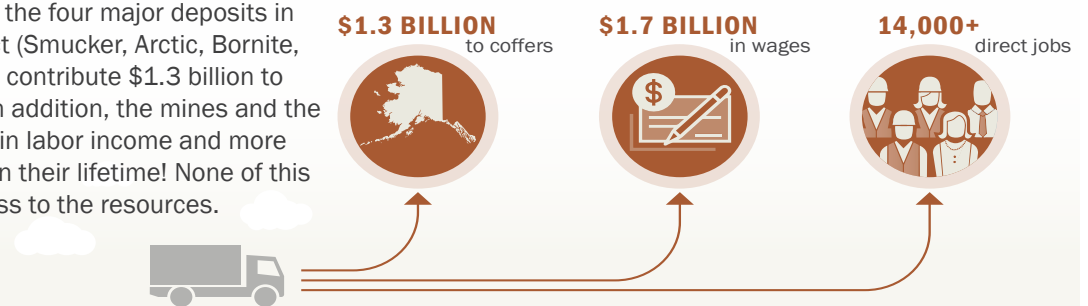
### THE ECONOMICS PENCILS OUT

In 2011, when the State of Alaska began researching access to the Ambler Mining District in earnest, the resource valuation of the large four mines was about \$10.5 billion. Today, additional exploration of the area has brought even more optimism for its potential with public resource estimates now at more than \$26 billion.

	RESOURCE VALUATION
Pre State Investment	<b>\$10.5 billion</b>
Today	<b>\$26.2 billion</b>

## AMBLER ROAD OPENS UP OPPORTUNITIES

According to independent University of Alaska Anchorage researchers\*, the four major deposits in the Ambler Mining District (Smucker, Arctic, Bornite, and Sun) are expected to contribute \$1.3 billion to state and local coffers. In addition, the mines and the road will add \$1.7 billion in labor income and more than 14,000 direct jobs in their lifetime! None of this will happen without access to the resources.



\* Source: The University of Alaska Center for Economic Development, 2019 Economic Impacts of AMDIAP and Mine Development

## HELP SUPPORT THE PROJECT

### COMMENT ON AND SUPPORT AIDEA'S AMBLER MINING DISTRICT INDUSTRIAL ACCESS PROJECT

The Bureau of Land Management (BLM) released the Draft Environmental Impact Statement (DEIS) and Draft ANILCA Section 810 Subsistence Evaluation of the proposed Ambler road. At the same time, the National Park Service (NPS) released the Draft Environmental Economic Analysis (EEA) prepared in response to the right-of-way application for the project. Comment and let them know this project is financially feasible, is environmentally responsible, and brings needed jobs and economic opportunities to the state.

#### CONTACTS

To review and comment on the Draft EEA prepared in response to the right-of-way application to the NPS visit:  
<https://www.nps.gov/gaar/learn/management/ambler-row.htm>

Comments will be accepted now through October 15, 2019 and may be submitted online or through the US mail:

<https://parkplanning.nps.gov/Ambler>

**Greg Dudgeon** | Superintendent  
 Gates of the Arctic National Park and Preserve  
 4175 Geist Road, Fairbanks, AK 99709

To review and comment on the DEIS and Draft ANILCA Section 810 Subsistence Evaluation visit:

[www.blm.gov/AmblerRoadEIS](http://www.blm.gov/AmblerRoadEIS)

Comments will be accepted now through October 14, 2019 and may be submitted via email, phone, or through the US Mail:

**Tina McMaster-Goering** | Project Manager  
 Ambler Road DEIS Comments  
 BLM Fairbanks District Office  
 222 University Avenue, Fairbanks AK 99709  
 907-271-1310  
[tmcmastergoering@blm.gov](mailto:tmcmastergoering@blm.gov)

For questions/comments for the project sponsor contact:

**Jeff San Juan** | Ambler Mining District Access Project Manager  
 AIDEA  
 907-771-3066  
[jsanjuan@aidea.org](mailto:jsanjuan@aidea.org)  
[www.ambleraccess.org](http://www.ambleraccess.org)



# PUBLIC MEETINGS

The BLM has scheduled public meetings to discuss and take comments on the DEIS and Draft ANILCA Section 810 Subsistence Evaluation of the proposed road. Representatives from the NPS will also be on hand to discuss and take comments regarding the Draft EEA.

AMBLER DEIS PUBLIC MEETING AND ANILCA SECTION 810 HEARING SCHEDULE		
DATE	LOCATION	TIME
<b>Sept. 10, 2019   Tuesday</b>	Anchorage, Dena'ina Civic and Convention Center	6 to 8 p.m.
<b>Sept. 12, 2019   Thursday</b>	Washington D.C., Capitol Skyline Hotel	5 to 7 p.m.
<b>Sept. 16, 2019   Monday</b>	Kotzebue, Northwest Arctic Borough Chambers	4 to 6 p.m.
<b>Sept. 17, 2019   Tuesday</b>	Ambler, School Multipurpose Room	4 to 6 p.m.
<b>Sept. 18, 2019   Wednesday</b>	Kobuk, School Gym	4 to 6 p.m.
<b>Sept. 19, 2019   Thursday</b>	Shungnak, Community Building	1 to 3 p.m.
<b>Sept. 20, 2019   Friday</b>	Noorvik, School	3 to 5 p.m.
<b>Sept. 23, 2019   Monday</b>	Fairbanks, Wedgewood Resort Borealis Ballroom	6 to 8:30 p.m.
<b>Sept. 24, 2019   Tuesday</b>	Huslia, Community Hall	5 to 7 p.m.
<b>Sept. 25, 2019   Wednesday</b>	Hughes, Community Hall	2 to 4 p.m.
<b>Sept. 26, 2019   Thursday</b>	Tanana, Community Hall	4 to 6 p.m.
<b>Sept. 27, 2019   Friday</b>	Bettles/Evansville, Evansville Community Hall	4:30 to 6:30 p.m.
<b>Sept. 30, 2019   Monday</b>	Stevens Village, Tribal Hall	noon to 2 p.m.
<b>Oct. 1, 2019   Tuesday</b>	Allakaket, Community Hall	11:30 a.m. to 1:30 p.m.
<b>Oct. 1, 2019   Tuesday</b>	Alatna, Tribal Office	3:30 to 5 p.m.
<b>Oct. 2, 2019   Wednesday</b>	Anaktuvuk Pass, Community Hall	4 to 6 p.m.
<b>Oct. 3, 2019   Thursday</b>	Coldfoot/Wiseman, Wiseman Community Center	4 to 6 p.m.
<b>Oct. 4, 2019   Friday</b>	Western Arctic Caribou Herd Communities Teleconference <i>To ensure sufficient conference line capacity, contact Sasha Prewitt at <a href="mailto:sprewitt@blm.gov">sprewitt@blm.gov</a> or 907-644-2061</i>	2 to 4 p.m.
<b>Oct. 8, 2019   Tuesday</b>	Noatak, IRA Building	6 to 8 p.m.
<b>Oct. 9, 2019   Wednesday</b>	Selawik, Community Building	6 to 8 p.m.
<b>Oct. 10, 2019   Thursday</b>	Kiana, Community Building	6 to 8 p.m.
<b>Oct. 11, 2019   Friday</b>	Buckland, Armory Building	6 to 8 p.m.