

Chuitna Coal Project SEIS - Current Project Overview

The proposed project would include three major components (**Figure 1**):

- Chuitna Coal Mine, which includes a surface coal mine, located approximately 12 miles inland from Cook Inlet;
- Chuitna Project Infrastructure, which includes mine access for delivery of materials and personnel, coal transport system, electric transmission line, personnel housing, and air strip; and
- Ladd Landing Development, which includes a logistics center and coal export facility for loading ocean-going coal transport ships.



PacRim Coal (PRC), the project proponent, predicts a minimum 25-year mine life based on the proven reserves in one of three mining areas within the 20,571-acre coal lease area.

Between the initiation of the SEIS in 2006 and the end of 2010, PRC has revised the project design to reduce potential impacts to the environment. The revised project configuration is shown in **Figure 1**.

The proposed Chuitna Project Infrastructure is a key component that has undergone significant changes since the 2006 mine permit application. These changes reduce the anticipated project footprint and wetland impacts. The proposed Chuitna Project Infrastructure includes three subcomponents:

- **Housing and Airstrip Facility:** Single-status housing for the 200-250 person project operating work force and an airstrip for transporting personnel and small equipment to and from the project area. The housing and airstrip facility would be located 1.5 miles east of the Chuitna Coal Mine.
- **Private Mine Access Road:** A 5-mile all-weather road connecting the Chuitna Coal Mine with the existing public road system. This existing public road system would provide access between the private mine road gate and the Ladd Landing Development to transport equipment and operating supplies to and from the Ladd Landing Development.
- **Coal Transport Conveyor:** An elevated overland conveyor with throughout capacity of 15 to 18 million tons per year. This continuous belt conveyor would transport coal from the mine service area to the Ladd Coal Export Terminal located within the Ladd Landing Development. The entire conveyor system would be suspended on cables between widely spaced towers. The tower structures would be approximately 1,200 feet apart and between 60 and 100 feet tall. The belt system is designed to be a minimum of 20 feet above existing ground level at its lowest point, thereby avoiding creation of a barrier to

terrestrial wildlife and recreational users. The conveyor belt is a three-sided “box” belt that would be covered on top with a roof structure to protect the coal from moisture and wind.

The currently proposed mine access road and coal transport conveyor provide a more direct route between the mine site and the Ladd Landing Development than the previous 2006 development plan with a corresponding reduction in acreage of disturbance. The number of significant new stream crossings also has been reduced from seven to one along the access road. Power transmission cables can use the proposed elevated conveyor system for support, eliminating the need for a separate transmission line with additional structures between the Ladd Landing Development and the Chuitna Coal Mine. The straight line orientation and design of the conveyor system also eliminates transfer points between the mine and the Ladd Landing Development, thus eliminating potential coal dust generation points and reducing power demand for coal transportation by over 50 percent.

In the 2010 revision, the combined Ladd Logistics Center and Ladd Coal Export Terminal have been relocated west of the existing Pan Am Road, approximately 2,000 feet north and west from their previous proposed location. This relocation avoids identified cultural sites east of the existing roadway and reduces the wetland impact from 21 acres to 3 acres.

Materials and supplies would be received at an offshore bulkhead facility, which has been re-designed to reduce both potential coastal fish movement impacts and sediment pattern changes along the shoreline. The bulkhead has been moved to the south to provide approximately 500 feet of separation between the island bulkhead and the southern boundary of the existing shore fisheries lease (set net site) located to the north.

As part of the revised 2010 plan, PRC is proposing a series of measures to offset impacts to existing freshwater fish habitat contained within the mine area. The primary focus is on maintaining the coho salmon production in the area. The key elements to the plan include off-channel rearing ponds within the drainage basin below the mine site, spawning channel construction that connects the rearing ponds with the main channel of the tributary, and nutrient addition to the stream below the mine site to sustain a juvenile salmonid population.