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Comments: I have several objections to the Perpetua Stibnite mine project that I do not think were adequately addressed in the Draft Environmental Impact Statement.

1. The use of cyanide is an industry standard but this is not the place. The mine is located in prime salmon spawning areas and any escape of cyanide could be fatal to aquatic life downstream during the operation and more importantly after closure of the mine. How has the prevention of releases been addressed? Are the preventative measures robust enough to handle an event such as the Yellowstone flood of 2022? Mining operators tend to declare bankruptcy after they have taken what they want. What measures will be in place to ensure cyanide or its byproducts are not perpetually leaching into the groundwater or river systems, especially if Perpetua is gone? How is a bulk spill of cyanide materials prevented from entering the waterways?

2. Restoration is not a good descriptor of what happens after a mine has officially closed. The site has been forever altered. The topography has changed. It will probably take 100 years for a dense forest to re-inhabit the landscape. Mine, my family and my grandkids wilderness experience will have been forever changed. The mining process has greatly increased the geologic weathering process by exposing rock surfaces from waste rock, milling, and tailings that compounds not normally an issue leach from the rock creating contamination in concentrations lethal to aquatic life. The leaching could go on for centuries, how is this being addressed? How will Perpetua ensure that the rivers are receptive to spawning salmon for perpetuity?

3. Transportation to and from the mine is a critical factor. Transporters may or may not be Perpetua employees. Transporting materials to and from the mine site will inherently cause an incident and a release of material, be it cyanide, diesel fuel, semi refined ore, or whatever. 14 miles of new road along Johnson Creek in a wilderness area is unacceptable. Wilderness areas were created to prevent roads from being built, no exceptions. Warm Lake Road getting to Johnson Creek has some steep and treacherous grades that take special skill and care to negotiate successfully. The proposed new road could be even more treacherous. To a truck driver "Time is Money" and the more times a trucker has driven the same route, the faster he tends to go. This becomes a recipe for disaster on this route, be it an animal jumping out, icy conditions, or other traffic initiating an accident. No matter how much spill response material a truck has on board or how quickly an emergency response clean up crew can reach the spill site, it is inevitable that a spill will occur and contaminate the waters along Warm Lake Road or Johnson Creek. This is not acceptable.

My family and I enjoy camping in the Warm Lake area. It is peaceful, quiet, and dark at night. The road has little traffic but always a bit scary when another vehicle comes around a blind curve. I can only imagine the fright we would all get meeting an 18 wheeler over the line coming around a blind curve. The trucks going to and from the mine, day and night, would end up ruining our peace and quiet, adding dust and light to what we consider idyllic experiences. I go to the mountains to get away from "progress." If this project continues it will, for the rest of my life, change my experiences in this area.

Thank you for the opportunity to comment and potentially through my comments have Perpetua create a final document that is more environmentally sound and consequently an operation that is more protective of the environment.