### Logistics of Mineral Exploration in Alaska

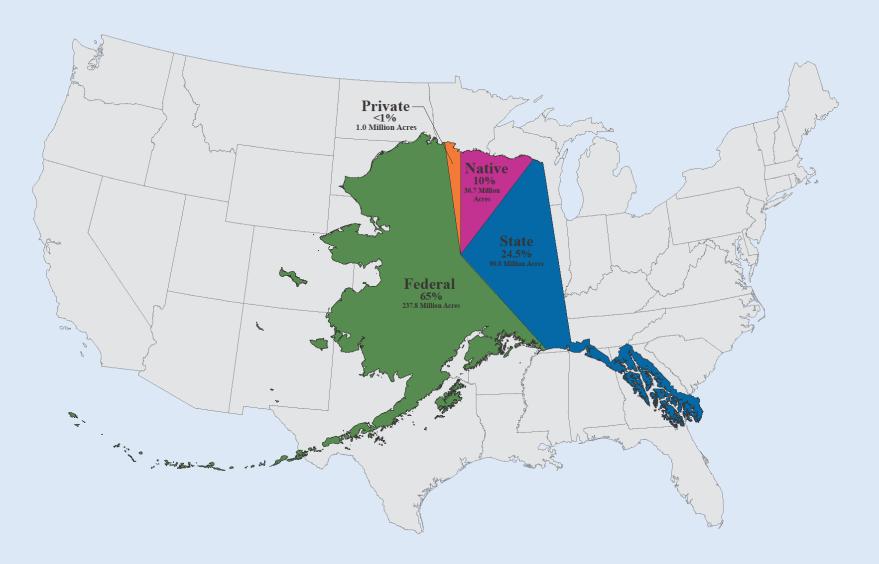
By

Paul Metz, Professor of Geological Engineering, University of Alaska Fairbanks

### Major Issues for Logistics in Support of Mineral Exploration

- Large geographic region
- Complex land status large areas of restricted access
- Remote locations
- Variable topography
- Variable climatic conditions
- Environmental challenges
- Limited infrastructure
- Large number of known mineral occurrences and high mineral potential

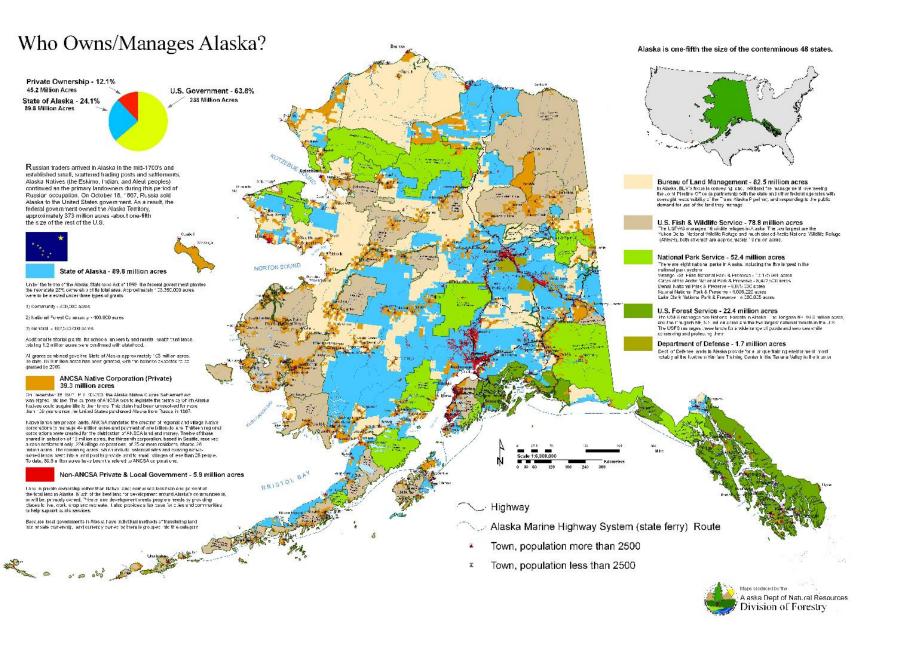
#### WHO OWNS ALASKA?



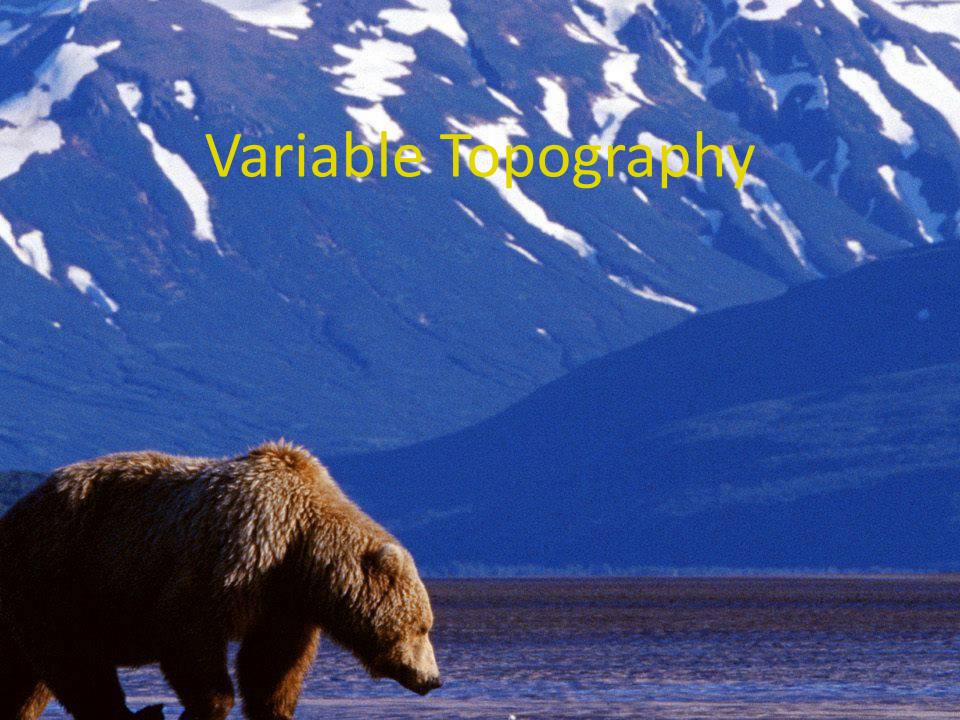


State of Alaska Department of Natural Resources Land Records Information Services

November 2005











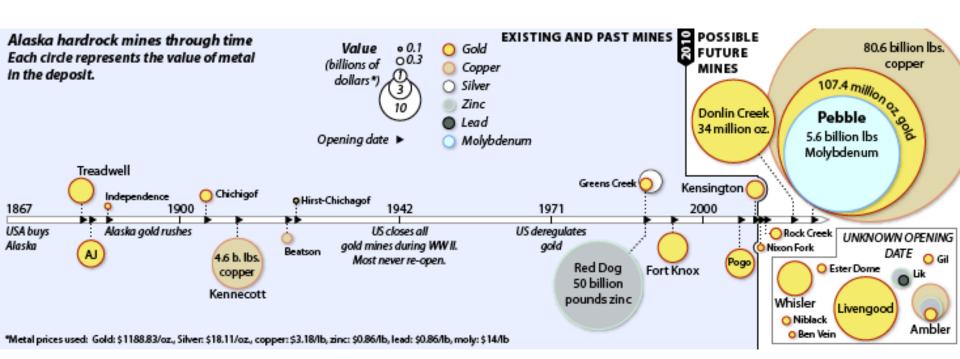
## Variable Climatic Conditions Arctic Tundra





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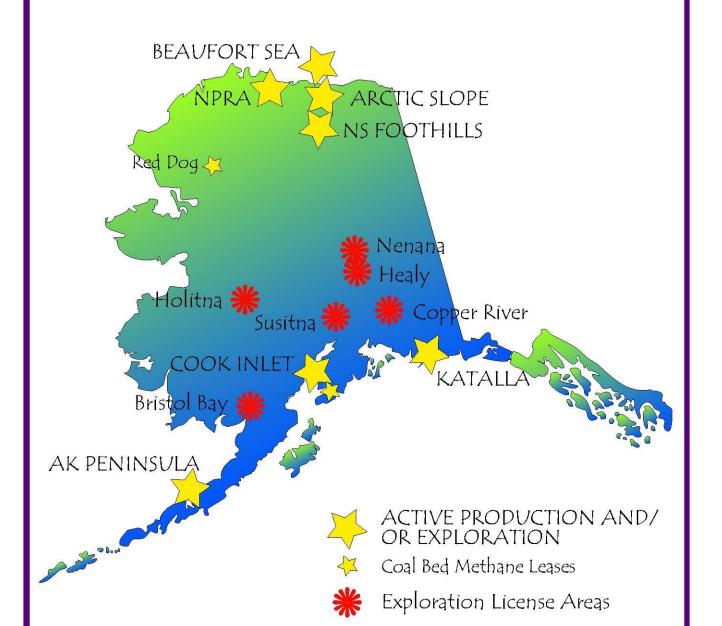


# Investment in Mineral Exploration and Development in Alaska and First Market Value of Production 2001-2010 (\$ millions)

Year	Exploration	Development	Market Value
2001	23.8	81.2	917.3
2002	26.5	34.0	1,012.8
2003	27.6	39.1	1,000.7
2004	70.8	209.1	1,338.7
2005	103.9	347.9	1,401.6
2006	178.9	495.7	2,858.2
2007	329.1	318.8	3,367.0
2008	347.3	396.2	2,427.1
2009	180.0	330.8	2,455.6
2010	264.4	293.3	3,126.8

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#### Areas of Oil & Gas Activity in Alaska





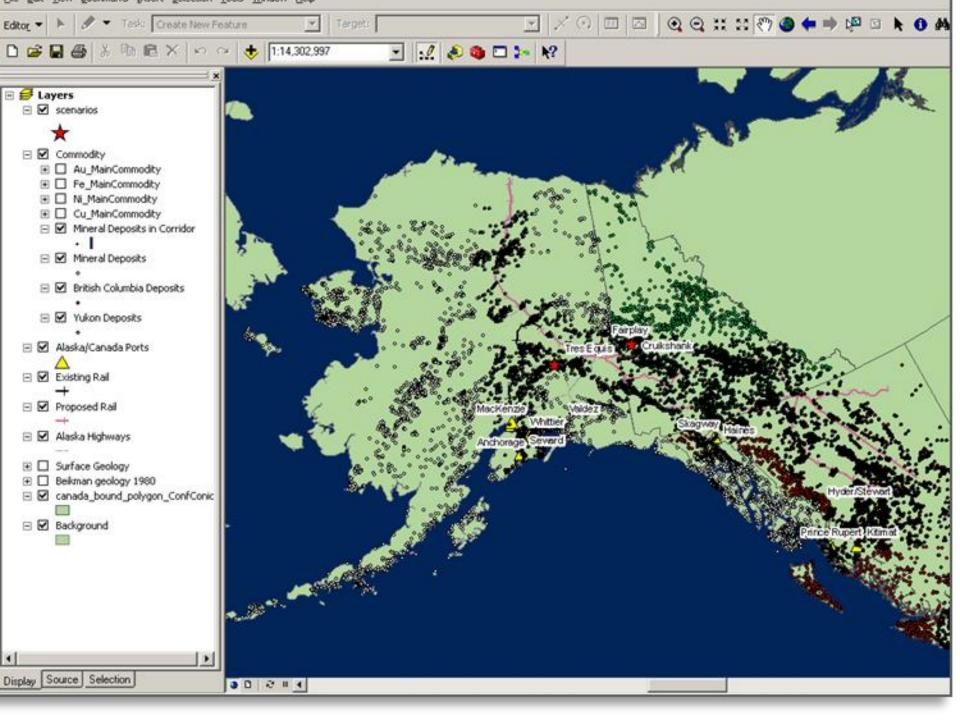
A steel drilling caisson ship in the Beaufort Sea photo by Challenger Geomatics Ltd.

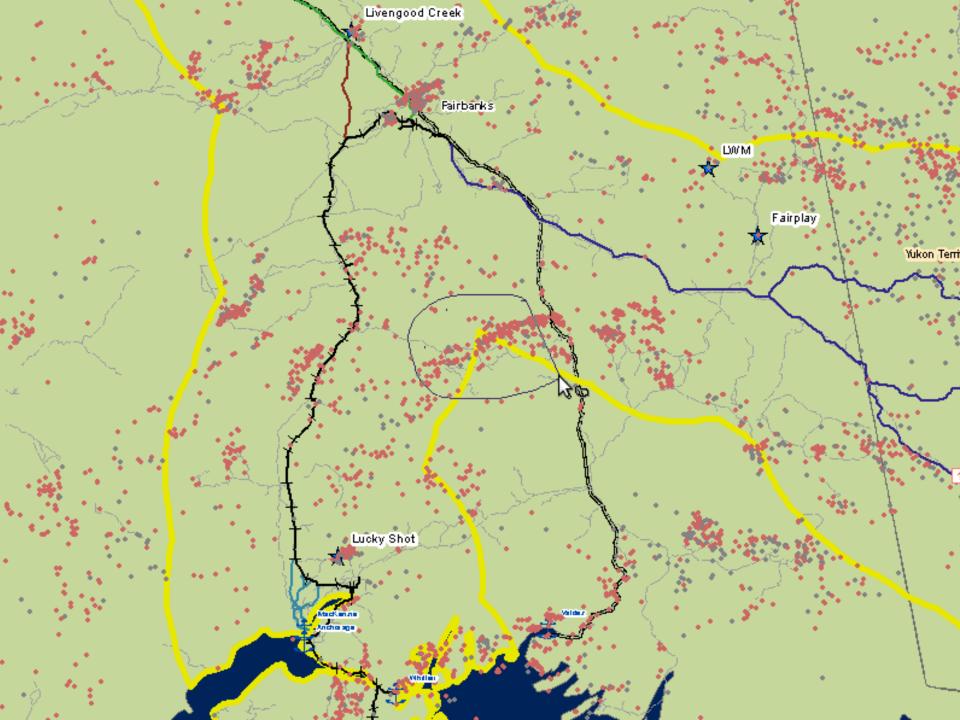
### Recent Investment in Infrastructure Planning

- Road to Umiat \$8 million
- Road to Road to Nome \$1.25 million
- Road to Ambler \$5.25million
- Railroad Extension from Eielson, AFB to Delta Junction EIS - \$20 million
- Railroad Extension from Port MacKenzie to Mainline EIS - \$5 million
- Skagway Port Facilities \$10 million

#### Recent Investment in Infrastructure Construction

- Railroad Extension from Eielson, AFB to Delta Junction (Tanana River Bridge) -\$156 million
- Railroad Extension from Port Mackenzie to Mainline -\$150 million.





## Known Metallic Mineral Occurrences in Alaska, Yukon Territory, and Northwestern British Columbia

- Alaska 7,200
- Yukon Territory 3,400
- Northwestern British Columbia 13,000 +
- Estimated Expected Gross Metal Value of these known metallic mineral occurrences exceeds \$1,000,000,000.

# Attributes of Lighter than Air Airships to Mineral Development (After Prentice and Thomson, 2009)

- Limited new infrastructure requirements
- Low utility challenges
- Flexibility
- Infrastructure scalability
- High payload capacity and over dimensional cargo capability
- Multipurpose payload configurations
- Environmentally respectful
- Year round operating capability
- Climate change risk mitigation
- Socio-economic benfits
- Reduced transportation costs (vs DC-6 and C-130)
- Economic development opportunity (currently only upper 90<sup>th</sup> percentile tonnage and grade deposits near tidewater or existing infrastructure are developed in Alaska)

#### Questions?

Thank You

