

4.3.7 Ore Transportation

Ore transport from the underground mine will include a number of different processes. LHD's will deliver ore to low profile production trucks. Production trucks will proceed up the decline to the COSA. From the COSA, the ore will be moved by front-end loader to the crusher feed. Ore that passes through the crusher will charge the transfer conveyor. The transfer conveyor will feed a second transfer conveyor which charges two crushed ore bins. From the crushed ore bins approximately 50 tonne capacity ore trucks will be loaded for transport to the railhead. It is expected that approximately 40 truck loads per day will be required to transport the ore to the railhead. During transport the ore will be covered with secured caps. All ore trucks will be washed at the truck wash before exiting the main operations area. Presently KEMC plans to use the following approved trucking route to the railhead:

- ◆ East on Triple A Road, 9 miles to CR 510,
- ◆ East on CR 510, approximately 3 miles to CR 550,
- ◆ South on CR 550 approximately 20 miles to a railhead in the vicinity of Marquette.

KEMC is continuing to study transportation routes and railhead locations, and the final transportation plan may change from that described above. The railhead facilities will include an enclosed bulk ore storage building(s) and enclosed conveyor/rail car loading equipment. All ore handling processes will be within enclosed structures to prevent release of ore.