

# BEARS ON THE LINE

PROTECTING ALASKA'S BROWN BEARS  
FROM THE PEBBLE MINE



100 YEARS



If built, **PEBBLE MINE** would directly impact the world-famous brown bears of **LAKE CLARK** and **KATMAI NATIONAL PARKS**. Mine activity would include a mile-wide open pit, massive tailings dams, an ice-breaking ferry on Lake Iliamna, and the construction of an 83-mile-long road with three industrial port facilities.

These developments would directly jeopardize the highest concentration of brown bears in the world along with the world-class salmon fisheries which are the bears' primary food source.

The mine and transportation corridor would destroy denning sites, disturb bear movement across the landscape, increase hunting pressure, and multiply negative bear encounters that would result in more bear deaths.

In short, **PEBBLE MINE** could prove devastating for these bears. Yet the **US ARMY CORP OF ENGINEERS** has failed to adequately assess the real risks posed by the mine to national park bears.

As former Senator Ted Stevens once declared, Pebble Mine is the “wrong mine in the wrong place.”





**WITH ITS MASSIVE OPEN PIT AND TAILINGS DAMS, PEBBLE MINE** would permanently scar one of the most wild regions of Alaska. There would be a 1 in 5 chance of a major dam failure within the first 100 years. A spill would result in as much as 1.1 billion tons of toxic waste into the Bristol Bay watershed, threatening the Bristol Bay salmon fishery that brown bears depend upon for food.

The mine itself is just one of the threats to brown bears from the Pebble Project. The following elements each pose their own direct threats to brown bears by destroying denning and foraging habitat, changing movement patterns, and disturbing the life cycles of the salmon that bears depend on to survive.



A private two-lane 83-mile-long road with more than 200 stream crossings and 8 large bridges that would pass within 400 yards from the McNeil River Refuge and less than ten miles from Katmai National Preserve



A never-been-tested ice-breaker barge system across Lake Iliamna with two lakeside terminals



A large private port facility on Cook Inlet that would extend more than 4 miles into the inlet waters only 2 miles from McNeil River Refuge

## PROXIMITY OF BEARS TO PROPOSED MINE AND TRANSPORTATION CORRIDORS



**Geographic coverage**  
Brown bears are known to travel great distances in the region, even as far as 100 miles



**Popular bear-viewing sites**



## OVERALL IMPORTANCE OF BEAR VIEWING

### BEARING VIEWING

is a vital and growing part of the economies of Bristol Bay, Southwest and Southcentral Alaska

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Total annual wages and benefits of bear viewing

**\$3.8 million**

Total expenditures

**\$5.2 million**

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Bear-viewing tourism is booming throughout  
**BRISTOL BAY AND COOK INLET**

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**74%** of local expenditures related to bear viewing stay within Southcentral Alaska

Total annual economic value of bear viewing to Southcentral and Southwest Alaska likely exceeds

**\$35 million**

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### MORE THAN HALF

of annual bear viewing trips/ expenditures in Alaska are Alaskan residents

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### KENAI PENINSULA COMMUNITIES

like Homer and Kenai are vital hubs for tourists and operators visiting Bristol Bay bear-viewing regions

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BEAR VIEWING SUPPORTS LODGES, HOTELS, RESTAURANTS, AIR AND BOAT TAXIS, GUIDES AND OUTFITTERS, GROCERY STORES AND MANY MORE BUSINESSES.



## KATMAI NATIONAL PARK & PRESERVE

**30k+** visitors to the park each year

**79%** of visitors to the park are visiting for bear viewing

## LAKE CLARK NATIONAL PARK & PRESERVE

In the past decade visitorship to the park has more than quadrupled

**17k** visitors to the park each year

**BEAR VIEWING**



in Lake Clark National Park has surpassed

**SPORT FISHING**



# HERE'S WHAT **WE** ARE DOING TO STOP PEBBLE MINE

**ONE** Coordinating with local citizens, business owners, Alaska Native leaders, and community groups to educate and mobilize Alaskans around the real threat Pebble Mine poses to Alaska's famed Katmai, Lake Clark, and McNeil River brown bears, the bear-viewing economy, and the world-class sockeye salmon fishery of the Bristol Bay.

**TWO** Communicating to Senator Murkowski, Senator Sullivan, and Representative Young that the US Army Corps of Engineers has failed in analyzing the real threats of Pebble Mine. We have and will continue to urge the Alaska delegation to value Alaska's brown bears and salmon, and the communities that depend on them, over Pebble Mine.

**THREE** Submitting technical comments throughout the permitting process in partnership with a coalition of groups advocating for resource protection and developing a strong public record of our concerns for wildlife, water, and the permitting process.

**FOUR** Mobilizing our 1.3 million members and supporters across the country, with 10,000 comments submitted during the most recent public comment period through July 1st, 2019.

**FIVE** Remaining vigilant in the face of developers determined to do whatever it takes to get this mine permitted by 2020.

Despite the real threats that **PEBBLE MINE** poses to **BROWN BEARS**, the **US ARMY CORPS OF ENGINEERS** hasn't done the proper analysis. The **NATIONAL PARKS CONSERVATION ASSOCIATION** will do everything it can to stop **PEBBLE MINE** and protect **BROWN BEARS**.

Please contact the Alaska Regional Director, Jim Adams, at [jadams@npca.org](mailto:jadams@npca.org) to learn more about what we are doing and how you can help us defend the brown bear of Katmai and Lake Clark National Parks.

[www.npca.org](http://www.npca.org)



Help NPCA protect the brown bears of KATMAI  
and LAKE CLARK National Parks in Alaska.  
Take action at [www.npca.org](http://www.npca.org).

Photos:  
Cathy Hart (Cover), Pages 3-4  
Drew Hamilton (Inside Front Cover, Pages  
6-7, Inside Back Cover, Back Cover)



100 YEARS