



AREVA Resources Canada Inc.

Kiggavik Project, Nunavut

WINTER ROAD PLAN

May 2011 – Version 2

REQUIRED USERS

Required and other users are responsible for using the current version of the Winter Road Plan as posted on Q:\KS_Feasibility. Users may print copies of this plan, but are ultimately responsible for ensuring they are using a current copy as posted. Users are requested to destroy all previously printed copies of the plan when they are informed of revisions.

HISTORY OF REVISIONS

Version	Date	Details of Revision
01	December 2008	Original submission
02	May 2011	Updated to reflect opportunities for improvement

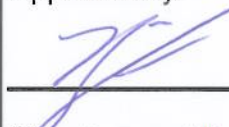
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May 17, 2011

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MAY 20, 2011

Signature and Date

The original hard copy of this approval page has been signed and is located at the AREVA Resources Canada Inc. corporate office.

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1 INTRODUCTION

This document provides the Winter Road Plan for the AREVA Resources Canada Inc (AREVA) Kiggavik Project. The winter road plan relates to the winter hauls of supplies that are used during the field season. A contracting company based out of Baker Lake, Nunavut carries out the winter haul. The winter haul consists of diesel fuel, jet fuel, drill and camp supplies transported from Baker Lake to the Kiggavik site. Transport vehicles will be Delta Foremost Trucks, and Caterpillar Challengers pulling sleighs. Separate bladder tanks are used for transporting diesel and Jet-B fuels. Transport, training and safety plan procedures are summarized below.

2 TRANSPORT REQUIREMENTS

Contractor will obtain the weather forecast prior to each trip departing from Baker Lake. The Environment Canada forecast is obtained online and compared with the Community Air Radio Operator's (CARS) forecast at the Baker Lake airport. Forecast must be favourable before departing.

2.1 Transport and Ice Profiling Procedures

Contractor must test for ice-thickness (using an ice profiler) prior to crossing water bodies via snowmobile or trucks, using the following table as a guide:

Permissible Load	Effective Ice Thickness	
	Lake	River
Snowmobile	10 cm (4")	15 cm (6")
Light Truck (2,400 kg / 5,200lb)	21 cm (8")	23 cm (9")
Medium Truck (4,000 kg / 8,800lb)	26 cm (10")	30 cm (12")

The contractor will document ice measurements and follow the Northwest Territories Transportation Ice Construction Field Guide. The contractor is also responsible for contacting the Government of Nunavut Transportation Department prior to starting the winter haul.

When travelling via truck on ice, maintain a steady pace and reduce speed near the shoreline to prevent ice from cracking underneath the vehicle.

2.2 Safety Plan

The contractor is to provide the following survival supplies should any form of an emergency arise. Supplies include:

- Communication tools, such as GPS;
- Satellite phones and spare batteries to ensure that communication is on going.

Proper safety gear will be brought by each member of the staff, including:

- Attire suitable for the arctic climate which includes footwear, gloves or mitts, wind pants, parkas, head and face gear.,
- Sleeping bags
- Food supply to provide for all employees for two days (If the weather forecast is not good, or trip does not happen)

- Camp stove and a supply of oil to last two days
- Shovels
- Extra antifreeze, engine and hydraulic oil, for the various vehicles utilized that minimize impact to the tundra.
- If repair parts are required a person(s) is designated to deliver these parts by snowmobile.

The contractor is required to provide a written document to AREVA outlining safety requirements and who is responsible. The contractor will also ensure that this document is reviewed prior to winter haul, and that a safety meeting is held prior to the departure of each trip. The crew will communicate via satellite phone with the contractor's office regularly to provide updates on progress.

2.3 Spill Prevention and Response

Each shipment is inspected immediately upon delivery for leaks and to evaluate the integrity of the containers to prevent spills or leaks from occurring. The contractor is to follow AREVA's Spill Contingency Plan and must be reviewed by personnel prior to the beginning of the winter haul.

The following materials are required for spill response:

- Spill kit and empty steel drum for the storage of spent absorbent material
- Spark proof shovels

2.4 Training Requirements

Employees who will be involved with the winter haul must possess Transportation of Dangerous Goods (TDG) and Workplace Hazard Materials Identification System (WHMIS) training. At a minimum, one person on each trip must have standard first aid. Prior to winter haul contractor shall provide training documents to AREVA.

3 CONCLUSIONS

AREVA Kiggavik Project personnel will ensure that the winter haul activities will follow procedures as outlined and expect the contractors operating on its behalf to respect and recognize the importance of personnel safety and the environment.

4 REFERENCES

Environmental Code of Practice (ECOP)

Spill Contingency Plan

Northwest Territories Transportation. 2007. A Field Guide to Ice Construction Safety.

Government of Nunavut Transportation Department

Government of Nunavut Transportation Department

Storage Tank Systems for Petroleum Products and Allied Petroleum Products Regulations, Canadian Environmental Protection Act, 1999 (CEPA 1999)