

Canadian Emergency Response Requirements

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Clean, reliable energy.

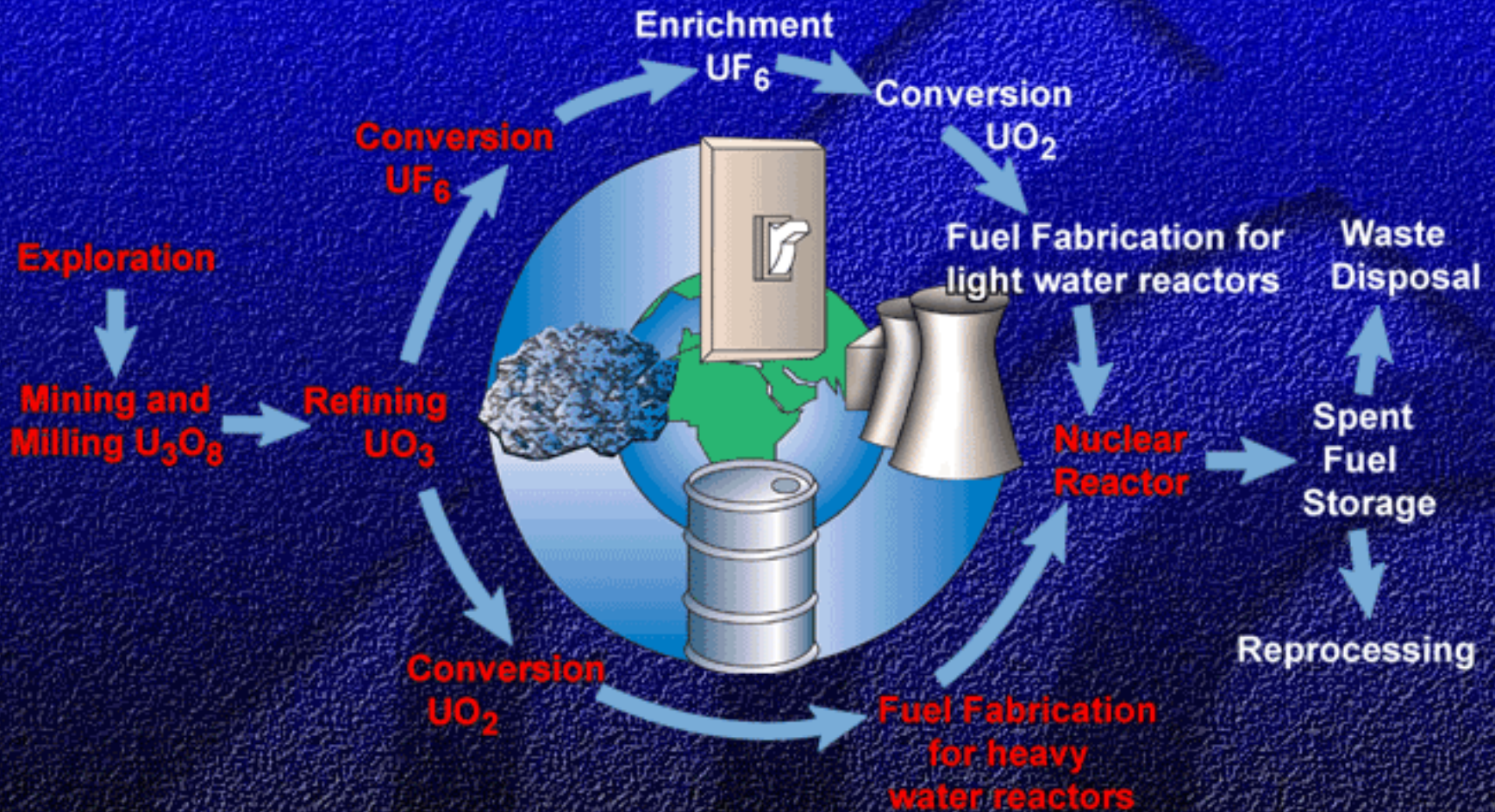


► Topics

- Background of Cameco
- Regulatory Overview
- Emergency Response System



Background of Cameco



Carried on by Cameco and others
Carried on by others

► Packaging and Transport

North American Routes



Regulation Overview

- **Transport Canada**
- **Canadian Nuclear Safety Commission**
- **International Atomic Energy Agency**

Regulatory Overview

ERAPs

To transport goods classified as “dangerous goods” above certain quantities in Canada - Transport Canada requires that you have an ERAP.

ERAP = Emergency Response Assistance Plan

For Cameco this is uranium (Class 7) for all sites and sulfuric acid (Class 8) for Saskatchewan. We also have a separate ERAP for Anhydrous Hydrogen Fluoride for the Port of Montreal to Port Hope transports.

The ERAP quantity for UOC is 100 kg

Transportation Emergency Response

Cameco Role

- **Notify appropriate regulatory agencies**
- **monitor people, equipment, environment affected by the accident**
- **clean up the incident**
- **public relations**

▶ **Transportation Emergency Response**

Public and Contracted Responders

- **Fire departments normally first on scene**
 - volunteer primarily
 - Outreach program initiated in 2003

- **Contracted Response Companies**
 - Retained in 2005
 - Part of ERAP
 - Trained biannually

▶ Thunder Bay Incident

- July 2, 2006 an RSB Logistic transport carrying 47 drums of Key Lake Yellowcake en route to Blind River went off the road 60 km East of Thunder Bay
- Truck entered ditch to avoid passenger vehicle turning left onto a secondary road
- The tractor trailer remained upright and the driver was uninjured



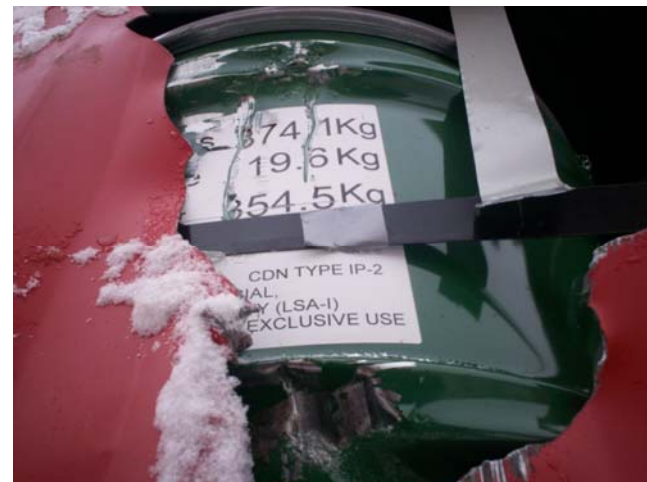
▶ Thunder Bay Incident

- No leak of diesel fuel from the tractor
- The local crisis management team at Port Hope was activated
- Crisis assistance team was mobilized from Saskatoon via charter aircraft
- The contract transport emergency responder was mobilized via Newalta (Thunder Bay Company)



Recent Sea Container Incident

- Port of Montreal
- Sea Container damaged by snow plough
- Cameco and third party responder mobilized
- Port of Montreal fire inspectors ?



Spill Exercise Saskatoon 2005



▶ The End

- Questions

