

# Mine to Port

Mine to Port is published for the employees,  
retirees and partners of IOC.

# Family Days!

A photograph of a man in a plaid shirt and sunglasses carrying a young girl on his shoulders. The girl is wearing a pink hat and a floral dress. They are outdoors with green foliage in the background. Three balloons (blue, red, and yellow) are floating to the right of the man and girl.

*Yves Landry,  
Technologist Draftsman,  
and his daughter Amélia*

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# A message from Zoë Yujnovich

With the arrival of summer, many of us will have a chance to take a break for a while and enjoy some well-deserved vacation. We may be using that leisure time to travel or do projects around the yard or cabin. In any case, we will want to keep safety uppermost in our minds. As we begin our vacations it is a good time to reflect on why safety is important as we treasure the time with our friends and family.

## Health & Safety first

We will never be satisfied with our health and safety performance until all illnesses and injuries are eliminated from our workplace. We must continue to strive towards achieving this goal of zero harm. I encourage each of you to take the extra time necessary to complete your Take 5 - identify the risks of your work and take the necessary actions to control the risks identified. These small actions can make a significant difference to protect you from harm.



Over the next few months, one of our priorities is to review all of our work procedures. We will do this by using team based risk assessments involving participants from different roles across the site. We must make sure our procedures are accurate so that the risks of the job are identified and controls put in place. Please can I ask each of you, as you are doing your work, to review the procedures of the job and let us know if any areas need updating? This is an important step to ensuring new workers joining our team are following the actual procedure that will enable them to do their job safely.

There's a natural tendency to let our guard down, to become too relaxed, when work becomes routine. When it comes to safety lets not take anything for granted.

## Expansion is "On"

Since the last issue of Mine to Port the IOC board approved the restart of our expansion project this summer. I'm sure you're as delighted as I am by this news. Clearly our shareholders have full confidence in our talent, people and prospects for the future.

Our goal is to increase IOC's concentrate production capacity by four million tonnes to 22 million tonnes by 2012. If our expansion continues to move into its future stages this could reach up to 26 million tones or beyond!

## Continuous improvement – our jobs...and ourselves

With the pressure of increased production on our doorstep, it is of the utmost importance that we expand the use of our continuous improvement tools such as LEAN and IPT. Moving towards a planned maintenance approach will help us improve the overall quality of our assets and equipment, thus improving reliability of our production chain in order to successfully complete all the phases of our expansion program.

As many of you will be leaving on summer vacations, I want to take this opportunity to wish you a relaxing holiday. Remember to keep your safety mindset even away from work. Let's make sure we have an enjoyable holiday and return to work safe, healthy, and re-energised for a great fall!

# Expansion Update

As work gears up on IOC's much-anticipated expansion, Mine to Port is launching its first project update to keep its readers informed, involved and alert to the safety implications.

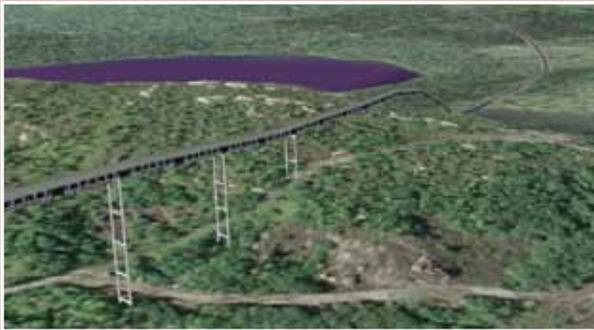
Given Labrador's short construction season, IOC's Board gave an early project go-ahead in May to get a jump on the schedule.

According to the Expansion Projects team, these precious summer months will be primarily devoted to earthworks, such as digging for foundations and preparing the conveyor road. This includes pathways for blasting and later filling.

The team expects most of the projects below, such as the crusher and storage barn foundations, to be finished by the end of October. Concrete can be poured in Labrador until the end of November. Several tie-ins, during the June 2010 shutdown, were performed.

Much of the summer's work is devoted to increasing capacity in preparation for major construction ahead. This includes adding a new dining hall and kitchen to Labrador Lodge, which will seat 200 people and serve up to 300.

## Key expansion projects



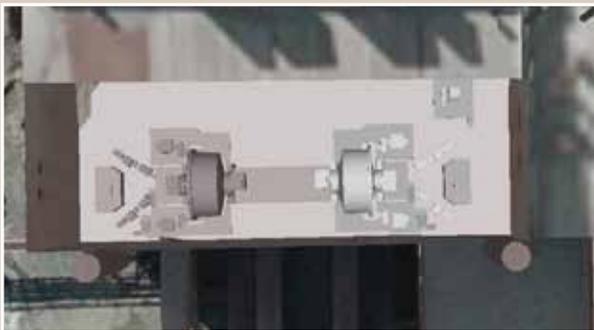
### Parallel Ore Delivery System (PODS) and Crusher

The 6.6 km long overland conveyor will transport 6000 tonnes per hour at a speed of 8 meters per sec on a 60 inch wide belt. The new crushing station will be located at the Luce pit and will be a two-truck dumping station.



### Storage Barn Modification

Following excavation, the barn will require 10 individual concrete foundations for its steel towers that will support the new shuttle conveyor gallery. Construction is expected to be complete by year-end.



### Autogenous Grinding (AG) Mill 14

Once completed, AG Mill 14 will be a mirror image of the current AG Mill 13 circuit, and will replace the decommissioned AG Mill 9 on the same site. Demolition on AG Mill 9 had begun in 2008, but was halted when IOC's expansion was put on hold.



### Bridge

The 60-tonne capacity bridge across the ATO and mine road will enhance safety in the mine area by reducing traffic – especially as activity grows over the coming months. It's also an added convenience, as it will dramatically reduce driving and sign-in/sign-out times and will facilitate the maintenance and operation of the crusher station after commissioning.

# Emergency Response Teams take shape

**By providing emergency response training to 30 volunteers from Labrador City, IOC is helping families sleep more soundly at night.**

The Emergency Response Teams (ERTs) are trained to give advanced emergency medical and first responder care to the sick and injured, and rescue to those trapped underground, in confined spaces and at heights. They'll be further honing their skills this year, adding emergency vehicle operations, extrication rescue and industrial firefighting to their ERT resumes.

ERTs are among the key teams comprising our larger Business Resiliency and Recovery Team.

**Lab City scores perfect pass rate**  
With a 100% pass rate for the Labrador City team, the external instructors had nothing but high praise and said

they had never seen a team as eager to learn. Rick Blundon, Superintendent - Safety, and Michael Tost, then General Manager- HSE, congratulated the ERT and awarded certificates issued by Survival Systems Training.

The seasoned instructors included Jamie Stagg (paramedic and now lead coordinator), Al Johnston (former Chief Officer and underground rescue firefighter/diver) and Ed Hibbs (underground rescue, firefighter and diver). The ERT also received medical emergency response training from Superintendent of Health and Hygiene Colleen Rixon, RN, and advanced emergency care training from Rick Blundon. The Churchill Falls emergency response team and the fire departments of Labrador City and Wabush also participated in some of the training provided. ERTs are special people, commented

Rick Blundon. "They learn to think through emergency situations, make sound decisions and most importantly, work safely as a team."



**Emergency Response Team- Labrador City**  
**Back Row (left to right):** Dwight Locke, Chad Peyton, Jerry Hackett, Jamie Stagg, Frank Saint, Jody Louvelle, Leo Hartery, Cyril Osmond, Chris Downs. **Middle Row:** Max Filippi, Glen White, Matt Stacey, Donald Best, Grayson Layden. **Front Row:** Denise Carroll, Kristi Rice, Ed Hibbs

## Be Active Challenge

**Starting on May 10th, Rio Tinto employees all over the world formed teams, turned on their pedometers and started walking.**

With over 250 participants from IOC Labrador City, Sept-Îles and Montreal sites; teams were motivated to reach the minimum 10,000 steps per day requirement.

Jocelyne Gauvin, Executive Assistant in Montreal, was eager to talk about her team's dedication to the challenge. "Each member of our team - On the Move - is very competitive. Everyday we want to beat our previous steps."

In Labrador City, employees are blown away by the Central Warehouse team,

who entered into first place as of May 31st, walking over three million steps! Max Filippi credits his job for his ability to gain those extra steps. "I'll do laps during my break, just to get moving and increase my steps," says Ron Earle, team member. Scott Stone, team member, has recorded a whopping 120,000 steps in just one day! "I was moving the entire day, building a fence," he said.

To date the Central Warehouse team has lost a collective 50 pounds!

As far as the four guys from the North Sept-Îles team are concerned, they are proud of their performance since their position in the standings alternates between first and third in the "Elite" category. Éric is a biking enthusiast

who does 50 km per day. Marcel does circuit training at a fitness centre. Carl does double duty by playing soccer with his kids and working out. As for Jean, he sticks to walking and riding an elliptical trainer due to recent surgery on his shoulder that limits his choice of physical activities. Their objective? Nothing less than first place!

We would like to wish all teams the best of luck as the challenge is set to finish in August. Keep on stepping!

*Team photos featured on P.11*



# Diagnosing engines with ultrasound

**Sometimes a chance conversation can trigger surprising consequences. Take a chat Bill George, Senior Reliability Advisor, was having one day with Glen Oldford, Senior Technologist, Condition Monitoring.**

Bill was complaining about the “dusting” problem in haul truck and loader engines. In these diesel engines, a tiny pinhole in the air intake system can allow iron and silica dust to enter the system and over time cause significant damage — even requiring total replacement of the \$500,000 engine.

To reduce the chance of this happening, the engine oil is tested regularly. The combination of Iron and Silica rising at the same rate will trigger the Condition Monitoring Group to call a truck or loader down for possible dusting issues. On the engine Bill was describing, it had reached 10,000 PPM of Iron and 800 PPM of Silica. Mechanics had disassembled the entire system and still couldn't find the breach.

In fact, locating the often invisibly small hole can take up to 12 hours, which costs large sums in labour, downtime and lost production.

The condition monitoring group has been successfully applying ultrasonic technology since May of last year on the air intake systems of trucks and loaders.

When the dusting issue was raised the light went on for Glen, who had recently received new ultrasound equipment. Why not try some kind of “tightness test” to locate these leaks?

Ultrasonics is not used in engine diagnostics but...why not?

## Ultrasonics proves its worth

Glen picked up the ultrasound unit one evening and got to work on one of the engines experiencing the problem. Inserting a small transmitter of high frequency sound inside the air intake system, using the same principle as a microphone, he used the unit along the outside of the air intake pipes. A sharp increase in sound indicates a leak. Within 15 minutes, Glen had located the problem.

He then called over a mechanic, showed him how to use the equipment and — without giving away its location — asked him to also find the leak. The mechanic was just as fast, locating the leak under a clamp in a hard-to-reach part of the engine. The area was repaired and oil sampling was done after 48 hours of operation and then 72 hours of operation. The oil sample came back within the acceptable limits. Problem solved.

According to Glen, a proper presentation of the technology was essential to getting

the all-important buy-in from mechanics. “They were skeptical at first,” he admits. “But they’ve since turned 180 degrees in acceptance. They’ve used ultrasonics on three haul trucks and one loader with similar success.”

What’s more, 22 mechanics have already been Level 1 certified on ultrasound equipment, while Glen Oldford is currently pursuing his Level 2.

IOC’s use of ultrasound technology to solve dusting issues in engines has been so successful, it was featured in Uptime magazine and has been nominated for an award in the “Best Ultrasound Inspection Program” category.

## Ultrasonics solve dusting problem

**It’s hard to argue with a device that reduces engine repair times from 12 hours to less than 30 minutes, can save hundreds of thousands of dollars with each use — and costs only \$8,000 to buy!**





Cindy and Tom Farrell- Crusher Operators

## A Family of Operators

**Tom Farrell, Crusher Operator for 32 years and counting, never thought that he'd see the day when he would work side-by-side with his daughter, but here he is teaching his daughter Cindy the tricks of the trade.**

Tom has worked at IOC for 36 years, and is soon getting ready to hand over the reins permanently. Cindy completed the Employee of the Future Program (EOF) at the College of the North Atlantic and was hired at IOC in 2004. When Cindy was presented with a training opportunity within the crusher, she jumped at the chance. Later, a job for Crusher Operator opened and there was no hesitation

when she put her name in. "I heard about the job all of my life from Dad; I knew all of the people here already. It was very easy to move into the job."

Tom has been a great teacher to Cindy. "I expect a call at home anytime," he says. "It doesn't bother me at all. I'll probably still get them even after I retire!"

"I never thought that Cindy and I would both work for IOC, so I didn't dream that we would be working in the same group."

Cindy says that her 14 year old son jokes about coming to work as a

Crusher Operator. Cindy and Tom's Team Leader, Dionne Wareham thinks, "That would be great. It is really neat how the family legacy continues on with the Farrells. We are such a small group and to have a Father-Daughter team is something special."

Both Farrells enjoy the pace of the job. Cindy explains, "We're always busy- it's a very steady job."

Tom plans to retire within the next year or so, but is confident that the crusher operating team is "in good hands". IOC will just have to wait a few more years for the next Farrell to come along and continue the family legacy.

# Improving processes and saving money



Bill Patterson- Maintainer Operator Mechanical 2, Doug Yetman- Engineer in Training Mechanical, Troy Buckle- Senior Team Leader, Hector Chaisson- Maintainer Operator Mechanical 2, Shiloh Cassell- Planner, Baxter Lane- Maintainer Operator Mechanical 2

**The Central Services Team can proudly say that they have taken one of the most dreaded jobs and turned it into one of the most exciting jobs in the shop. Troy Buckle, Senior Team Leader; Doug Yetman, Mechanical Engineer in Training; and Shiloh Cassell, Planner, acted on suggestions made by experienced welders Baxter Lane and Bill Patterson to completely revamp the burdensome job of upgrading ore car doors.**

“The initial scope of work involved a labour intensive six-step process; from the stripping of the skins, repairs to structural damage, clean-up, plate replacement and welding, the job was big, cumbersome, and took nearly 300 manhours to complete”, explains Buckle. “The guys in the shop suggested that we construct a completely new ore car door in-house rather than continue with the exhaustive repair process.”

Welders Lane and Patterson explain that, “We were doing rework all of the time. It is much easier to make a new one

in a quarter of the time.” Lane goes on to explain that, “The old process involved a lot of arc air. This has been eliminated completely. It’s a much safer job now and one which we enjoy doing.”

Buckle’s role he says, along with coworkers Doug Yetman and Shiloh Cassel was, “To support the idea and help these guys make it happen.”

Gord Benoit, Primary Ore Maintenance Planner, is one of the end users of the doors. He says that, “The new door design exposes the main structure so that you can see the cracks or faults before they develop too far. It is a far superior design.”

The new ore car door process has saved approximately \$20K per door, and has turned a dreaded job into one which is a “good one”, says Baxter Lane.

# Obsolete Petroleum Equipment Dismantling



Over the past several months, large-scale dismantling activities have been carried out at IOC's Sept-Îles site. Specifically, several pieces of petroleum equipment that have not been in use for a number of years have finally been dismantled and removed. The costs associated with this work total over 1.2 million dollars.

The work began in early November 2009 and was completed in January 2010. A total of about 500 tonnes of metal (pipes, various other equipment) was eliminated. This work presented several difficulties and challenges for our Sept-Îles Engineering team who displayed great ingenuity and came

up with imaginative and resourceful solutions. All necessary measures were taken in order to prevent any petroleum product leaks and/or spills to the environment. We were able to effectively clean the contaminated pipes, and ensure the wastes produced were managed safely. Excellent collaboration between all parties involved allowed the project to be completed without a major spill.

The dismantling and excavation work was carried out according to applicable regulations and requirements and was supervised by an outside inspector, authorized by the Régie du bâtiment du Québec (Québec Building Authority).

An outside company also took soil samples, at various depths, in order to carry out an environmental characterization study.

Despite the size of the task, the work was coordinated in a way that produced no incidences during the operations. Respecting the safety policies and standards in the daily management of contractors ensured that no accidents occurred.

This work was part of a petroleum equipment upgrade program and successfully completed the removal of facilities from decades ago.

## EQUIPMENT REMOVED

+ 4 km	Underground pipeline (heavy fuel oil and diesel oil) which connected the fuel area to the concentrator
+ 2 km	Overhead pipeline (heavy fuel oil and diesel oil) which connected the concentrator to the pelletization factory
2	Old diesel tanks (265,000 litres / 70,000 gallons each) and the pump room of an old supply station (including the underground pipeline connecting them to the overhead diesel line)
2	Tanks (a 1,067,000 litre / 282,000 gallon heavy fuel oil tank and a 208,000 litre / 55,000 gallon diesel tank) and a pump room connected to the pellet plant (including the dam (levee), the water-oil separator and the portion of overhead pipes connecting them to the pellet plant)
1	Pump room in the fuel area

# Model drop table

To repair and replace locomotive engines, employees at the Locomotive Shop use what's called a drop table.

Until a few months ago the shop team was using a table which had several risks associated with its use. An employee had to lie under the locomotive while a co-worker operated a hand-held remote control which lowered the table to the correct work height. The safety of the employee under the locomotive thus depended on the person holding the remote control. According to the CSST safety charter, this tool was rated "5", i.e. the highest hazard level.

We were therefore instructed to replace this work tool with a more ergonomic tool built to eliminate risks. Steve Bourgeois, Rogerio Bernardo and Alain Proulx, Maintainer-Operators Mechanical 2 at the Locomotive Shop; Éric Portier, Draftsman; and Frédéric Lesage, Team Leader, set to work designing and manufacturing a drop table that would meet the team's requirements and improve the overall level of safety.

Thanks to the involvement and collaboration of one and all, the new drop table was designed to enable employees to work in a standing position. They now stand on censored platforms located on each side of the table. The table is immobilized until someone is detected on the platforms.

The new drop table has been operational since April, and the team members are very proud of their achievement. The new tool has not only set an example for other companies, it has allowed IOC to save time and eliminate delays.



Steve Bourgeois and Alain Proulx, Maintainer Operator Mechanical 2; Éric Portier, Draftsman; Frédéric Lesage and Yan Leblanc, Team Leaders.



# Four generations for IOC

When Alex Mayo, age 19, reported for work as an electrician's apprentice on September 2, 2008, his family entered the Iron Ore Company of Canada's record books. A member of the longest-serving family at IOC, Alex said "It's an honour to represent the fourth generation of my family to work at this company."

The dynasty had its start in 1963, when Joseph Mayo moved his young family to Labrador City from the small Newfoundland fishing village of Eddies Cove. Like many Newfoundlanders at that time, Joseph wanted greater economic security for his family, and found it at IOC.

"I can't say a single bad thing about IOC," said Joseph, who retired in 1995. "Over the years, IOC stood by us in good times and in bad. I'm glad we came here."

During his 31-year career, Joseph witnessed enormous changes at IOC. The early years were marked by extreme cold and lack of creature comforts, as compared to today. He remembers sleeping in bunkhouses and going to work in tractor-trailers fitted with benches, "with no heat in them things, even when it was 30 and 40 below." There was very little heat in equipment



Walter Galliot - Alex's Great Grandfather



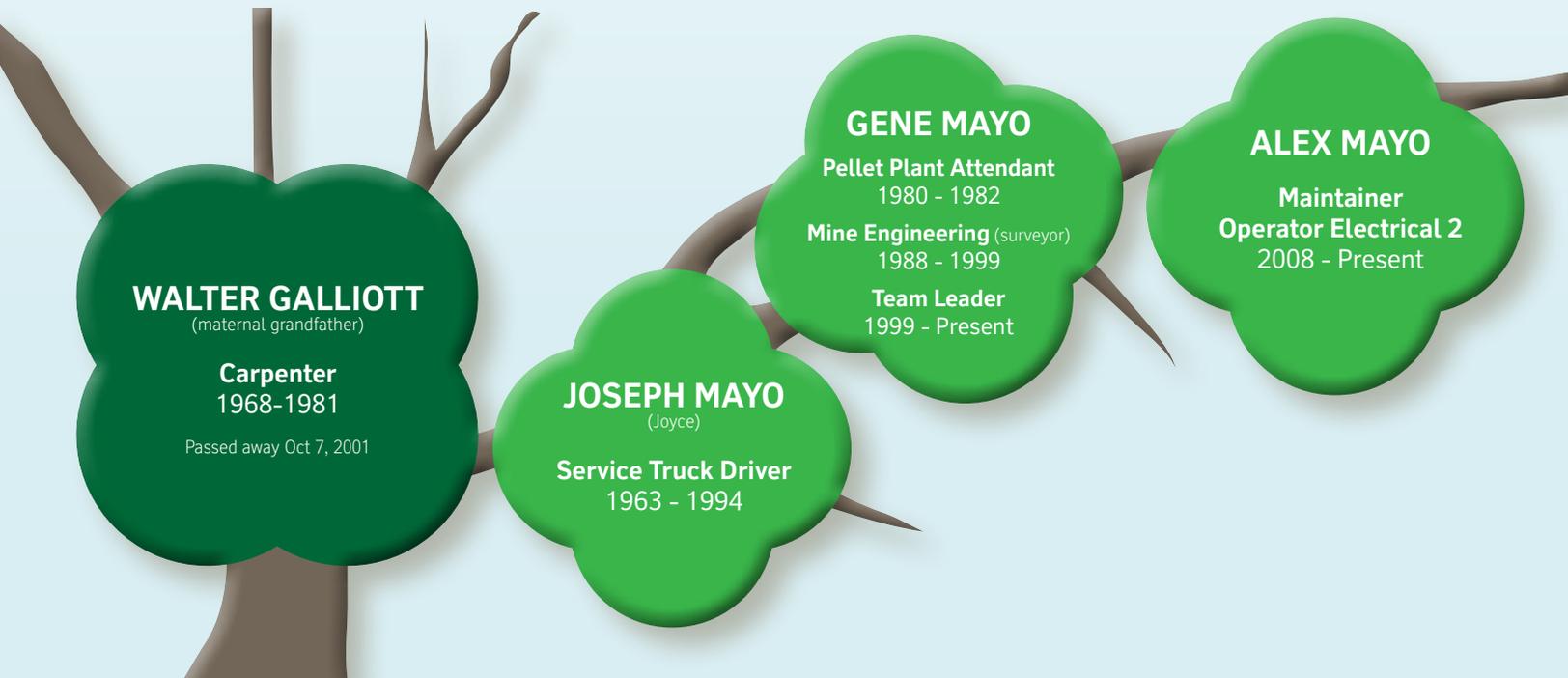
Son- Alex Mayo, Father- Gene Mayo, Grandfather- Joseph Mayo

cabs, too, which were poorly insulated. By comparison, said Joseph, "Today's equipment cabs are like Cadillacs."

Joseph's son, Gene Mayo — the family's third generation at IOC — is currently a Team Leader in Primary Ore but was barely a toddler when he came over with his family. Gene remembers his maternal grandfather, Walter Galliot, very well. Walter also came from Newfoundland to work at IOC in 1969 — at that time he was in his 50s — and eventually passed away in 2001. Walter represented the family's first generation to work at IOC. Gene has worked at IOC for nearly 25 years and feels fortunate to have "Worked at IOC while my Grandfather was here;

my father was here and now I'm here working with my son." Gene also has two immediate siblings working for IOC; Molly and Troy.

Today, as a young man just out of trade school, Alex feels pretty fortunate to have landed a steady job at IOC. He recalls working at a bowling alley for very little pay while going to school, and then joining six classmates out of 16 who landed jobs at IOC. "I really appreciate it," he said about being part of the longest-serving dynasty at IOC. "It's changed everything for me."



## IOC employees give big this summer!



- Pedal for kids, June 18th- Montreal**
- Grand total of \$635,000 and climbing
  - Joint Rio Tinto and IOC team with 8 participants from IOC
  - First year team raised over \$36,800 for the Montreal Children's Hospital.

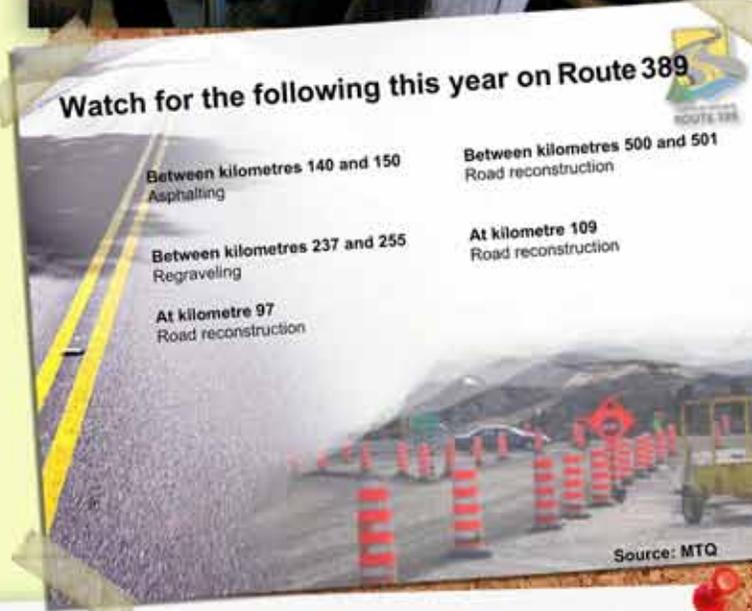
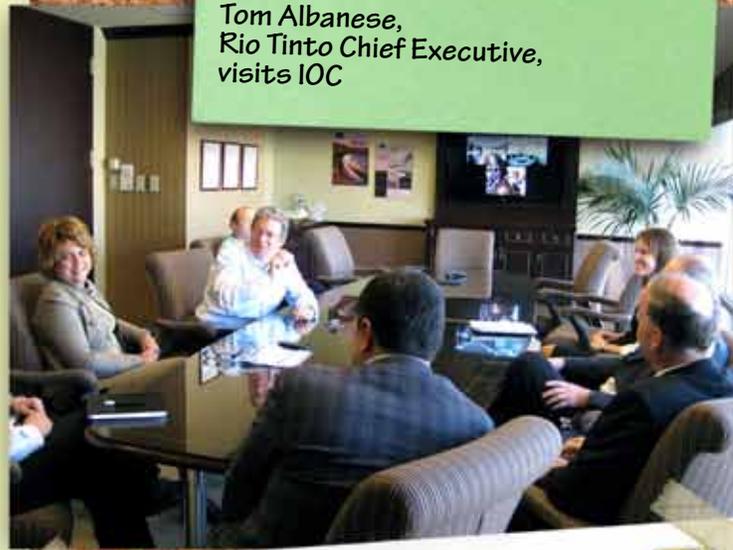


- Relay for Life, June 12th- Sept-Îles**
- Grand total of \$153,750 raised
  - 660 walkers participated
  - 33 IOC employees participated
  - 201 survivors participated in the Victory Lap
  - 5000 luminaries



- Relay for Life, June 12th- Labrador West**
- Grand total of \$117,000 raised
  - 29 teams participated
  - 100 survivors participated in the Victory Lap.
  - 1400 luminaries
  - Team Friends For Life (IOC employees), raised an incredible \$32, 324.75

Tom Albanese, Rio Tinto Chief Executive, visits IOC



RioTinto

## BE ACTIVE CHALLENGE TEAMS

(article featured on page 7)



**NORD SEPT-ÎLES, IOC SEPT-ÎLES**  
 Carl Poirier, Team leader; Marcel Marticotte, Éric Jomphe and Jean Guérault, Maintainer Operator Mechanical 2



**ON THE MOVE, IOC MONTREAL**  
 Jocelyne Gauvin, Executive Assistant  
 Elisabeth Prévost, Executive Assistant  
 Marie-Laure Cimetier, Principal Advisor BI  
 Kim Raymond, Executive Assistant



**CENTRAL WAREHOUSE, IOC LABRADOR CITY**  
 Dean Hamlyn, Storeman  
 Scott Stone, Truck Driver (Warehouse)  
 Max Filippi, Storeman  
 Ron Earl, Process Attendant

# Welcome to our new colleagues

## CAR SHOP QNS&L

Éric Buteau, Maintainer Operator Mechanical 2  
Dominic Lauzier, Maintainer Operator Mechanical 2  
Éric Poirier, Maintainer Operator Mechanical 2  
Frédéric Touzel, Maintainer Operator Mechanical 2

## CONCENTRATOR

Steven McDonald, Maintainer Operator Electrical 1  
Todd Pardy, Maintainer Operator Electrical 1  
David Warren, Maintainer Operator Electrical 1  
Melissa Boyd, Labourer  
Sheldon Drover, Team Leader  
Cherie Hamlyn, Operator Maintainer  
Thomas Hodder, Operator Maintainer  
Shalene Wall, Operator Maintainer

## ELECTRICAL MAINTENANCE

Jamie Abbott, Team Leader

## ENGINEERING

Fadi Alzibary, Engineer Mechanical  
Geoffrey Norman, Technologist Mechanical

## EXPANSION PROJECTS

Jacob Makil, Engineer in Training Mechanical

## FEED PREPARATION – MAINTENANCE

Benoît Brochu, Maintainer Operator Mechanical 2

## FINANCIAL CONTROL

Marco Letto, Junior Accountant

## HEALTH AND HYGIENE

Kathleen Lee, Ergonomist

## HEATING STEAM & AIR PLANT

Nathan Gosh, Stationary Engineer 3rd Class  
Christopher Twyne, Stationary Engineer 3rd Class

## IT SERVICES

Dave Arsenault, IT Analyst  
Simon Cooke Poirier, IT Analyst  
Jean François Fortier, IT Analyst

## MAINTENANCE AND ENGINEERING

Gerard Kelly, Engineer Reliability

## MAINTENANCE OF WAY

Marc Boulay, Senior Operator Maintainer  
Donald Collard, Senior Operator Maintainer  
Miguel Croft, Senior Operator Maintainer  
Éric Lebrasseur, Senior Operator Maintainer  
Olivier Jaaron Bélanger, Senior Operator Maintainer  
Ronald Morency, Senior Operator Maintainer  
Steve Pelletier, Senior Operator Maintainer  
Frédéric Thibeault, Senior Operator Maintainer  
Tommy Thibaudeau, Senior Operator Maintainer  
Alain Vaillancourt, Team Leader Maintenance of Way

## MINE MAINTENANCE

Cory Guy, Planner  
Thomas Dostie, Maintainer Operator Mechanical 2  
Tyler Kean, Maintainer Operator Mechanical 2  
Katherine King, Maintainer Operator Mechanical 2

## PELLET PLANT ELECTRICAL

Tyler Hollett, Maintainer Operator Electrical 1  
Kenneth Muise, Maintainer Operator Electrical 1

## PELLET PLANT MAINTENANCE

Kenneth Whitten, Specialist – Contractor Management

## PELLET PLANT OPERATIONS

Tammy Collins, Operator Maintainer

## PERFORMANCE SUPPORT

Eunice Earle, Administrative Assistant  
Tina Harris, Administrator Performance Support

## PRIMARY ORE MAINTENANCE

Kristal Hynes, Administrative Assistant

## PRIMARY ORE PRODUCTION

John Fitzpatrick, Operator Maintainer  
Sabrina Lawlor, Operator Maintainer

## PRIMARY ORE SUPPORT

David Ponce, Engineer in Training Mining

## PROCESS ENGINEERING

Adam Friedberg, Superintendent Process Engineering

## PROCESS MAINTENANCE

Leonard Mesher, Maintainer Operator Mechanical 2  
Michael Ward, Maintainer Operator Mechanical 2

## PRODUCT DELIVERY

Sheldon Gavin, Maintainer Operator Mechanical 2

## RECLAMATION YARD

Dan Guillaume Pelletier, Senior Operator Maintainer  
Mathieu St-Onge, Senior Operator Maintainer

## RESOURCE DEVELOPMENT

Nick Gardiner, Senior Mine Planning Engineer  
Kent Carter, Geologist

## SAFETY

Kristi Rice, Security Officer  
Anthony John Smith, Security Officer,  
Mary Tucker, Administrative Assistant

## SERVICES PRIMARY ORE

Beverly Ann O'Brian, Geologist in Training  
Christian Sheppard, Geology technician

## STATION & YARD

Marcus Cardwell, Engineman  
Shayne Drover, Engineman  
Leon Hardiman, Engineman  
Jeremy Parsons, Engineman  
Christopher Raymond, Engineman

## TAILINGS

Jerome Rideout, Maintainer Operator Mechanical 2

## TRANSPORTATION & TRAFFIC

Vincent Bordeleau, Team Leader

## VEHICLE SHOP

Jamie Randell, Maintainer Operator Mechanical 2

## WAREHOUSE

Guy Bouchard Laurent, Operator Maintainer  
Roger Ford, Store Person  
Troy Glover, Store Person  
Lisa Hoskins, Store Person  
Amanda Mclean, Store Person  
Reginald Parsons, Store Person

## Bravo !

To our employees who recently achieved Inter-Provincial "Red Seal" Certification

Colin Rideout – Industrial Electrical  
Greg Reid – Industrial Electrical  
Kenneth Fitzgerald - Industrial Electrical  
John Cumby -Industrial Electrical

## In memoriam We extend our deepest sympathy to the families of

Claude Goudie, January 31, 2010  
Albert Roussy, March 3, 2010  
Eric Ward, March 5, 2010  
Fred Todd, March 6, 2010  
Renaud Salvail, March 9, 2010  
Hervé Murray, March 16, 2010  
Gerry Manning, March 20, 2010

Ghislain Ross, April 6, 2010  
Nicola Di Lorenzo, April 8, 2010  
William Churchill, April 13, 2010  
Jean-Louis Ross, April 14, 2010  
Blake McCulloch, April 18, 2010  
Morrie Bazilsky, April 21, 2010  
Frank Maver, April 25, 2010

Vernon Smith, April 26, 2010  
Carl Lindstrom, April 29, 2010  
Adeodat Ribichaud, April 30, 2010  
Julien Jarnet, May 10, 2010  
Yvon Lévesque, May 10, 2010  
Hermel Castilloux, May 11, 2010  
Patrice Savard, May 22, 2010

## Mine to Port The team :

Sarah Budgell, Comm. & Ext. Relations  
Darlene Collins, Product Manufacturing  
Pascale Gauthier, Sust. Deve. & Environ  
Barry Hillier, Engineering  
Sean Hiscock, Health and Safety  
Eric Labrie, Transport and Shops  
Judith Leclerc, Lean  
Connie Lane, Primary Ore  
Hugues Lapierre, Terminal

Nicolas Mercier, IPT  
Krista Norman, Comm. & Ext. Relations  
Randy Philpott, Central Services  
Carl Poirier, Shops  
Natalie Rouleau, Comm. & Ext. Relations  
Stephanie Ste. Marie, Lean/Human Res.  
Chantil Strangemore, IT&S  
Jacqui Winter, Comm. & Ext. Relations

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