



Canada's big-city mayors are wondering: After the stimulus, what's next?

Courtesy of The Globe & Mail

In a series of interviews over the past two weeks, Canada's big-city mayors have been making it known that they want some attention – and a lot of cash – in next week's federal budget.

With stimulus spending drying up and the federal Building Canada program slated to end in 2014, cities are facing an infrastructure deficit currently pegged at \$123-billion, a price tag no degree of property-tax hikes can hope to cover.

Mayors across Canada discuss the upcoming federal budget

'I think this particular budget is a moment of truth in the relationship between our federal governments and cities,' said Carl Zehr, mayor of Kitchener, Ont., and chair of the Federation of Canadian Municipalities' Big City Mayors Caucus. 'If the money's not there, that will say a lot to me in terms of their sincerity about moving forward with a continuing relationship.'

The FCM met with federal Finance Minister Jim Flaherty in January, when they expressed their wish to have the gas tax made permanent through legislation. But with a federal election looming, the cities are hoping their demographic (80 per cent of Canadians now live in urban centres) will persuade Ottawa to give them even more, creating additional sources of long-term funding that will flow directly to each city hall.

And some, such as Calgary Mayor Naheed Nenshi, were not above suggesting why this might be worth Prime Minister Stephen Harper's while.

'It would be a very smart political thing for the federal government to acknowledge cities in this political environment,'

he said. 'If you want to be crass and political about it, where is a majority government found? In the big cities in this country.'

But the mayor of Canada's largest city stayed conspicuously mum on the subject. Toronto's Rob Ford declined to share his hopes for the federal budget, saying in an e-mail only that he hopes it shows 'respect for taxpayers' money.'

That doesn't mean, however, he isn't making his wishes known. A close family friend of Mr. Flaherty's, the Toronto mayor may have a more direct line to power than any of his colleagues. And he's not above making his demands political. He's already threatened to unleash 'Ford Nation' on Ontario Premier Dalton McGuinty if the province doesn't increase the city's funding. And in Mr. Harper's case, harnessing the new mayor's popularity could be a good thing. His election last fall demonstrated, with

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After the Stimulus, what's next? (continued from page 1)

resounding clarity, that Toronto – and especially the riding-rich areas outside the downtown core – will vote conservative when convinced that's in its best interests.

Here's what others had to say:

Gregor Robertson, Vancouver

For Canada to remain economically competitive, we have to keep pace by investing in our cities. We see countries around the world doing that aggressively and Canada has among the lowest percentages of tax revenue collected at city level. Scandinavian cities, some of them collect all of the revenue and distribute a portion to the federal government. Canada's definitely among the worst in terms of cities having the tools and revenues to realize their potential. And that speaks to our economic competitiveness. We're at a point where we need a new model and the old system has run its course. We've had a surge of stimulus investment that was helpful these past years, but the signal from Ottawa is that's over. That means we're all asking questions about what's next and calling for a really aggressive approach to changing the way cities are funded. If there's no new money committed in a constrained budget, we need to roll up our sleeves together and figure out a new model. We can't stick our heads in the sand and think that shutting down investment in cities is a good strategy for Canada.

Naheed Nenshi, Calgary

I would hope to see a real commitment to understanding that we deliver the services that Canadians use every hour of every day. We do not have the revenue sources or the authority to deliver those services as effectively as we could. If the federal government disappeared today, it would probably be a week or two before most Canadians noticed. If the provincial governments disappeared, unless you were in school or the hospital, it might be a couple days before you noticed. If the municipal governments disappeared, you'd have no transit, no roads, no lights and no clean water. You'd notice because you'd be dead.

I don't care how I get the money, but I need the money. What I would love to see is a long-term reliable funding source, whether it's moving more on the gas tax or ceding a point of the GST so we really have predictability in our funding. I want my own money and the responsibility to be in charge of my own funding. My indication from the federal government is that they're focused on deficit right now and there's not a lot of new money in the pantry. I look forward to them being thoughtful about what they want to do in the future, and I'll take any money they've got now.

Stephen Mandel, Edmonton

I don't think we're going to see much. I think the federal government's been pretty clear that it's time to reduce the deficit. They're going to find ways to cut wherever they can cut, and they're not going to call us about it. Do I think they should? Probably. But is it going to happen? No. Let's be realistic. We need more say. We need to be at the table. We need to have some discussion on how we're going to fund infrastructure

in the long term. But I don't see that as an opportunity in the coming future. We're in a real tough place. Property taxes are a very inelastic, unfair, punitive tax. And then we're left to find ways to build infrastructure. It's a tough gig and I take a realistic view of what's going to happen in Ottawa: We're not going to get anything. The fundamental issue is that cities have no position anywhere, we have no real strength. Someone has to give up strength to give us strength and I don't see that happening any time real soon.

Pat Fiacco, Regina

We have to give the federal government credit because the Building Canada Fund has made a humongous difference, the stimulus funding has made a great difference, but that all ends now. Then what? That's going to have a huge economic impact. Do we want to see the construction industry go in the tank? My worry is that there's just a complete drop-off, that there's no mention of the future. That concerns me. There needs to be some messaging for us there that we're on the right track. This government has made it very clear that we are creatures of the province, based on the constitution. But I think politicians really need to pay attention, both provincial and federal, to the fact that the majority of Canadians live in cities. We could make this country a lot better if the federal government would actually allow municipal leaders to get involved. Man oh man, we've got this whole thing backwards. They don't consider us important politically at all. You just have to look at the distribution of votes to see that. It's very backwards and I think Canadians are starting to pay attention to that.

Sam Katz, Winnipeg

Our crumbling roads and bridges are a top priority for Winnipeggers. We're facing a current \$3.8-billion infrastructure deficit, and over the next 10 years another \$3.4-billion. Our recreational facilities are falling apart, our community centres, swimming pools and skating rinks. They were built 40 years ago and were not properly maintained. It's embarrassing. But we don't have any real say. When they came up with the gas tax, the money was going to flow through the province and they were going to take a service charge off the top. We yelled and screamed for the money to come directly to us. In the end, it flowed through the provinces with no service charge. So you can see how these shake out. Laying blame is a silly thing. But we're facing a problem and we need to find a solution at all levels of government. Municipalities cannot do it on their own.

Gérald Tremblay, Montreal

I am concerned about the Canada-infrastructure program and hope the federal budget includes permanent funding after 2014. The most important issues are reducing traffic gridlock, addressing gaps in public transport networks and repairing our housing network. In order to succeed, we need clear objectives, long-term funding strategies and co-ordinated policies and programs among our three levels of government.

March 17, 2011

NOTICE

Please be advised that due to changes in the weather forecast indicating unseasonably cooler temperatures, implementation of the 2011 Spring Road Restrictions in Zone one will be delayed.

Spring Road Restrictions in Zone one **will not** start before **Wednesday, March 23, 2011**. When a decision to implement is made, notice will be communicated 48 hours prior to the start date, in the following manners:

- on the Internet at <http://www.manitoba.ca/mit/srr/index.html>
- by calling the Road Information Line at (204) 945-3641, or 1-877-627-6237.

Please check the above sources regularly for updates.

Breakfast with Leaders Event — March 31st, 2011

2011 Proposed City of Winnipeg Capital Construction Program

Presenters: Lester Deane, P. Eng., Manager of Engineering, Public Works Department & Mike Shkolny, P. Eng, Manager of Engineering, Water and Waste Department

Location: CanadInns Polo Park — Ambassador K Room

Time: 7:30am Registration/7:45am Breakfast/8:00am Presentations

Price: \$35/person includes breakfast

To Register: Contact Christine Miller, MHCA Events Manager at 947-1379 or by email to christine@mhca.mb.ca

WATCH THE HEAVY NEWS WEEKLY FOR UPDATES ON OUR BREAKFAST EVENTS.

Construction: Rebalancing Act

By Peter Hall, Vice-President and Chief Economist of Export Development Canada

The construction industry is not for the faint of heart. It experiences the great heights of an economic boom, and the deep chasms of recession. Every downturn takes many casualties, and it takes a lot of strength to survive. The current economic cycle is again testing the industry's nerves. The downturn has been particularly long – will recovery come soon enough to keep today's survivors going?

For some in the industry, recession began back in 2006. That's when the US housing market began to tumble, and new homebuilding stateside is still close to rock bottom. In European housing markets, the tumble occurred later, but activity remains very low. From the residential sector, recession spread to industrial and commercial building. Longer lead times are needed for these projects, and as a result, they are slower to react to a downturn. Retail facilities, in the midst of a huge, consumer spending-driven expansion, recoiled as the Western buying binge dried up.



At the onset of recession, policymakers around the world announced generous stimulus programs, with significant allotments to infrastructure. Battling increased bankruptcies and tumbling employment, the construction industry welcomed these substantial funds, and many Western firms have been kept going by ambitious infrastructure programs. In most cases, these weren't unnecessary make-work projects; in previous budget-balancing exercises, infrastructure had been cut back, creating large deficits. Recession created a great opportunity to fill in some of these gaps.

Austerity is now bringing these projects to a close. Worried about ballooning deficits, governments in developed economies are allowing announced programs to expire. Cuts are beginning in Western Europe, and Canada's programs are coming to an end. US contraction has been delayed until 2012.

For the construction industry, this is a nail-biter. Public funds are ebbing, but the private sector has not come back. Housing markets are typically first to rebound in the construction sector, but in the US and Western European markets, new home prices are still generally in decline. Current buying activity is soaking up the pre-recession surpluses, but they won't be fully mopped up until year-end.

Commercial construction will likely be even more delayed. Business activity is slowly regaining momentum, but vacancy rates are still high. In fact, they are still rising in most North American cities. Industrial activity may increase more quickly, as capacity utilization rates are climbing more rapidly toward pre-recession peaks, but firms are waiting to see if demand growth will be sustained.

Will the construction industry make it? Time will tell, but there is a good chance. First, domestic infrastructure funds will still take some time to dry up. Second, there is a new awareness of infrastructure deficits, and the need to bridge these gaps in order to remain competitive. It may not be easy to turn off the taps just yet. Third, there is plenty of infrastructure activity in emerging markets extending well into the future, and an increasing openness toward foreign construction firms.

The bottom line? The construction industry is again on the edge, in between the end of the infrastructure bonanza and the resumption of normal activity. It promises to be a test for the industry, but for the survivors, the growth that accompanies the recovery is sure to be aggressive.

Invitation to Participate:

MHCA Education, Training & Gold Seal Committee

Committee Chair:

Gord Lee, Nelson River Construction



Education Training & Gold Seal (ET&GS) Committee Mandate:

The committee's mandate is to shape and address matters related to the education training, workforce and development matters identified as a need or requirement for the heavy construction industry. In the discharge of its mandate, it interfaces with: Apprenticeship Manitoba; Industry Workforce & Development (IWD); Manitoba Construction Sector Council (MCSC); and Red River College (RRC)

Invitation to Participate

As a member of the MHCA, you are invited to renew or participate on the ET&GS Committee. Its first meeting to identify priorities and affirm a proposed WORKFORCE Training & Development Seminar will take place on April 12, 2011, from 9:00 a.m. - 11:00 a.m. in the MHCA Boardroom.

The draft agenda is as follows:

1. Call meeting to order
 2. Confirmation of committee membership
 3. Review of proposed 'WORKFORCE Training & Development Seminar' program proposed for April 21, 2011 from 7:30 a.m. – 12:00 noon.
 - i) Welcome & Introduction (10 minutes)
 - ii) Labour Market Information - Industry Workforce Development (IWD) (30 minutes)
 - Emerging shortages in skilled labour workforce projected over the next 15 year period
 - iii) Training programs available:
 - Red River College
 - Gold Seal Certification
 - WORKSAFELY Program
 - Manitoba Construction Sector Council (MCSC)
 - iv) Apprenticeship Branch (90 minutes)
 - What is it
 - History
 - Mandate
 - Programs & certifications
 - o What is certification
 - o Roles, responsibilities, expectations
 - o What is Red Seal?
 - o How do either assist?
 - v) Construction Education / vocation Week (45 minutes)
 - i. Should we embark on one
 - ii. Address vocations, safety and certification education including Gold Seal
 - iii. Other thoughts
 4. Discussion related to additional priorities
 5. New business
 6. Next meeting date
 7. Adjournment.
- If you wish to participate on this committee, please respond before April 5, 2011 to:**
- Christal O'Brien Frejuk,
MHCA Education & Training Coordinator
E-mail: christal@mhca.mb.ca ▪ Phone: 594-9054



CANADIAN CONSTRUCTION ASSOCIATION WELCOMES ON-GOING FEDERAL COMMITMENT TO THE RENEWAL OF CANADA'S INFRASTRUCTURE

Ottawa, March 22, 2011 – Canadian Construction Association (CCA) is very pleased with today's announcement by the federal government in Budget 2011 that it plans to work with provinces, municipalities and other stakeholders to chart a path forward in meeting Canada's future infrastructure needs by recapitalizing the Building Canada Plan in 2014.

"The investments made by all levels of government over the past 24 months have been critical to slowing the growth of our national infrastructure deficit. Not only were these investments long overdue, but they helped generate thousands of jobs and billions of dollars in tax revenues at a time when our economy was in dire need of stimulus," said Michael Atkinson, President of the CCA.

CCA has been a strong advocate for increased federal funding support for national, provincial and local infrastructure repair and construction. As an export-driven nation, these assets are critical to Canada's future competitiveness. Unfortunately, much of the current infrastructure was built for population levels in the 1960s and not for the near 40 million Canadians expected by 2020. With many of Canada's international competitors investing billions of dollars to modernize their transportation and export-focused infrastructure, the window to reverse the current decline of Canada's system of infrastructure is rapidly closing.

"Today, our country stands at a precipice. Within the next 10 years much of our infrastructure will need to be replaced or expanded to avoid economic stagnation. Canada needs to continue to invest in its public infrastructure not simply because it stimulates the economy in the short term but because it is an investment in the very foundation of our nation's future that ensures Canada's ability to remain competitive on the international stage, increase productivity, and to build upon our economic and social prosperity," said Atkinson.

CCA was also pleased the government pledged to introduce legislation to make permanent the \$2 billion annual Gas Tax Fund for municipalities, extended funding for 2,200 infrastructure projects into 2011-12, and committed \$1 billion under the Gateways and Border Crossings Fund to support the construction of the Windsor-Detroit trade corridor.

Canada's construction industry employs close to 1.3 million men and women, and accounts for approximately 6 per cent of Canada's annual gross domestic product. It buys goods and services in every region of the country and in every sector of the economy. As such, any significant increase in construction activity produces thousands of spin-off jobs in other sectors – steel, engineering, forestry, autos, banking, and retail – which is why it remains the barometer of economic health.

The Canadian Construction Association is the voice of the national non-residential construction industry. It represents over 17,000 members in an integrated structure of some 70 local and provincial construction associations.



WORKSAFELY  **MHCA**
QUARTERLY COR™ MEETING

YOU ARE INVITED TO ATTEND THE FIRST
WORKSAFELY QUARTERLY COR™ MEETING
TO BE HELD ON:

APRIL 18TH
11:30 A.M. - 1:00 P.M. (LUNCH INCLUDED)
AT THE
CANAD INNS - POLO PARK

Guest Speakers:

Jacques St Hilaire - Workplace Safety & Health
Darren Oryniak - Workers' Compensation Board of Manitoba

To Register contact:

Christal O'Brien-Frejuk
Training & Program Development Coordinator
christal@mhca.mb.ca

t (204) 594.9054
c (204) 795.7914
1236 Ellice Ave. | Winnipeg, MB | R3G 0E7

www.mhca.mb.ca



WORKSAFELY
MHCA

Westman Region Safety Conference

REGISTRATION FORM



April 4 - 8, 2011 ST. JOHNS AMBULANCE - SHOPPER'S MALL
BRANDON, MANITOBA

Registration fee for members:
Half-day \$60.00 plus GST
Full-Day \$110.00 plus GST

Registration includes course materials, coffee & lunch

Register at:
www.mhca.mb.ca
safety@mhca.mb.ca

COURSES

Monday - April 4, 2011

- Investigations - morning session
- Inspections - afternoon session
- Fall Protection - full day

Tuesday - April 5, 2011

- COR™ Principles of Health & Safety Mgmt. (PHSM)-full day
- Fall Protection - full day

Wednesday - April 6, 2011

- Blueprint Reading - morning session
- Excavation & Trenching - morning session
- Flagging - afternoon session
- COR™ Auditor Refresher - afternoon session

Thursday - April 7, 2011

- WHMIS - morning session
- TDG - morning session
- Emergency Response - afternoon session
- Worker Rep/Committee - afternoon session

Friday - April 8, 2011

- WS&H Violence and Harassment - morning session
- WCB - Return to Work (RTW) - full day

Name _____

Company / Firm _____

Address _____

City / Town _____ Postal Code _____

E-mail _____

Fax _____ Phone # _____

Additional Information:

P: 204.947.1379 F: 204.943.2279

E: safety@mhca.mb.ca W: <http://www.mhca.mb.ca>

Register at: safety@mhca.mb.ca or www.mhca.mb.ca

Fax completed registrations to: 1.204.943.2279

Please complete a separate registration form for each person attending.

Payment Options:

1) Cheque: please make cheque payable to

MHCA Safety Program
1236 Ellice Avenue
Winnipeg, MB R3G 0E7

2) Card Holder: _____

Card: _____ Number: _____

Expiry Date: _____



WORKSAFELY

MHCA



Construction Safety Excellence™

COR™ Training



CENTRAL REGION – WINNIPEG, MB

March 28-April 1, 2011

St. John Ambulance, 1 St. John Ambulance Way

March 28-29	March 30	March 31-April 1
COR™ Leadership	COR™ Principles	COR™ Auditor



INSTRUCTOR:
DENINE RODRIGUES
SAFETY ADVISOR

WESTMAN REGION – BRANDON, MB

April 11-15, 2011

St. John Ambulance, 2nd floor Shoppers Mall

April 11-12	April 13	April 14-15
COR™ Leadership	COR™ Principles	COR™ Auditor



INSTRUCTOR:
ELAINE ALVIS
SAFETY ADVISOR

Construction Safety Officer Exams

WORKSAFELY will be holding a course to prepare those who are registered and accepted to write the Construction Safety Officer (CSO) Exam.

Construction Safety Officer (CSO) Prep Course

1:00 – 4:00 p.m.
April 8, 2011
MHCA Office
1236 Ellice Avenue, Winnipeg

WORKSAFELY will be holding an Exam for those who have been accepted and have met the requirements through the Construction Safety Officer (CSO) application.

Construction Safety Officer (CSO) Exam

1:00 – 4:00 p.m.
April 29, 2011
MHCA Office
1236 Ellice Avenue, Winnipeg



INSTRUCTOR:
PHIL MCDANIEL
SAFETY ADVISOR

Coming Soon: New WORKSAFELY COR™ Banners!

Watch for the new WORKSAFELY COR™ Banners coming soon, and ensure to get your FREE banner for your company worksite. Watch the Heavy News Weekly for details on when the banners will be available.

This Safety Talk is intended to bring awareness of workplace incidents and the measures to take to prevent recurrence. Print and review this talk with your staff, sign-off and post on a bulletin board. File for audit purposes (COR™ - Element #8 Training & Communications).

Hearing Conservation

List Primary Sources of Noise on Worksite

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Exposure to Sound

Sound levels above 80 dBA can cause damage and hearing loss. Sound of 90 dBA is 10x more intense than 80 dBA.

Exposure	Risk
<80 dBA	None
80-85 dBA	VeryLow
85-90 dBA	Low
90-95 dBA	Moderate
95-100 dBA	High
>100 dBA	Severe

Within construction operations, employees may be exposed to harmful noise levels.

Prolonged exposure to noise can cause hearing loss. The louder the noise and the longer the exposure, the more severe the hearing loss could be for any employee exposed.

Responsibilities of employers and workers pertaining to hearing conservation are referenced within the Workplace Health and Safety Act sections 4 and 5. They are also mentioned under Part 12 of the provincial Safety and Health Regulation 217/2006.

HAZARDS

Noise is one of the most common occupational health hazards. The noise hazards vary due to the type, intensity and duration of noise exposure. It can cause

tinnitus (ringing in the ears), headaches, stress, increased blood pressure, increased irritability, and it is especially detrimental to your hearing.

PREVENTION

There are some ways to control noise and protect employees from excessive noise exposure.

Reduce the noise at its source

- Replace outdated and noisy machinery
- Regular maintenance of tools and equipment

Block the noise transmission path

If it is not possible to control the noise, the best way of protecting against noise is to prevent the transmission of noise throughout the workplace by:

- Moving noisy machinery or noisy processes away from workers.
- Keeping employees at a distance from noise source when possible.

Prevent workers' exposure to noise

- Provide a sound-proof enclosure for the operator. For example, a rollover protection structure (ROPS) that encloses the operator.
- The time spent by workers in a noisy environment can be reduced by job rotation or rest periods.

Provide hearing protection

Employers are responsible for providing the required hearing protection devices. To monitor the effectiveness of hearing protection, construction workers must have their hearing tested every year.

Test Your Knowledge

- Loud noise is not hazardous to your health.
 - True False
- Noise exposure can cause stress and increased blood pressure.
 - True False
- List 3 ways to control noise: _____
- Employers are not required to provide hearing tests for their employees.
 - True False
- Hearing conservation legislation is referenced in sections 6 and 7 of the Workplace Health and Safety Act. True False



WORKSAFELY MHCA

Construction Safety Excellence™

Training Schedule



Register by:

- » Email: Heather DeJaegher at safety@mhca.mb.ca
- » Fax: 204-943-2279

Cancellation Policy:

The *WORKSAFELY* policy states cancellation must be made at least two business days in advance, otherwise full course fee charge will apply.

REMINDER:
WORKSAFELY requires
at least six people
registered to deliver the
course.

MARCH 2011	
March 7-8	COR™ Supervisory Leadership
March 9	COR™ Principles
March 10-11	COR™ Auditor
March 14	Excavating & Trenching (1/2 day AM)
March 14	Flagperson (1/2 day PM)
March 15	Prime Contractor
March 15	COR™ Auditor Refresher (1/2 day AM)
March 16	WHMIS (1/2 day AM)/ TDG (1/2 Day PM)
March 17-18	Train the Trainer
March 18	First Aid 1 — CPR
March 29-30	Confined Space Entry Level 2
March 25	Safe Work Procedures
March 28-29	COR™ Leadership
March 30	COR™ Principles
March 31 - Apr. 1	COR™ Auditor

APRIL 2011	
April 8	COR™ Auditor Refresher
April 12-13	Train the Trainer
April 14	WHMIS (1/2 day AM)/ TDG (1/2 Day PM)
April 15	Excavating & Trenching (1/2 day AM)
April 15	Flagperson (1/2 day PM)
April 15	First Aid 1 — CPR
April 18	Safety Administrator
April 19-20	Confined Space Entry Level 2
April 20	Back Injury Prevention
April 20	Fatigue Management
April 21	Toolbox Talks
April 25-26	COR™ Leadership
April 27	COR™ Principles
April 28-29	COR™ Auditor

ADDITIONAL COR™ TRAINING	
April 11-15	Brandon, MB

CSO EXAM SCHEDULE	
April 8 (Prep Course)	MHCA Office
April 29 (Exam)	MHCA Office

Customized training is available for your specific requirements.

Call the *WORKSAFELY* Office at (204) 947-1379 for more information.