



Infrastructure Investment is Canada's Economic Healthcare Program

By Chris Lorenc, BA, L.L.B.,
MHCA President

Canada has the ninth largest economy in the world and is one of the world's wealthiest countries. Our economy sustains our globally envied standard of living, quality of life and social safety net programs (see the CNNMoney.com G-20 Report). Our economic health and capacity however is also inextricably linked to infrastructure investment - our economy's healthcare program - which platforms our economic innovation, competitiveness, productivity and growth.

Unlike most other developed nations however, Canada relies heavily on the primary sector (wood products, oil and gas, and minerals) for much of its wealth, as well as a manufacturing core that supplies many components for finished products assembled in the United States. International trade makes up a large part of the Canadian economy, particularly natural resources and agriculture which account for 58% of Canada's total exports. In 2009, exports were responsible for approximately 30% of Canada's GDP, with the United States accounting for approximately 73% of total exports. Canada's economy is five times more dependent upon trade than the economy of the United States.

Over the past 20 years, economists and academics alike have dedicated much time and thought to the question of national economic productivity. After decades of continual increases in productivity (1950 to mid-1980's), Canada's productivity rate versus our G8 competitors began to decline in the late 1980's. The 1990's were even less kind, as Canada consistently trailed the United States and other leading OECD nations (Germany, France, the UK, Netherlands, Sweden, Spain) in national manufacturing productivity rates. Studies by several leading economists (See - James Brox, Infrastructure Investment: The Foundation of Canadian

Competitiveness, August 2008) linked this decline to consistent declines in public sector funding for infrastructure.

As Professor Brox found, during the early 1990's, Canada and US manufacturing productivity rates were comparable. However, by 2008 the Canadian rate had fallen significantly below that of the United States. While investment in infrastructure was but one of the factors in this decline, it was statistically significant as Canada's rate declined while the U.S. rate increased with substantial investments by the U.S. in core public infrastructure.

A 2010 Residential and Civil Construction Alliance of Ontario report concluded that continued under-investment in infrastructure over the next 50 years will slow economic growth, reduce business profitability by up to 20 percent, and could cost the average Canadian entering the work force today up to \$51,000 in reduced wages over the course of a career.

Continued on page 2

In this issue

Cities Bristle at Liberal Plan		3
MHCA Executive Committee Highlights		5
Quarterly COR Meeting		8
Safety Talk: Flood Water Risks		10

Infrastructure Investment (continued from page 1)

The same correlation can be seen when comparing Canadian productivity rates against those of leading European and emerging economies such as Korea, Hong Kong, Singapore and Australia. While the causes for the decline may differ, some economic outcomes are consistent: low levels of public sector investment in infrastructure result in lower national economic productivity and therefore wealth generation.

Congestion on Canada's multi-modal transportation system - railways, U.S. border crossings, airports, marine facilities and roadways - has devastating consequences on our nation's trade dependent economy. These assets must not only be well maintained, but they must be adequate to meet the current and future needs of the economy for Canada to remain internationally competitive.

Unfortunately, most of the core public infrastructure upon which Canadians depend upon was built in the 1950's and is rapidly approaching the end of its useful service life. According to Statistics Canada, much of Canada's core infrastructure (multi-modal transportation system, sewers, water mains and water treatment facilities) has surpassed the halfway mark of its useful service life and will need to be rehabilitated or replaced within the next 10-15 years. Furthermore, since many of these assets were designed for a Canadian population of 16 million in 1960, and not the 34 million we are today (or the near 40 million we are expected to be in 2020), their capacity must be significantly increased to keep up with growing consumer and manufacturing demand.

Some examples: Toronto's highway 401, Canada's busiest and an essential trade route into the United States was designed in the 1930's, expanded in the 1960's and further expanded in the 1980's. Today, there is no additional room for expansion and the 401 has become a significant bottleneck for the transportation of goods and services - namely trade. Montreal, Vancouver and Calgary face similar transportation capacity constraints making it exceedingly difficult for commuters and manufactured goods to move in and out of these urban markets. Winnipeg is reviewing and developing a new transportation plan including a shift to bus rapid or light rail transit, trade corridors, perimeter by-passes, and related strategies to position the City to accept population and economic growth.

The problem, however, is not confined to Canada's larger cities. Most cities are facing infrastructure challenges, exacerbated by age and increasing urbanization. In many urban and rural city cores, the problem of roads, water and sewer and bridge rehabilitation has reached a crisis point. The tragedy which occurred in Québec with the bridge collapse (shortly after a similar disaster in Minneapolis), or the bridge closure on Highway #1 east of Portage la Prairie, Manitoba, can become all too common without a concerted effort on the part of Canadian governments at all levels to accelerate and sustain the pace of infrastructure re-investment.

The investments of the past 24 months have made only a small dent in our national infrastructure deficit, which the Federation of Canadian Municipalities estimated at \$126 billion in 2008. Professor Brox estimated that a further \$70 billion was needed to expand or increase infrastructure capacity in the country, bringing the total required investment to just under \$200 billion.

Some of our closest international competitors, such as China, India and Brazil, are all investing billions to improve their export delivery infrastructure which will then increase their economic growth. In

early 2009, CIBC World Markets predicted that global infrastructure investments would reach \$35 trillion over the next 20 years, with Asia leading the way with annual investments of \$400 Billion, Europe in second with \$200 Billion, and North America with \$180 Billion annually. Europe invests five percent and China more than nine percent of its GDP on infrastructure. In contrast, just two per cent of the U.S. and Canada's GDP is invested in infrastructure.

How Canada renews and invests in her aging infrastructure over the next 10 years will dictate how well our nation will be positioned to maintain an international competitive advantage. Delaying today will place a huge financial burden on present and future generations, and will certainly lower our standard of living and quality of life.

Of course financing infrastructure investment is a challenge and there is no silver bullet. There is a toolbox and in it choices available to governments. Five years ago, 80 percent of municipal infrastructure in Canada was paid through debt financing. Transfers from federal and provincial governments to build municipal infrastructure represented less than 10 percent of overall revenues. This trend changed over the past 24 months because of the need for economic stimulus, but it will likely revert to the same pattern in a few years if different financing tools are not introduced.

The investment generates economic results. An Informetrica report on infrastructure and its impacts on productivity found that for every \$10 billion invested in local infrastructure, it creates 115,000 new jobs and generates a 1.3 percent increase in national GDP. The study also found that investments funded from growth taxes (specifically sales and income taxes) deliver a bigger boost to a slowing national economy than investments funded from municipal property taxes. And for each dollar invested in municipal infrastructure, roughly 35 cents is returned to the provincial and federal governments in direct, financial benefits, mainly through increased sales and income tax revenues.

In short, what Canada needs is a commitment from all levels of government not only to modernize infrastructure, but also identify priority areas for investment and develop the tools to better manage infrastructure going forward.

Canada stands on a precipice. The decisions made by governments at all levels over the next 10 years will have profound implications for the economic, social health and future of our country.

While the need to return to fiscal balance is important, it must be implemented in such a way as not to neglect important investments in our economy. For example, there is no point in delaying or ignoring the necessary repairs to the roof of your home so as to pay down your mortgage - in the end, the roof will fail and the investment will be worthless.

As should be evident, infrastructure investment is Canada's economic healthcare program.

Canadians should therefore ask their political leaders a simple question: What plan do they propose to link infrastructure investment to an economic strategy enabling our nation's economy to sustain our growth and globally envied quality of life and social safety net programs?

The challenge, the question and the resulting opportunities are too important to Canada's future to be ignored.

Cities bristle at Liberal plan to scuttle \$1-billion infrastructure fund

Courtesy of The Globe and Mail

Canada's cities say a Liberal proposal to scrap a \$1-billion infrastructure fund will rob them of one of their few remaining sources of federal cash.

Weighing in on the election campaign, the Federation of Canadian Municipalities says the Liberal plan would give cities money with one hand while taking with the other.

"It's a bit of a shell game," Calgary Mayor Naheed Nenshi said in an interview with The Globe and Mail. "I was surprised to see it in their platform. Their platform certainly says some good things about affordable housing, but it says basically nothing about infrastructure or transit or any of the other issues that are important to cities, which I found a bit surprising."

The Liberal plan, released Sunday, promises a \$275-million-a-year "Affordable Housing Framework," aiming to reduce homelessness, and build and maintain social housing. To pay for this, a Liberal government would end the \$1-billion Public Private Partnership Infrastructure Fund on the grounds that it has "accomplished virtually nothing."

While that may be true – it has only funded a handful of projects since it was launched in 2008 – many municipalities have submitted or are planning to submit projects in the hope that the Crown corporation will share construction costs with cities and the private sector.

Calgary has asked the P3 fund to help pay for four urban recreation centres, which the mayor said are sorely needed in Calgary.

While the recent two-year flurry of stimulus spending by federal and provincial governments was welcome, Mr. Nenshi said it barely made a dent in the infrastructure deficit that cities continue to face. Yet now that the stimulus spending is over, the P3 fund is essentially the only place left for cities to turn to when they are looking for infrastructure help.

The federal P3 fund may be low profile, but the projects cities have in mind are certainly not.

In addition to the Calgary recreation centres, the fund is also being eyed as part of Toronto's subway-expansion plans.

The Toronto Transit Commission recently indicated that it would be asking the fund for \$333-million toward a 25-kilometre underground line.

Saskatoon is expected to ask the fund for public-transit cash, while the city of Regina and the province of Saskatchewan submitted a bid to have the fund as a partner in a new CFL stadium.

Mr. Nenshi said he hopes all parties will make urban issues like public transit a key part of the federal campaign.

Liberal Party support is generally concentrated in urban ridings, whereas Canada's rural ridings are more likely to support the Conservatives or NDP. In the Liberal platform, the party is attempting to please both rural and city dwellers with an \$80-million "buy local" fund to increase the availability of local produce and other measures aimed at rural Canada, such as expanded broadband Internet access. The Conservative Party's campaign is largely focused on expanding on its rural base by winning more suburban ridings.

NDP Leader Jack Layton has yet to release his party platform. He is a former president of the Federation of Canadian Municipalities and a former Toronto city councillor who regularly advocates for more spending on urban issues.

Hans Cunningham, the current FCM president, said ending the P3 fund won't help cities deal with pressing issues like traffic gridlock.

"We can't go back to robbing Peter to pay Paul in our communities," he said in a statement to The Globe. "Any change to any program – P3 or otherwise – must come with a guarantee that protects every dollar intended for local roads, public transit and other municipal infrastructure."

The P3 fund was created in the 2008 Conservative budget as a Crown corporation with \$1.25-billion to spend. So far, it has contributed \$25-million toward a road extension in Winnipeg, \$50-million project in the Maritimes to expand emergency radio services and \$25-million to a commuter-train maintenance centre in Montreal.

WE'RE MOVING! (but just down the street...)

THE MCHA is moving to a new location. After over 21 years in our current building, we are out of space (as some of you might have noticed)!

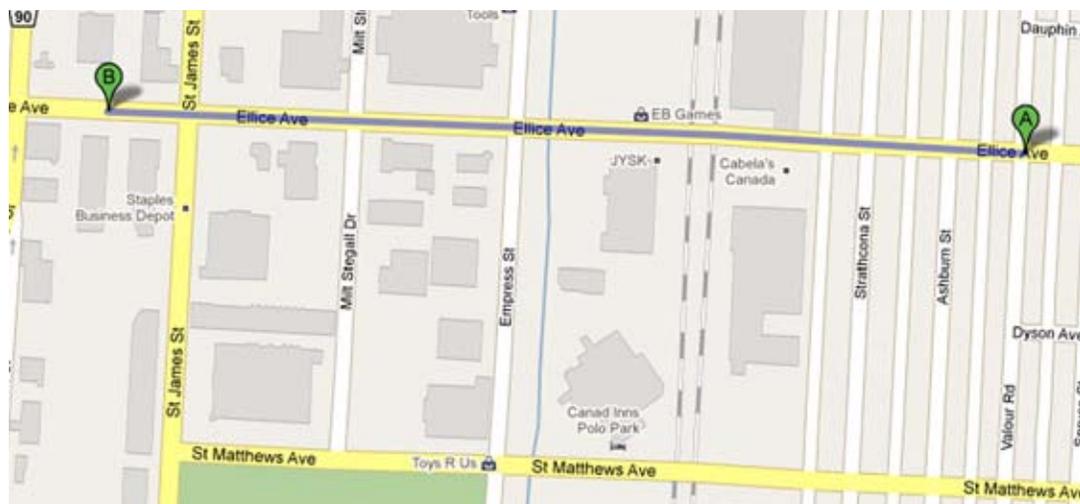
Effective July 1st, 2011 our new address will be:

Unit 3 — 1680 Ellice Avenue

The building is located at the corner of Ellice Avenue and Century Street. The new location will benefit our members with an in-house training facility, expanded meeting spaces, and ample parking.

Watch the Heavy News Weekly for construction updates and other related announcements.

Map: (A) Current MHCA Office (B) New Location of MHCA Office



FYI:

THE MANITOBA HEAVY CONSTRUCTION ASSOCIATION 2011 ANNUAL DIRECTORY IS CURRENTLY AT THE PRINTER AND WILL BE MAILED TO ALL MEMBERS THE WEEK OF APRIL 18, 2011.

Contact Jason Rosin at 947-1379 or jason@mhca.mb.ca for any questions.

WESTERN CANADA ROADBUILDERS & HEAVY CONSTRUCTION ASSOCIATION (WCR&HCA) MEETINGS

- » CCA representatives reviewed the priorities which included a focus on municipal infrastructure funding, the National Infrastructure Summit working group, Hours of Service Exemption Application and Immigration reform.
- » It was agreed that 'the economy' was a priority and linkages to economic growth occasioned by investment in municipal infrastructure and trade and transportation were key messages.
- » At MHCA's suggestion, it was agreed that the CCA Civil Infrastructure Council - our national policy lobby arm - would be asked to convene via conference call to consider messaging in light of the recent political developments.

FEDERAL ELECTION MESSAGING

- » As a result of positions advanced by the MHCA at the Civil Infrastructure Council and WCR&HCA Board of Directors meetings, there is a 'national will' to try to advance messages during the federal election which ties positions around the importance of sustained investment in infrastructure - including municipal and trade & transportation related - to growing the economy and as a tool to reduce environmental pollution.
- » In a March 28, 2011 conference call meeting it was agreed that the Civil Infrastructure Council would partner with the MHCA to develop key messages on the importance of ongoing investment in infrastructure, not only as a means of supporting the Canadian economy, but also as a tool to reduce environmental pollution.

ACCOMMODATIONS - THE MHCA OFFICE IS MOVING

- » As reported at the last two MHCA Annual Meetings, the Board has been undergoing a multi-year review of association accommodation needs.
- » As a result of significant over-crowding and inability to host onsite most meetings and /or training, the MHCA is put to significant external expense. Its current accommodations, which have housed the MHCA for the past 21.5 years is roughly 3000 square feet on two levels. Staff share cramped office space, space built around exit doors; storage capacity is nonexistent; materials required for meetings or events are stored in hallways and any other floor space available. Most committee meetings have essentially been moved to hotel locations and most training is off-site.
- » A very cost competitive lease agreement has now been signed for premises at Unit #3 - 1680 Ellice Avenue with the Huntington Real Estate Group; June 15, 2011 is the anticipated possession date.

MHCA - AWARD WINNING!

- » As featured in the Heavy News Weekly, the MHCA was presented with the 2010 CCA Member Association

Award of Excellence for demonstrating outstanding leadership and excellence in achievements in a number of areas and the 2010 CCA International Business Award which recognizes the outstanding activities, programs or accomplishments of a Canadian-based business or association.

MAJOR TENDERING POLICIES

- » At a February 16, 2011 meeting regarding tender policy change initiatives of the provincial government, there was considerable comment and concern expressed by industry with respect to the notion that 'everyone' on a job site had to be COR Certified, which was rejected as unworkable, impractical and unnecessary.
- » We noted that the COR program already builds into its structure, training and documentable / verifiable expectations, the notion of incorporating sub-trades into the COR Safety Program of the COR Certified company (successful bidder). In many circumstances, sub-trades would likely be COR Certified but that would necessarily not be universal.
- » We noted that expecting every individual to be COR Certified was never a request of industry and was taking the COR recommendations well beyond what had been suggested. What industry had advocated was that 'bidders' (the contractor ultimately awarded the contract) should be COR Certified to be awarded the contract.
- » Industry had advocated that 'bidders' (the contractor ultimately awarded the contract) should be COR Certified to be awarded the contract.
- » There were other commitments made as to the 'apprenticeship / training impact' upon the heavy civil. The heavy sector was deemed as exempt under the Apprenticeship policy until such times as there are designated trades by which to measure compliance.
- » There is a further meeting scheduled for April 15 to be led by Labour Deputy Minister Jeff Parr.

WORKSAFELY PROGRAM

The MHCA WORKSAFELY Program presented an extensive overview of the programs' activities. Those included but were not limited to the following areas:

- » Pre Third Party Audit Readiness Service
- » New Company Safety Manual and Annual Safety Subscription Service
- » COR™ Audit Quality Assurance (QA) Review
- » WORKSAFELY Training & Education E-learning
- » An e-learning initiative was approved for launch

EVENTS & MEMBERSHIP

- » All previous MHCA events including the Curling Bonspiel and the three (3) 'Breakfast with the Leaders' series were well attended. Planning is on going for the upcoming

Spring Mixer (June 8 at the Assiniboia Downs) and Golf Classic (August 3rd).

- » Membership is growing continuously with altogether 20 new members since Nov 1, 2010. The Membership Committee will convene in the near future and discuss priorities and strategies for new membership promotion and retention.

NATIONAL GOLD SEAL COMMITTEE (NGSC)

The National Gold Seal Committee Marketing Sub-committee met the firm retained to develop a marketing plan for the Gold Seal Program. There were at least six elements which needed inclusion in the marketing strategy:

1. Define the industry 'need';
2. Re-affirm the GS Program elements;
3. Does the program meet the needs/value proposition? (Benefits will naturally flow from meeting the needs)
4. What is/are the target market(s) to fill the need?
5. How do we promote the program?
6. Outcomes: did we 'move people to action'? Can we quantify the results?

The committee will next meet April 28, 29, 2011 to consider marketing strategy recommendations.

MHCA EDUCATION TRAINING & GOLD SEAL - SKILLS TRAINING IN MANITOBA

- » The MHCA is a founding member of the Manitoba Construction Sector Council (MCSC) whose purpose is to address the HR/education and training gaps/needs of the broad construction industry.
- » One area identified for attention ('the need') is the emerging shortage of skilled heavy equipment operators given projected rates of retirement. In response we have developed a Heavy Equipment Operator Training (HEOT) program and are applying to fund purchase of new generation training simulators. (Program elements matching 'the need') We have identified existing workers, new entrants, high schools, Aboriginals, women, Red River College all as our target markets, some for workers others with whom to partner. We have identified the MCSC as the appropriate simulator owner and the Associations and Red River College as the medium through which to promote the training.

MCSC HEAVY EQUIPMENT OPERATOR SIMULATORS

A funding application in draft was presented to the Manitoba Construction Sector Council (MCSC) Board at its February 17, 2011 meeting and will be discussed with Western Diversification and the province.

MCSC FUNDING

The Manitoba Construction Sector Council (MCSC) relies on grants from the provincial government for its funding.

- » At the December 2010 meeting of the MCSC, the notion of deducting a penny for every hour worked by employees in the construction industries – all of them – dedicated to funding the MCSC was raised.
- » At the February 17, 2011 meeting the results were tabled.
- » The MCSC Board was of the view that funding independent of government grants which provided some predictability was a preferred method with which to address HR/ Education & training needs. A result the Board authorized its Chair, John Schubert, to raise this with the Alliance of Sector Councils and report to the next MCSC meeting.
- » This matter will be further discussed at the next meeting.

TRADE & TRANSPORTATION COMMITTEE

The MHCA President is a member of the Winnipeg Chamber of Commerce Trade & Transportation Committee (WCC T&T) whose mandate it is to advance policy directions in support of enhancing the condition and competitiveness of Winnipeg's transportation system.

The following steps were adopted by the committee:

1. That the WCC T&T Committee request an informal meeting with Councillor Dan Vandal, Chair of the City of Winnipeg Infrastructure Renewal & Public Works Committee
2. That the WCC T&T Committee request an informal meeting with the Winnipeg Master Transportation Plan Steering Committee to advise of WCC support of and for the MTC recommendations and discuss the extent to which the MTC recommendations are being considered and /or incorporated into the Plan.
3. That the delegation report on the results of the above discussions including recommended next steps flowing therefrom to the next meeting of the Trade & Transportation Committee.

NORTHERN & ABORIGINAL PRIORITIES: ECONOMIC DEVELOPMENT & RELATED OPPORTUNITIES

There are a number of progressive partnerships which the MHCA is addressing through its Northern & Aboriginal Priorities Committee chaired by Barry Arnason, Immediate past Chair of the MHCA. Those include the following:

- » Northern Economic Development
- » Commercial Joint Ventures
- » Vocational Training
- » Safety Training

A Shock Felt Around the World

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

Like that famous shot that preceded the Great War, the shock that devastated north-eastern Japan on March 11 has a global reach. As Japan struggles to cope in the aftermath of the earthquake and tsunami, the impacts of the catastrophe on the highly-integrated global economy are beginning to sink in. Is the world economy resilient enough to overcome the consequences of the shock?



First, let's consider the impact on Japan itself. In the short-run, as key disruptions to output occurred late in the first quarter, the impact will be greatest on second-quarter activity. Following a modest first-quarter gain, GDP is expected to see an outright drop in the

April-June period. Clearly, industries that sustained direct damage will have a dramatic impact on output, but they will also indirectly impact their suppliers and the supply chains they participate in. Further significant indirect effects will be sustained by heavy industry in the affected region as a result of power supply disruption. About 7% of Japan's power supply was compromised by the earthquake and tsunami. Heavy industry has been particularly affected by the immediate need to conserve power. Damage to infrastructure is also hitting current business operations, given interruptions to imports, exports and internal flows of goods.

Negative economic impacts will eventually be offset by the need for reconstruction. The tab for reconstruction is estimated at between \$150-\$250 billion, or roughly 3%-4.5% of GDP. While GDP growth of 1.3% is expected this year, reconstruction will boost growth to 2.5% in 2012.

Some of the immediate negative impacts will persist. Infrastructure cannot be repaired immediately, and it remains to be seen whether promises to fill the energy void by upping output at other power plants are viable. And then there's a list of longer-term concerns. Some permanent loss of output is to be expected, as companies reallocate, re-shore or assume production of inputs sourced from Japan. The expected \$60 billion in insurance claims is bound to increase overall business costs through future premium rate hikes. And then there's the future tax bill. Between revenue losses and a crisis-relief fiscal package worth 0.8% of GDP, Japan's deficit this year is expected to rise to 9.1% of GDP. As such, Japan's already-astronomical future tax liability has increased even more.

Second, there's the impact on the world economy. As the planet's third-largest economy, the changes to GDP growth will be felt on a wide basis. Supply chain disruption is perhaps the most immediate impact. In the auto sector alone, the crisis has to date reduced vehicle production by close to a million units. Tens of thousands of parts go into each vehicle, and the absence of just one is debilitating. The industry is right now dealing with slowdowns and shutdowns planet-wide. A second far-reaching impact on the world is Japan's fiscal situation. With pre-crisis public debt already exceeding 200% of GDP, things have now become worse. And with the pool of domestic savings becoming less able to manage this, Japan will have to tap more into less-forgiving international markets for funding.

Canada will feel the impact through our supply chain relationships with Japan. Roughly 2.4% of Canadian exports are headed for Japan. 43% of Canada's Japanese imports are auto-sector related.

The bottom line? The world is only beginning to come to grips with the broader impacts of Japan's crisis. And given that we still await a conclusive global economic recovery, the timing is precarious.



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

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).

Flood Water Risks

List Flood Warning Signs for Workplace/Community

.....

.....

.....

.....

.....

For updated flood information and road conditions, go to www.manitoba.ca, or call 204-945-3704.

Manitobans are all too familiar with the potential for flooding along the province's many rivers each spring. Overland river flooding is one of Manitoba's most regular emergencies, especially during the spring run-off period.

HAZARDS

Floods are most often caused by heavy rainfall, rapid melting of a thick snow pack, ice jams, or more rarely, the failure of a natural or human-made dam.

- The water is frigid and moves quickly. Currents at this time of year are extremely strong and can easily pull you in and carry you away.
- If you live near water you should be especially careful to prevent children and pets from wandering onto the ice.

- Keep your distance if you see earth-moving equipment and ice-cutting machines at work building or reinforcing dikes.
- Overland or flash flooding can happen very quickly and create unpredictable conditions along roads, especially those near ditches and creeks. Always stay off closed roads.
- High, fast-moving water, and flooded roads can expose you to drowning hazards.
- Many areas of the province have experienced overland or flash flooding -be sure to check road conditions.

PREVENTION

If you live in a flood-prone area, the best way to ensure your safety is to avoid high water exposure.

- Stay off all waterways and never attempt to enter the water.
- Do not attempt to drive or walk through currents. Stay in your car and call for help.
- Make plans for keeping your pets and livestock safe including plans for moving them if it becomes necessary.
- Supervise children closely as fast flowing water near culverts can trap and suck children away.

Test Your Knowledge

- Currents at this time of year are typically very weak and can not pull people in easily. True False
- Overland or flash flooding can create unpredictable road conditions. True False
- List 3 causes of flooding: _____
- If you are in your car and come across flooded roads, you should leave your car to look for help. True False
- It is important to check road conditions before traveling. True False





Construction Safety Excellence™

COR™ Training



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

CENTRAL REGION – WINNIPEG, MB

April 25-29, 2011

St. John Ambulance, 1 St. John Ambulance Way

April 25-26	April 27	April 28-29
COR™ Leadership	COR™ Principles	COR™ Auditor



INSTRUCTOR:
DENINE RODRIGUES
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.

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.

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

MAY 2011	
May 9-10	Train the Trainer
May 9-11	WHMIS (1/2 day AM)/ TDG (1/2 Day PM)
May 12	COR™ Auditor Refresher (1/2 day AM)
May 13	Excavating & Trenching (1/2 day AM)
May 13	Flagperson (1/2 day PM)
May 16-17	COR™ Leadership
May 18	COR™ Principles
May 19-20	COR™ Auditor
May 20	First Aid 1 — CPR

ADDITIONAL COR™ TRAINING

April 11-15	Brandon, MB
-------------	-------------

CSO EXAM SCHEDULE

April 8 (Prep Course)	MHCA Office
April 29 (Exam)	MHCA Office

REMINDER:

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

Customized training is available for your specific requirements.

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