



Weather Helps Construction of Lake Outlet

Snags possible for \$100-M project

Courtesy of The Winnipeg Free Press

Crews attempting to build a \$100-million emergency outlet from Lake St. Martin have had luck on their side so far, but provincial officials say they won't know for a couple of weeks whether their ambitious Nov. 1 completion target is achievable.

On the positive side: The sun has shone, barges have successfully ferried the first dozen or so pieces of heavy equipment to the construction site and some sections of the proposed eight-kilometre channel route appear to be drier than first thought.

On the negative side: Lots of potential problems could still be uncovered.

Ron Weatherburn, executive director of construction and maintenance with Manitoba Infrastructure and Transportation, said seven large excavators, three bulldozers and a rock truck are already working on the outlet.

At the same time, survey work continues, bush is being cleared and preparations are being made to build a work camp at the construction site. (Right now, workers -- there are 50 so far at the site -- are ferried in daily by boat from

Benson's Big Rock Camp & Campground eight kilometres away.)

"As far as mobilizing equipment, it's ramping up very quickly now," Weatherburn said Wednesday.

The Selinger government announced July 26 that it would proceed with the outlet from the east side of Lake St. Martin to Big Buffalo Lake; it will later be extended to Lake Winnipeg. The 90-metre-wide channel would allow maximum operation this winter of the Fairford River water control structure, which drains water from Lake Manitoba into Lake St. Martin.

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Communities along both Lake St. Martin and Lake Manitoba have been severely affected by flooding. The government is hoping the channel will draw down the level of both lakes by two to three feet by spring.

Once construction is fully ramped up in a couple of weeks, the government figures there will be 50 big pieces of equipment and 150 workers building the channel. The job is complicated by bog-like conditions. Workers need to drain the land as they construct the channel.

So far, they've been lucky to avoid any major rainfall, and they've been buoyed by the fact that at least some sections of the channel may not be as tough to build as earlier thought.

"We still haven't gone through the whole entire area yet, so we could still run into problems," Weatherburn cautioned. "But we have found some areas that are drier than we'd expected, which is very positive for us."

One Winnipeg contractor (Hugh Munro Construction) and two Interlake companies (Triline Construction and Sigfusson Northern) are doing the work. They're attempting to do in months what would normally take years to complete. Since the channel is viewed as an emergency project, normal environmental impact studies are being rushed or curtailed.

Weatherburn said area First Nations people are being employed in clearing bush, assisting with surveying and setting up camps.

Emergency Measures Minister Steve Ashton said Wednesday that he has been impressed with the "can-do" attitude shown by everybody involved in the project, but it's still too early to tell whether the Nov. 1 completion target can be reached. If construction carries on through the winter, the government won't be able to lower the lakes as rapidly as planned.

"We'll have a better sense of the lay of the land in the next couple of weeks," Ashton said.

Once the Lake St. Martin outlet is completed, the province will undertake a second, \$60-million construction project aimed at further lowering Lake Manitoba. This will be done by building a bypass channel off the Fairford River, west of Lake St. Martin. About 2.5 kilometres long, the channel will extend north of the Fairford River water control structure and improve the river's capacity.

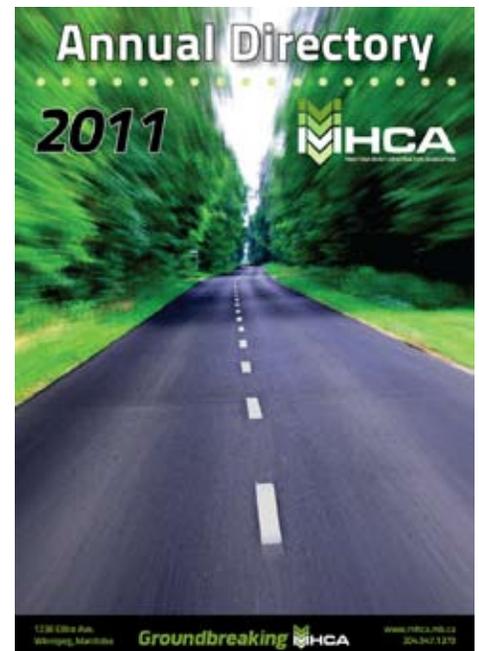
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EQUIPMENT RENTAL RATES — USE THEM!

The MHCA is the only publisher of equipment rental rates in Manitoba. Adjusted annually to reflect the cost of owning and operating equipment, this reference tool is published in the MHCA Annual Directory. It is there for industry use to ensure proper return on your capital investment.

Need the most current Hourly Equipment Rental rates? They are there for you to use in the 2011 MHCA Directory!

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



\$1.7-trillion needed for crumbling U.S. infrastructure: American Society of Civil Engineers

Courtesy of The Daily Commercial News

American business and labour stakeholders agree with a recent American Society of Civil Engineers (ASCE) report that the nation's crumbling infrastructure will take its toll in jobs and economic growth.

'Without more robust economic growth, the U.S. will not create the 20 million jobs needed in the next decade to replace those lost during the recession and to keep up with a growing workforce, will not have the revenue to get the deficit under control, will not have the ability to keep pace with global competitors, and will not be able to provide our children and grandchildren with a better future,' said Tom Donohue, president and CEO of the U.S. Chamber of Commerce.

The ASCE report found the state of the U.S. infrastructure will cost the American economy over 870,000 jobs and will hold back the nation's Gross Domestic Product growth by US\$3.1 trillion by 2020.

The report estimates that in order to bring the nation's surface transportation infrastructure up to tolerable levels, policymakers would need to invest approximately \$1.7 trillion between now and 2020 in the nation's highways and transit systems.

The U.S. is currently on track to spend a portion of that - \$877 billion - during the same timeframe. The infrastructure funding gap equals \$846 billion over 9 years or \$94 billion per year. Ultimately, Americans will get paid less if the state of the nation's infrastructure is not addressed. While the economy would lose jobs, those who are able to find work will find their paychecks cut by nearly 30 per cent, ASCE also found.

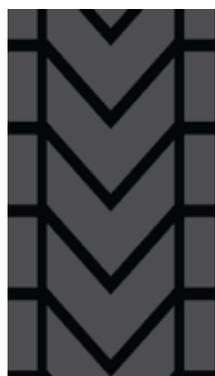
'The cost to businesses will reduce the productivity and competitiveness of American firms relative to global competitors significantly. By 2020, American families will take a pay cut of more than \$7000 because of the ripple effects that will occur throughout the economy,' said Steve Landau of the EDR Group. 'Business will have to divert increasing portions of earned income to pay for transportation delays and vehicle repairs, draining money that would otherwise be invested in innovation and expansion.'

A lack of investment in transportation infrastructure would inflict 'a double whammy' on American families who would see their household incomes fall by \$60 a month by 2020, while having to spend \$30 per month more for goods. The total cost to families would exact about \$10,600 per family between now and 2020, equal to \$1,060 per year on household budgets.

Small investments in infrastructure, equal to about 60 per cent of what Americans spend on fast food each year, would protect 1.1 million jobs; save Americans 180 million hours in travel time each year; deliver an average of \$1,060 to each family and protect \$10,000 in GDP for every man, woman and child in the U.S.

'This report confirms what we have known for some time: if we do not substantially invest in infrastructure soon, we will put our economy, American business and American working families at risk,' said Richard Trumka, president of the AFL-CIO.

'This report also shows what can be done - with a modest increase in investment, we can rebuild a strong economy where business can thrive and workers can afford a place to live, raise a family, take an occasional vacation, pay for their children's education and have a dignified retirement.'



UPCOMING COMMITTEE MEETINGS :

Education Training & Gold Seal Program Sub committee | Tuesday, August 9 | 1:00 – 4:30

Membership | Tuesday, August 16 | 12:00 noon

Aggregate | Tuesday, September 6 | 12:00 noon

Education Training & Gold Seal Full Committee | Thursday, September 8 | 8:00am

Note: All Meetings to be held at our new office at Unit 3 -1680 Ellice Avenue

Highlights of the Gold Seal Survey

In June 2011 CCA conducted an online survey with recent (2010 – 2011) Gold Seal certificate holders (GSC and P.GSC) as well as Interns (GSI) and Gold Seal Champions. Over 380 individuals provided their opinions. Some of the key findings of this survey included:

- A high percentage (95%) of the GSI and current certificate holders would recommend Gold Seal certification to their friends, colleagues or peers.
- A high percentage (88%) of the GSI and Gold Seal certificate holders believe that their certification is an asset when looking for a new job.
- Advancement opportunities, meeting requirements or employer request and gaining recognition were the main reasons why people applied for the Gold Seal certification. While the most popular reason was advancement for the GSI, the main reason for the GSC was meeting a requirement, e.g. a condition of contract, or employer's request. Recognition was the key motivator for the P.GSC.

If you weren't part of the survey but would like to contribute to developing this program, forward your feedback to koconnor@cca-acc.com.

“Going through the Gold Seal certification program allowed me to take many informative construction-related courses that I would never have otherwise taken. I learned so much!”

A Gold Seal Intern, June 2011

A summary of the survey findings will be posted on www.goldsealcertification.com by August.

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(rising star or a peer/prospective CCA
Corporate Member) when registering
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The **2012 Perspectives Annual Magazine** is currently in production, and advertising opportunities are now available!

Through informative leading edge articles, Perspectives (released each fall) is designed to advance new public policy, articulate industry positions and views, suggest attention to innovation and speak to safety and environment related issues.

Topics raised have included trade, transportation, infrastructure investment, economic growth policies, legislative and regulatory environments. The magazine is a quality, full-colour, 8 x 11 magazine.

REACH YOUR MARKET

The MHCA's publications are widely circulated to thousands in Manitoba and across Canada. They reach the desks of the heavy construction industry, purchasers of its and related services, stakeholder and business associations, government leaders, senior policy makers, and numerous other government officials in municipal, provincial and federal governments.



Magazine Advertisement Rates:

Premium Positioning	Member Rate	Non-Member Rate
Centre Spread	\$2,450	\$3,460
Outside Back Cover	\$2,115	\$2,535
Inside Covers	\$2,000	\$2,400
Standard Rates		
Double Page Spread	\$2,570	\$2,920
Double Half Page Spread	\$1,850	\$2,335
Full Page	\$1,520	\$1,820
2/3 Page	\$1,360	\$1,640
1/2 Page	\$1,085	\$1,305
1/3 Page	\$830	\$1,000
1/4 Page	\$580	\$695
Business Card Size	\$415	\$485

Magazine Ads - Extra Cost for Colour:

One Colour:	\$395
Two Colour:	\$680
Full Colour Process:	\$890

Groundbreaking 

Germany: Global Growth Engine?

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

With all the troubles swirling around Western Europe these days, one economy stands out. By all appearances, Germany is an island of sanity in a fiscal and financial world gone mad. While growth in the rest of the world is faltering, impressive performance has lifted consensus growth for Germany to 3.7%, the envy of the G7. Does Germany have a secret antidote for what ails the world economy?

Stats from earlier this year would suggest so. First quarter GDP rocketed ahead at an annualized pace of 6.1%, the strongest three-month increase since German reunification. Exports powered the increase, but the domestic economy was also solid. This helped to vault capacity utilization back up to the pre-crisis range, and led to large reductions in joblessness that lowered the unemployment rate to an impressive 7% by mid-year. In contrast to the rest of the Eurozone, Germany's sustained success has actually rekindled domestic inflation fears. Does the success have staying power?

Given the weak global context for recent success, one might think so. But Germany is a trading economy, highly dependent on performance elsewhere. Trade as a share of GDP is outsized in Germany. Most fully developed economies have trade-to-GDP ratios between 20% and 30%. Germany's, on the other hand, weighs in at an impressive 87%, a rate normally reserved for small open economies. Weaker world growth has dimmed prospects for this huge chunk of Germany's economy; to sustain trade growth, Germany would have to make massive gains in market share.

Trade growth is further complicated by Germany's dependence on the rest of Europe. 64% of German trade is with other EU partners. The immediate need for fiscal austerity in the Zone has put the bite on near-term domestic demand, a key threat to regional demand for German exports.

More recent data suggests that a slowing is indeed underway. Germany's PMI has slumped in the past two months, with the July figure for both manufacturing and services remaining just above the critical growth-decline marker. Industrial production slowed at mid-year, capacity utilization flattened and business sentiment soured noticeably in the second quarter. Moreover, the slowing intensified month by month, extending the weakness into the third quarter, reflecting global conditions.



Nascent weakness is not comforting, but it could be transitory. World growth is still hobbled by weather effects, disaster-related supply-chain disruptions and distortions due to localized political turmoil. If these effects dissipate in the coming months, Germany could see late-year revival. One can only hope, because there are few other expected sources of near-term growth.

Analysts are cool to the 'snap-back' scenario. Even if the negative supply-side effects are reversed, global commerce will no doubt be affected by the market chaos ignited by the public debt crisis sweeping the Western world. The consensus outlook sees the current moderation continuing, with Germany's growth sliding to just about half the 2011 pace next year, at 1.9%

The bottom line? The world is in need of an economy that will lead it out of the current quagmire. Many have hailed Germany's 2011 performance as the answer. Its growth has been an inspiration, but Germany's economic structure suggests that the global growth engine role is someone else's.



Construction Safety Excellence™

Return to Work is Good for Business

Courtesy of The WCB Insider

Preventing workplace injuries is the most effective way to protect workers and control an employer's workers compensation costs. Return to work (RTW) programs help to optimize recovery, facilitate safe and timely return to work, and prevent other injuries.



Why have a RTW program?

A timely and safe return to work can help injured workers recovery more quickly and minimize the cost of workplace injuries. The best RTW programs involve participation, meaningful and safe work, communication, and proactive early intervention

Who is involved in a RTW program?

A team approach works best. The team generally includes the worker, employer, healthcare provider and, when needed, the WCB.

What are the benefits of a RTW program?

An effective RTW program can help you to:

- » Retain valued and experienced employees
- » Reduce costs associated with training and recruiting replacement staff
- » Maintain productivity and team dynamics
- » Reduce the costs of injuries and WCB premiums
- » Meet legal requirements related to WCB legislation
- » Improve workplace morale.

For more information, contact the **WCB's SAFE Work Services** department by phone at 954-4501 or toll free 1-800-362-3340.

Manitoba Workplace Safety & Health Act & Regulations

- 2.18 The prime contractor, or if there is no prime contractor, the employer, must ensure that the following information is clearly and prominently identified on a sign located in a conspicuous place at a construction project site:
- (a) the name of the prime contractor or the employer, as applicable;
 - (b) the location of any first aid service;
 - (c) the name and telephone number of the person who can be contacted about safety and health matters at the site; and
 - (d) contact information for the committee and the representative, as applicable.

Prominently affix your construction signs to your site fence or trailer.



The first set of signs (3 per set) are free of charge for all COR and COR registered companies.

Additional sets of signs (3 per set) are \$10.00 per set or \$5.00 for individual signs.

Contact your WORKSAFELY Advisor to arrange for delivery of your signs at 947-1379.

WORKSAFELY MHCA

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Training Schedule



Register by:

- » Email: Denine Rodrigues 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.

SEPTEMBER 2011	
September 12	COR™ Leadership
September 14	COR™ Principles
September 15	COR™ Auditor
September 19	Train the Trainer
September 21	WHMIS (1/2 day AM)/ TDG (1/2 Day PM)
September 22	COR™ Auditor Refresher (1/2 day AM)
September 23	Excavating & Trenching (1/2 day AM)
September 23	Flagperson (1/2 day PM)

COR™ TRAINING — Flin Flon	
August 29-30	COR™ Leadership
August 31	COR™ Principles
September 1-2	COR™ Auditor
WHMIS and TDG training may be held in the evening	

OCTOBER 2011	
October 3-4	COR™ Leadership
October 5	COR™ Principles
October 6-7	COR™ Auditor
October 11	Safe Work Procedures
October 12	Prime Contractor
October 13	Back Injury Prevention (1/2 day AM)
October 13	Fatigue Management (1/2 day PM)
October 14	Safety Administration (1/2 day AM)
October 14	Toolbox Talks
October 17-18	Train the Trainer
October 19	WHMIS (1/2 day AM)/ TDG (1/2 day PM)
October 20	COR™ Auditor Refresher (1/2 day AM)
October 21	Excavating & Trenching (1/2 day AM)
October 21	Flagperson (1/2 day PM)

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

Customized training is available for your specific requirements.
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