



'Heavy' Santa Brings Happiness to Students

By Jason Rosin, MHCA Manager of Communications

For the 9th consecutive year, 'Heavy Santa,' sponsored by the very generous contributions from industry members and staff of the MHCA, paid a visit to David Livingstone School in Winnipeg's north end last week.

All children ages 6-8 years and enrolled at David Livingstone School were treated to a pizza and drink lunch – a gift bag with fruit, chocolates, chips or cookies and then had a personalized visit with Santa Claus.

MHCA Staff and Board Chair Bob Reidy and his family participated in this most wonderful annual act of helping making a difference for kids in a challenged area of the city. Each child was presented with a wrapped gift. In addition, the school was presented with an Apple iPad 2 and case.

This is one of the most rewarding experiences of the year, as you see the kids smiles, the joy in their faces, and their screams when Santa arrived. School principal Debbie Lehhardt Mair was again very gracious and repeated how fortunate their school is to receive such a gift for the kids at this time of year.

It takes great pride and pleasure as MHCA staff are rewarded by being able to pass on the real meaning and the joy of sharing Christmas with these children.

The MHCA would like to give a big "Thank you" to the members of the heavy construction industry. You have made a wonderful and meaningful difference to many children at David Livingstone School over these years.

Thanks for your generosity! Thanks for sharing and giving. Have a very Merry Christmas!



"TWAS THE NIGHT BEFORE CHRISTMAS....REMEMBER

As we celebrate our Christmas break and more importantly the freedoms we enjoy, let's remember the sacrifices of those who made it possible.

I invite you to take 60 seconds to view the video at the link below — an emotional 'Night Before Christmas' spoken by Santa to a US soldier, but it applies to all armed forces.

<http://www.viralviralvideos.com/2011/12/19/twas-the-night-before-christmas-us-soldiers-edition/>

They fought, lost lives or came home injured, fighting for your freedom and mine.

Merry Christmas everyone.....and remember.

Chris Lorenc, MHCA President

The Heavy News Weekly will return on January 5, 2012.

Poll shows growing support for public-private partnerships

Courtesy of The Daily Commercial News

About 70 per cent of Canadians are open to the private sector delivering services in partnership with government, according to a new Nanos Research poll commissioned by the Canadian Council for Public-Private Partnerships (P3s).

The number represents a significant increase since the first poll was conducted in 2004, when national support for P3s was reported at 60 per cent.

'When we look at some of the broader research, we know from our monthly tracking polls for CTV and the Globe & Mail, that jobs and the economy, and healthcare delivery are the things that drive our priorities,' said Nik Nanos, president and CEO of Nanos Research.

'The other thing we know from those tracking polls is that Canadians are pessimistic about where the economy is going over the next six months.'

'Expectations that governments will continue to be under financial distress and continuing demand by citizens for services from the public sector creates an atmosphere where people are open to alternative delivery methods, such as public-private partnerships, so P3s are now in a bit of a sweet spot.'

Regional support for P3s was strongest in Ontario (77 per cent) and Atlantic Canada (76 per cent) and lowest in British Columbia (60 per cent).

Support also remained high across a range of sectors that might employ P3 delivery.

These include: recreation facilities (75 per cent); transit systems (73 per cent); roads (71 per cent) water treatment and sewage facilities (67 per cent); schools (66 per cent); and hospitals (66 per cent).

The poll indicates that sewage, water and transit categories showed the largest year-over-year increase in national support from 2004 levels.

A drop in support for road P3s in the Prairie provinces, from 75 to 68 per cent since last year, doesn't necessarily reflect a drop in support for P3s, Nanos noted.

'An expression of support for P3s often follows the perception of need,' he said.

'If infrastructure is perceived as being in fairly good shape, people are driving on good roads, the provincial government isn't under financial pressure and the economy is booming,



thinking about how those services are delivered doesn't have the same sense of urgency.'

Nanos said that, in general, Canadians believe that the private sector can be much more efficient than the public sector.

He indicated that support for P3s may be rooted in simple practicality.

'The 70 per cent support level is a very comfortable majority,' he said.

'Any politician would take that to the bank. This represents significant opportunities for P3s in Canada. Strategically, I would suggest that proponents are starting with an inherent advantage.'

'However, this doesn't mean you shouldn't perform the same due diligence to explain how a project works and why it will benefit the community. You can't become lazy because people are currently supporting the P3 concept.'

The poll of 1,209 Canadians 18 years of age and older was conducted by telephone between Sept. 25 and Oct. 2, 2011.

Manitoba Hydro Changes Process for Booking Locate Requests

By Jason Rosin, MHCA Manager of Communications

As previously mentioned in our Annual Reports over the past couple of years, the MCHA has been actively involved in lobbying for reduced wait times for locations on utilities in the province of Manitoba.

Recently, we have assisted in communicating Manitoba Hydro's initiative to reduce underground contacts with their facilities and reduce the wait time for line locations.

We are pleased to advise that effective January 1, 2012, Manitoba Hydro will be booking underground locate requests in four hour timeslots (AM 8:00-12:00 & PM 12:00-16:00).

Some highlights of the new initiative include:

- » Hydro to offer 'Pre-marking' as a new option for excavators when underground locates are required, which allows excavators to accurately communicate to Manitoba Hydro's facility locators where excavation is to occur without the excavator being present
- » The excavator designates the route and/or area of the excavation using white paint (outside of winter months), stakes, flags or whiskers or a combination of these to outline the dig site prior to notifying Manitoba Hydro and before the locator arriving on site.
- » Flags and whiskers are readily available through many suppliers. Flags can be ordered pre-printed with the excavator's logo or the excavator can write company name/logo on a plain white flag with a permanent marker.



Things to note for Contractors:

- » When using stakes or flags to mark the excavation work area; do not drive them into the ground deeper than 15 cm (6 inches). Any activity which disturbs more than 15 cm (6") must have facilities locate.
- » When the work site has been marked, the completed underground locate form can be picked up at the local Manitoba Hydro district office the next business day, or within ten calendar days. **In order to comply with legislation, the completed underground locate form must be onsite for the duration of the proposed project and work must begin within ten days after the locate is completed.**

When a project is not conducive to pre-marking, Manitoba Hydro's facility locator will continue to meet with the excavator at the proposed work site.

For questions, please contact Manitoba Hydro at ExcavatorPre-marking@hydro.mb.ca or by phone at 360-5653.

Groundbreaking MHCA

MHCA's Annual Curling Classic

Thursday January 12, 2012

Heather Curling Club – 120 Youville Street
8:00am – 5:00pm

Entry Fee: **\$225.00** + gst / team **or** **\$56.25** + gst / individual

Price Includes: - a fun day of curling & networking – coffee, donuts – a fabulous buffet lunch!!

If you or others from your office don't curl, come join us for the lunch portion of this fun day!

I would like to enter a team of 4 curlers _____

I would like to enter as a single player _____

I would just like to just attend the delicious lunch (\$30.00 + gst) _____

Prize Donations

I would like to make a cash donation towards prizes:

\$50.00 _____ \$100.00 _____ \$150.00 _____

Company: _____ Contact Person: _____

Ph: _____ Fax: _____ Please invoice (members only): _____

Visa/MC/AMEX: _____ Exp Date: _____

Card Holder: _____ Signature: _____



Fax this form to Christine at the MHCA office @ 204-943-2279

For more information call 204-947-1379 or email: christine@mhca.mb.ca



Annual Curling Bonspiel - Sponsorship Opportunities

Thursday January 12, 2012 at the Heather Curling Club

Sponsorship Opportunities include:

Ice Sheet Sponsor (only 8 available)

OR

Morning coffee & donuts Sponsor

\$200.00 / each

- ✓ *Signage with your company logo at the end of the sheet of ice for the whole day.*
- ✓ *Recognition at lunch time.*
- ✓ *A 'Thank You' recognition in the MHCA Heavy News Weekly.*

Don't miss out on this great opportunity!



Ice Sheet Sponsor _____ ***Morning Coffee & Donuts*** _____

Company: _____

Contact Person: _____ Ph: _____

Please invoice: _____ Visa/Mc/AMEX#: _____ Ex: _____

Fax: (204) 943-2279 Ph: (204) 947-1379

New Effort to put Churchill on Shipping Map

Courtesy of The Winnipeg Free Press

Talks are underway to arrange for a shipment of goods from Churchill to China next year.

It may not even matter what the cargo contains. The point of the exercise would be to alert the global shipping industry that with warming Arctic waters, there is a potential new trade route for shippers to consider.

The Port of Churchill has been open since 1929, but the short shipping season and risk of freeze-up have made insurance hard to come by and has restricted interest in using the port.

Of course, a single symbolic vessel does not make a market. Plenty more work would have to be done to the northern transportation infrastructure to make expansion of the port's activities a sustainable proposition.

Manitoba Premier Greg Selinger and Prime Minister Stephen Harper agreed at a meeting last week to move ahead with forming a task force to look at the future of Churchill.

The details and format of the task force are still being worked out.

That a town of not much more than 1,000 people should attract such a high level of interest shows the strategic significance of the community.

The end of the Canadian Wheat Board's monopoly puts future business with the port's major customer in jeopardy, but interest in developing Churchill as a strategic gateway remains as strong as ever.

Global warming creates opportunities for Churchill just as its traditional business model becomes uncertain. At the same time, global demand for mineral resources means greater interest in mining development in the North and more pressure to establish adequate transportation networks.

The foundations are in place for Churchill to become the gateway for a more efficient supply chain to Nunavut.

Last week, the Conference Board of Canada's Centre for the North issued a study on the subject called Northern Assets: Transportation Infrastructure in Remote Communities with Churchill as the case study.

In it, the Ottawa-based think-tank detailed the realities of the greater costs associated with transportation infrastructure in the North and the greater costs to maintain it.

David Stewart-Patterson, the Conference Board's vice-president of public policy, said, "The general observation that flows from the study is that you can't measure the costs or benefits of transportation infrastructure in the North by the same standards that you would the rest of the country."

That may not be enough to open the purse strings and divert hard-to-find infrastructure money northward, but it provides some context to rethink strategies in dealing with a long neglected part of the country.

There must be some sort of economic imperative to provide the incentive.

Stewart-Patterson put it this way: "Part of the message for the rest of Canada is that what happens in the North matters to all of us."

Lloyd Axworthy, president of the University of Winnipeg, has championed Churchill for several decades. From his position in the federal cabinet, Axworthy was instrumental in orchestrating the sale of the port and the Hudson Bay Line to OmniTRAX in 1997.

He was in Churchill recently with the Chinese consul-general to Canada. The idea of testing the Churchill-to-China shipping route was discussed.

"The global economic news is not heartening," Axworthy said recently.

"People are looking for something to provide a catalyst and new energy into the system. The idea of a brand-new trade route that connects down the central spine of North America into Mexico... that is the kind of thing that can give a boost."

It's not a new idea, but it may be one whose time has come.

Meanwhile, planning continues for an all-season road from Gillam to Hudson Bay and the proposed construction of an all-weather road connecting Rankin Inlet in Nunavut, to Manitoba's highway system. The province's winter road network links all northern communities, but climate change is making them vulnerable.

Manitoba has budgeted \$70 million this year for the ongoing development of an all-season road up the east side of Lake Winnipeg.

Steve Ashton, Manitoba's infrastructure minister, said, "Even though it might be costly to build roads we have reports that show a significant positive cost-benefit analysis."

He said there are substantial cost savings to the communities that are linked and substantial potential for economic development. "It really comes down to it being a significant investment, not an expenditure."

There's no doubt the investment required would be billions of dollars -- but it's not out of the question. Baffinland Iron Mines Corp. is putting together a \$4-billion development of a massive iron ore deposit on Baffin Island that includes \$2 billion for a rail link.



2012 MHCA ANNUAL DIRECTORY

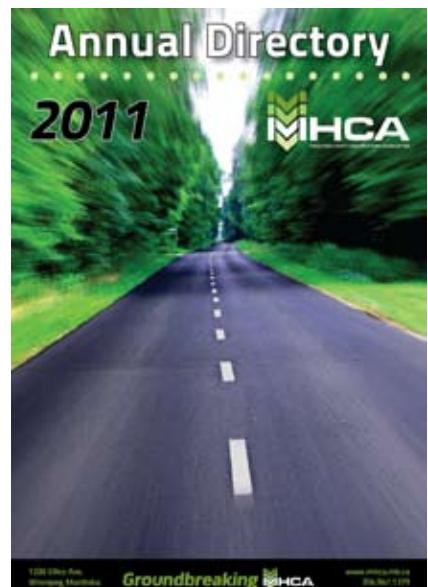
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- » The Directory is an essential resource and information tool for all purchasers of heavy construction and related industries services
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For more information or to book your spot in the 2012 MHCA Directory, contact Jason Rosin, MHCA Manager of Communications at jason@mhca.mb.ca or by phone at (204) 947.1379



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Training Schedule

Register by:

- » Email: 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.

JANUARY 2012	
January 9-10	Train the Trainer
January 11	WHMIS (1/2 day AM)/ TDG (1/2 day PM)
January 12	COR™ Auditor Refresher
January 13	Excavating & Trenching (1/2 day AM)
January 13	Flagperson (1/2 day PM)
January 16	Safe Work Procedures
January 17	Prime Contractor
January 18	Back Injury Prevention
January 19	Safety Administration (1/2 day AM)
January 19	Toolbox Talks (1/2 day PM)
January 23-24	COR™ Leadership
January 25	COR™ Principles
January 26	COR™ Auditor
January 27	First Aid 1 - CPR

FEBRUARY 2012	
February 6-7	Train the Trainer
February 8	WHMIS (1/2 day AM)/ TDG (1/2 day PM)
February 9	COR™ Auditor Refresher
February 10	Excavating & Trenching (1/2 day AM)
February 10	Flagperson (1/2 day PM)
February 13-14	COR™ Leadership
February 15	COR™ Principles
February 16-17	COR™ Auditor
February 21	Safe Work Procedures
February 22	Prime Contractor
February 23	Back Injury Prevention
February 24	Safety Administration (1/2 day AM)
February 24	Toolbox Talks (1/2 day PM)

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