MHCA
MANITOBA HEAVY CONSTRUCTION ASSOCIATION

THE Heavy News Weekly

WORKSAFELY MHCA

January 26, 2012

WORKFORCE MHCA

Truckers rolling on 17 winter roads

Courtesy of The Winnipeg Free Press

Big trucks, many only partially loaded, are finally rumbling over many of Manitoba's winter roads.

On Monday, 13 of 19 roads in the northern system were open but only four of 16 in southern portions of the network were ready, according to Manitoba Infrastructure and Transportation.

For the community of Berens River, on the eastern shore of Lake Winnipeg, the arrival of the first partly loaded fuel truck on Saturday meant gasoline-powered vehicles could fill up for the first time in more than a month.

Berens River First Nation Coun. George Green said the community, about 270 kilometres by air north of Winnipeg, still had diesel fuel to power school buses, but most vehicles run on gasoline. "It was very crucial for our elders, especially diabetics and... (those on home care). They couldn't get transportation," Green said.

Only fuel trucks have arrived so far, Green said in an interview Monday. "Nothing in the merchandise area so far," he added.

To reach the remote community, truckers take Highway 304 from Powerview to Manigotagan, then traverse an 88-kilometre winter road to Bloodvein and another 80-km frozen stretch to Berens River.

There are still load restrictions on several of the 17 roads the province has opened so far. It is expected those restrictions will be lifted soon.

The first roads were cleared for traffic Jan. 16, said Ron Weatherburn, executive director of construction and maintenance with the Infrastructure and Transportation Department.

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"We're anticipating that most of the other roads will be open in the next one to two weeks," he said. That's far better than the situation looked only weeks ago when temperatures were milder.

"Usually, end of January is a typical date for them (to open). So we're maybe one week away from normal which, based on what it was looking like in December, is very good news," he said.

The winter-road system is a vital link in delivering key supplies such as food and fuel to northern Manitoba. The system serves more than 30,000 Manitobans in more than 20 communities with no permanent roads. The network is about 2,200 kilometres long.

Green said the winter-road season appears to be getting shorter, now lasting only about six weeks. In past years, Berens River would start to see trucks in mid-January, he said.

The short season makes it critical that Ottawa flow funds for construction materials in a timely way that allows isolated First Nations communities to make the maximum use of less expensive truck travel, he said. But that doesn't always happen, he added.

Readers wishing to know if a winter road is open can check the Infrastructure and Transportation Department's website -- http://www.gov.mb.ca/mit/roadinfo/index.html.

BREAKFAST WITH LEADERS

CITY OF WINNIPEG WATER & WASTE CAPITAL PROGRAM PRESENTATION

Date: Wednesday March 7, 2012

Location: Victoria Inn Winnipeg (1808 Wellington Avenue)

Room: Carlton Room

Registration: 7:30am

Hot breakfast: 7:45am

Presentation: 8:00am

Price: $35.00 + GST per person

Contact Christine Miller at 947-1379 or by email at christine@mhca.mb.ca to register!

The MHCA Welcomes New Members!

Wiebe's Trenching Ltd.

Lorraine Keen
Box 1711
Morden, MB R6M 1B6
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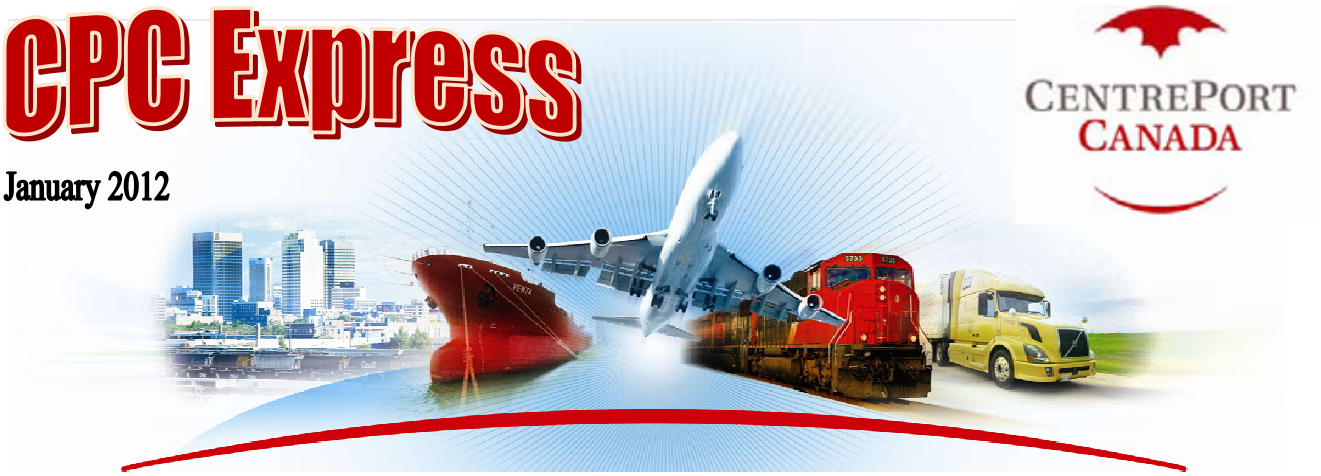
Fax: (204) 822-3983

Email: wiebes@mts.net
Web: Coming soon
Additional Information: Provides general services including snow plowing, fibe and cable installation, sewer & water installation, pipline work, fibre jetting, and Hydro related services

FYI:

THE MHCA ANNUAL DIRECTORY IS IN PRODUCTION, AND MEMBERS SHOULD HAVE RECEIVED A LETTER REQUESTING ANY CHANGES TO THEIR CONTACT INFORMATION. PLEASE EMAIL CHRISTINE AT THE MHCA OFFICE WITH YOUR CHANGES BY FEBRUARY 10, 2012!



CentrePort: Doing Business Without Borders

CentrePort Canada is looking at how to implement new technology at the inland port that would increase the efficiency and security of cross-border cargo shipments and provide business with a new incentive to invest in Manitoba.

The $150,000 study, which is being conducted by Civitas Group, is being funded by the federal government, provincial government and CentrePort. It will make recommendations for moving cargo faster without compromising security.

Steven Fletcher, federal minister of state for transport, said the project is yet another example of the private and public sector, as well as multiple levels of government, "working together for a better Manitoba."

Diane Gray, CentrePort's president and CEO, said the ultimate goal is to establish a pilot project at CentrePort that would employ cutting-edge technology and bring greater efficiency to crossing the border at Emerson-Pembina, the busiest Canada-U.S. border crossing on the prairies.

"Border congestion is a concern for business across North America. If we can offer a better way to move cargo, it gives business another reason to locate at CentrePort," Gray said.

Steve Ashton, Manitoba's minister of infrastructure and transportation, praised the effort. "Ten to 20 years from now, CentrePort will be seen as the single most visionary investment of this decade."

Don Streuber, CEO of Bison Transport; Steve Ashton, Manitoba minister of infrastructure and transportation; Diane Gray, president and CEO of CentrePort; and Steven Fletcher, federal minister of state for transport (left to right) announce funding for a security study. The Dec. 20 event took place at Bison Transport Warehouse.

CentrePort Singled Out

CentrePort Canada has been cited by the Conference Board of Canada as a key driver of Winnipeg's economy.

"The transportation and warehousing sector is slated to do particularly well, growing 2.6 per cent in 2012 and even faster the following two years, partly thanks to the new CentrePort Canada in Winnipeg… it is poised to play a significant role in the distribution of goods across North America

www.CentrePortCanada.ca

OPINION: Quebec and the Fairy Godmother

By Licia Corbella, Calgary Herald

Today, let's have some fun and play Fairy Godmother to Quebec. Let's grant the province the wish it articulated in Copenhagen. Wave the magic wand and poof, wish granted. Shut down Alberta 's oilsands, except, since it's Quebec making the wish, we have to call it tarsands, even though it's not tar they use to run their Bombardier planes, trains and Skidoos.

Ah, at last ! The blight on Canada 's reputation shut down.

All those dastardly workers from across Canada living in Fort McMurray, Calgary and Edmonton out of jobs, including those waitresses, truck drivers, nurses, teachers, doctors, pilots, engineers , etc. They can all go on Employment insurance like Ontario autoworkers and Quebec parts makers !

Closing down Alberta 's oil industry would immediately stop the production of 1.8 million barrels of oil a day. Supply and demand being what it is, oil prices will go up and therefore the cost at the pump will go up, too, increasing the cost of everything else.

But lost jobs in Alberta and across the country along with higher gas prices are a small price to pay to save the world and not "embarrass" Quebecers on the world stage. Not to worry though, Saudi Arabia, Libya and Nigeria can come to the rescue. You know, the guys who pump money into al-Qaida and help Osama bin Laden target those Van Doos fighting in Afghanistan. Bloody oil is so much nicer than dirty tarsands oil.

Shutting down the oilsands will reduce Canada 's greenhouse gas (GHG) emissions by 38.4 Mt (megatonnes). Hooray ! It's so fun to be a Fairy Godmother ! While that sounds like a lot, Canada only produces two per cent of the world's man-made GHGs and the oilsands only produce five per cent of Canada 's total emissions or 0.1 per cent of the world's emissions.

By comparison, the U.S. produces 20.2 per cent of the world's GHG emissions, 27 per cent of which comes from coal-fired electricity.

The 530-square-kilometre piece of land currently disturbed by the oilsands (which is smaller than the John F. Kennedy SpaceCenter at Cape Canaveral, Fla. at 570 square kilometres) must be reclaimed by law and will return to Alberta's 381,000 square kilometres of boreal forest, a huge carbon sink.

Quebec, of course, has clean hydro power, but more than 13,000 square kilometres were drowned for the James Bay

hydroelectric project, permanently removing that forest from acting as a carbon sink.

But Fairy Godmother is digressing all over the place. While the oilsands only produce five per cent of Canada 's GHGs, it contributes much more to Canada 's economy. After all, oil and gas make up one-quarter of the value on the TSX alone. Alberta is also the largest net contributor per capita by far to Confederation and there are only two more — B.C. and Ontario.

Quebec hasn't made a net contribution to the rest of Canada for a very long time. This is not to be critical (after all,Fairy Godmothers never criticize), it's just a fact. In 2009, Albertans paid 40.46 billion in income, corporate and other taxes to the federal government and received back just $19.35 billion in services and goods from the feds. That means the rest of Canada got $21.1 billion from Albertans or $5,742 for each and every Alberta man, woman and child. In 2007 (the last year national figures are available), Alberta sent a net contribution of $19.49 billion to the ROC or $5,553 per Albertan -- more than three times what every Ontarian contributes at $1,757. Quebecers, on the other hand, each received $627 net or a total of $8 billion, money which was designed to help "equalize" social programs across the country. Except, that's not what is happening. Quebec has more generous social programs like (nearly) free university tuition (paid for mostly by Albertans) and cheap provincial day care (paid for mostly by Albertans).

Quebec and the Fairy Godmother (continued from page 7)

But in this Fairy Godmother world, poof, those delightful unequal programs have now disappeared! Quel dommage!

The July 2009 Canadian Energy Research Institute (CERI) report states that between 2008 and 2032, the oilsands will account for 172,000 person-years of employment in Ontario during the construction phase, plus 640,000 for operations over the 25-year period. For Quebec, the oilsands will account for 84,000 person-years of employment during the construction phase, plus 292,000 for operations over the 25-year period.

In total, the oilsands are expected to add $1.7 trillion to Canada's GDP over the next 25 years.

Wave wand and Poof, Jobs, gone! So, now that the oil industry has shut down and left Alberta, Alberta has become a have-not province and so has every other province. Equality at last! Hugo Chavez will be so pleased.

Meeting our Copenhagen targets suddenly looks possible, as most of us can't afford to drive our cars or buy anything but necessities, so manufacturers have closed their doors and emissions are way down.

The dream of many Quebecers to form their own nation and separate from Canada has died at last.

Alas, in Alberta, separatist entilement has risen dramatically, citizens vote to separate and the oil and gas industry returns.

Albertans start to pocket that almost $6,000 for each person that used to get sent elsewhere and now their kids get free tuition. Fairy Godmother's work is done. Wish granted.. Quebecers must now sign up for a foreign worker visas to work in Alberta to send their cheques back home so junior can start saving up to pay for college.

Licia Corbella is editorial page editor of The Calgary Herald.

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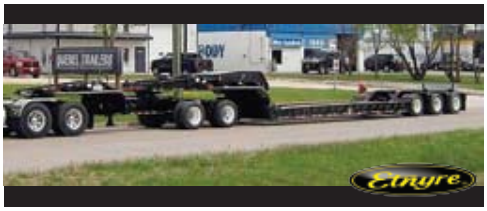

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60 ton, 11′ wide, mech folding neck, w/extension for tandem jeep & booster & rear live roll

Trade Stats Speak Volumes

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

Data is normally the analyst's best friend. Add a dollop of volatility, and it can fast become a foe. Data's wacky wanderings of late have foiled many a forecast and contributed to an exaggerated, widespread sense of unease. International trade data were no exception, volatile right through the end of 2011. Do they give any hints of where global trade activity is headed this year?

Price movements are part of the turbulence. Although they matter deeply, prices can distort the real flows of goods and services that are occurring. Net of price fluctuations, the latest trade activity compared with the same point last year is still generally robust worldwide, with the exception of Europe. Cumulative numbers for 2011 compared with 2010 are far more impressive, up 6.2 per cent with Central and Eastern Europe, Asia and the US leading the charge. So far, so good.

Given this picture, what do we make of scary press reports and the global fear-factor? Recent worries are in part a reaction to recent figures. Data toward year-end soured considerably, down 3.8 per cent at annual rates in the final quarter, with one month of data pending. This is a significant setback, and has all but snuffed out export momentum heading into the New Year. Built-in growth heading in to 2012 is just 0.3 per cent, compared with 3.9 per cent at the same time last year. Troubling indeed.

Yet not all economies are in the same boat. Latin America boasts strong, double-digit growth in the final quarter that gives its exports a 5.2 per cent push heading into this year. Central and Eastern Europe is not far behind, with 4.4 per cent growth momentum. Even the US had a great finish to the year, and carries 2 per cent growth into 2012. Africa and the Middle East are the same.

In stark contrast, European exports fell at a shocking double-digit annual pace in the final quarter, capping a volatile year and throwing the 2012 outlook into question. Even more influential is the about-face in emerging Asia. Fourth-quarter exports were down by a vastly out-of-character 8.5 per cent, enough to take the current level of exports 2.2 per cent below the 2011 average. Japan saw an unthinkable 14.2 per cent drop at the same time. Without a quick rebound in Asian exports, the forecast for trade activity this year is not good.

Why the sudden change? Asia was pummelled last year by natural disasters. Trade staged a remarkable rebound following Japan's catastrophe last March, only to be hobbled again by late-year flooding in Thailand. Supply chains in the auto and computing equipment sector were disrupted worldwide, but the effects were greatest in Asia. December data indicate a partial recovery in a number of trade-sensitive economies, but the climb back to average numbers is a long one.

If Japan's 2011 story is anything to go by, current reconstruction efforts in Thailand will enable a rapid recovery in trade flows. Trade numbers elsewhere – Europe excepted – indicate that demand is still strong, and that momentum can be restored if there are not any further unexpected interruptions.

The bottom line? Weakness on the trade front is bad news for a world that in recent years has become more dependent on trade as an overall source of growth. On certain fronts, weakness is temporary; on others, it appears more systemic. The former should prevail, promising higher growth.

WORKSAFELY MHCA

Construction Safety Excellence™

Training Schedule

Register by:

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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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Rural Manitoba Training	
January 9-13	Flin Flon, MB
January 23-25	Riverton, MB
Jan. 30 - Feb. 1	Brandon, MB
Call the MHCA Office for more details!	

Customized training is available for your specific requirements.

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