Groundbreaking MHCA The Heavy News Weekly

WORKSAFELY MHCA July 4, 2013 WORKFORCE MHCA

A permanent municipal infrastructure plan is required; a public supported 1% PST increase is the only way to do it.

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

Yoda said it, and we all know it: Do or do not, there is no try. And it is this notion – do or do not – that continues to paralyze the critical nature of core municipal infrastructure deficits, all across Canada. We in Manitoba need less talking and more action on infrastructure! And that action, the light sabre you might say, is dedicating the proposed 1% Manitoba PST increase entirely to addressing our long term infrastructure deficit.

Generally, as a community, we agree that we have an infrastructure deficit. Does it matter whether its $14 billion over the next ten years for Manitoba municipalities? It doesn't. But like every elephant, in every room, the deficit must be addressed.

While political bodies are averse to long term programs or planning, such reticence for embracing long term anything affects us all. We need dedicated, long term funding – the 1% PST increase – to address our collective infrastructure deficit.

When it's not about money…it's about money. At present, it's estimated that The City of Winnipeg's unfunded infrastructure investment is around $740 million a year.

How, realistically, could the city raise revenues from its existing footprint to fund this colossal deficit? A 1% increase in realty taxes? Doubtful, because it would take a 164% increase to yield that same $740 million.

And, after 13 years of flat realty tax rates, homeowners were bitten hard in the last year with increased realty taxes. Prudent and strategic funding is what is required. During those 13 years, civic revenues largely benefitted due to a growing assessment base, fueled by a growing economy.

In this edition…

A Permanent Infrastructure... Continued from page 1

Herein lays our paralyzing paradox: our economy is weaker than before and no longer generating the levels of income to which we've all become accustomed to. And, we are reluctant to blindly accept tax increases, especially if they are only dedicated to general revenue. But, we need some solutions based approach's that might help us defeat this infrastructure death star.

Sustained and strategic investments in public infrastructure have a demonstrated link to productivity and economic growth and improved quality of life outcomes. Because of this link, we need to take advantage of the opportunity to stream the 1% PST increase directly to improved infrastructure, increased productivity, better health and social outcomes, and ultimately better fiscal management and investments.

MHCA suggests that some principles are required to support a solution to a multi-generational problem. Our suggested principles include:

- A long term infrastructure plan should be a permanent, long term plan. No different than our 'permanent' investment in healthcare, education, recreation, public safety and ecological preservation.

- Second, the plan's purpose must invest assets in a sustained and strategic manner which can enable new opportunities for economic growth, while also committing to maintenance. You'd not consider buying a vehicle without consideration of maintenance costs down the road.

- Third is innovation - we must embrace that notion when thinking of infrastructure too! CAT scans, MRI, laser surgery are but a few examples of innovations in healthcare. Composite fibers, fiber optics, remote sensing systems, new grades of asphalt and concrete products, and awarding projects based upon innovation and service life costing.

- Fourth, accept partnerships with the private sector. It is the private sector that is the engine of innovation, growth, jobs, wealth creation, taxes and revenues to government, and remains a key ingredient in improved social and individual outcomes. And, public private partnerships which aid the recipe of risk sharing, the benefits of price certainty, the ability to manage exposure through performance based contracted payments, are options we cannot exclude from the mix.

- Fifth, the existing revenue streams, even coupled with needed efficiency gains, are inadequate. New revenue streams - should be growth based – and be dedicated to long term strategic core infrastructure investments in a clear, transparent, transitional and accountable manner – by all levels of government.

- And finally, our political leaders should go to the public and strike a group of subject matter experts, reflecting the views of the cities, the province and stakeholders to develop a government plan that incorporates the above and other added strengths. With solid terms of reference, this group of SME's would then craft a strategic, long term core infrastructure investment plan and then put that plan to the public for support, comment and consideration.

A permanent municipal infrastructure plan is what is required, and a publicly supported 1% PST increase is the only way to make it happen. To do, the time has come, as Yoda would suggest.

MHCA welcomes Sarah Piercy, Manager of Public Affairs

The Manitoba Heavy Construction Association welcomes Sarah Piercy as the new Manager of Public Affairs. Sarah comes to the MHCA with a broad and diverse background in public affairs, research, communications, marketing, and public engagement. Most recently, Sarah worked with United Way Winnipeg, serving as the Policy Analyst for over four years, and as the Business Development and Special Projects Manager for the last year. Prior to that, Sarah worked with the Manitoba Hotel Association, Statistics Canada and with The Winnipeg Chamber of Commerce, where she focused on communications, public affairs, policy analysis and research.

MHCA's Manager of Public Affairs will provide public policy research and analysis, effective communications and marketing leadership, and develop, implement and manage MHCA marketing and communications strategies. MHCA continues to provide value to members, by expanding its presence, profile and impact consistent with the MHCA vision statement and mandate.

Groundbreaker - MHCA's new quarterly magazine was recently shipped to our members and key stakeholders.

You can view the magazine online now by clicking the link below!

http://tinyurl.com/c5v74ek

'We're that much closer to the next disaster'

Canadian Press June 24, 2013 - By Adam Miller

Canada's infrastructure has become more vulnerable to natural disasters such as the flooding in southern Alberta due to the rising cost of upkeep and increasing frequency of dangerous weather due to climate change, say experts attending a major conference on disaster management.

"How prepared are we? One way of answering that is that we will never be as prepared as we could be," said Adrian Gordon, former president & CEO of the Canadian Centre for Emergency Preparedness.

"We're simply that much closer to the next big disaster. What it's going to be, who knows? Right now it's Calgary, tomorrow it could be something else," said Gordon who is one of the officials attending the World Conference on Disaster Management.

Dr. Saeed Mirza, emeritus professor at Montreal's McGill University specializing in structural engineering, added that the monumental infrastructure costs accumulated over decades of negligence have left Canada particularly vulnerable to catastrophic events.

"The frequency and intensity of these events has been increasing at an escalating rate and what was a one-in-100-year event at one time may become the norm," he said.

"When we look at Calgary, we had a flood there in 2005 and they called it a one-in-100-year flood, while this one according to some descriptions in the news has been three times as bad."

Climate change has had a "significant effect" on both the intensity and frequency of these events, but denial of its existence and a lack of preparedness on the part of municipal governments have exposed the holes in our infrastructure system, Mirza added.

"Just to see people suffering in Calgary, officials must have said 'look, we will never face anything like this,' and unfortunately they are suffering right now because of that."

Paul Kovacs, moderator for the conference and a member of the Canadian Council for Social Development and the Meteorological Service of Canada, said that the international event will explore the preparedness of Canada in the face of natural disasters with speakers from dozens of countries taking part.

"Our infrastructure seems to be having a hard time even on a good day, and when you have a conference on emergency management we're exploring what's going to happen on a really bad day," he said.

"Calgary right now is having a bad day, and ... when these really big events push our infrastructure even harder how well does it hold up? The answer is not terribly well."

Kovacs added that although it's not known exactly when natural disasters are going to occur, we're going to have a higher number of these catastrophic events in the future

"Are we taking that into account when we're thinking about how we build and how we look after our systems? Unfortunately the answer too often is no," he said.

Mirza estimated that Canada's infrastructure requirements have reached a cost of about $1 trillion, while a recent survey by the McKinsey Global Institute earlier this year stated that worldwide infrastructure needs are about $57 trillion.

"In terms of funding, the amounts of money are truly frightening and there's no government in the world that can find the kind of money necessary to bring existing infrastructure up to par," Gordon said.

The lack of political will is one of the biggest obstacles to infrastructure funding, which is why Mirza proposed that Canada adopt a best practices solution to addressing our climbing infrastructure costs.

"What we need, and I've pleaded for it several times, is a national infrastructure policy in Canada because our governments have a tenure of four years, whereas infrastructure exists for 7,500 years," said Mirza.

In addition to national guidelines, Mirza also proposed a system where the private sector would contribute to infrastructure costs and cited estimates that 15 per cent of the operating expenses of many multinationals and major corporations are related to infrastructure.

"We have failed to make the general public realize that what we might have expected in terms of help during crisis even a few years ago, may not be the case now," says Gordon.

"So there is a far greater case for individuals and families to be prepared ... but the general perception amongst the public is 'it's not going to happen to me anyway.' "

PST rises to 8%, effective July 1, 2013

Goods and Services not taxable under Manitoba sales tax but subject to Federal GST:

Goods:

- New housing
- Gasoline and diesel fuel
- Home heating products (electricity, natural gas, wood)
- Children's clothing and footwear
- Books
- Feminine hygiene products
- Vegetables and fruit plants, seeds and trees
- Organic fertilizers and topsoil
- Smoking cessation products

Services:

- Construction services to real property (land and houses excluding mechanical / electrical systems)
- Excavation, basements, foundation, piles and waterproofing
- Concrete and asphalt work
- Roofing and shingling including vents
- Eaves troughs, soffits and fascia
- Stucco, siding, plastering and other exterior finishing
- Fencing and decks
- Insulation
- Masonry work
- Drywall and paneling
- Painting (interior / exterior homes / garages / fences)
- Doors and windows including hardware and millwork
- Flooring
- Framing
- Real estate agency fees
- Funeral services
- Haircuts under $50, Postal services
- Investment services (portfolio management fees), financial planning, tax / estate planning
- Transportation (taxi, bus, rail, air courier and delivery)
- Moving and storage, Parking, Entertainment services

source 2013 Manitoba Budget

Have a story for us? We'd love to hear about it!

The MHCA is only successful thanks to our strong membership roster that continues to grow, and now we want to hear from you!

We want to hear about a success story and anything you want to share with us and the rest of the MHCA membership!

We'd like to hear from our members on things such as:

- A New Exciting Construction Project your company is involved with
- A Recent Successful Completion of a Construction Project
- A success story or acheivement for your company or staff member(s)

Feel free to submit your idea or story to **media@mhca.mb.ca**

We will contact you for more information or details on your story, and then have it ready for a future issue of the Heavy News Weekly!

MHCA
MANITOBA HEAVY CONSTRUCTION ASSOCIATION

Annual Golf Classic

Wednesday August 14, 2013 | Elmhurst & Pine Ridge Golf Courses

REGISTRATION FEE - $225.00 / person + gst

10:30am – registration desk opens

12:00 noon – shot gun start

Four Person Texas Scramble includes:

Green Fees & Motorized Cart
An Assortment of Spectacular Contests
Fabulous Steak Dinner
Bus shuttle between courses
fore/after dinner

Member Company

Invoiced for to

Team Cap

**Email

Other Go

Visa / MC / AMX # _____

Signature _____

Dinner Only ($50.00 / person all inclusive) _____ Invoice Tournament Fees: _____

Golf registration is SOLD OUT!!!

Contact Christine Miller for wait list information

christine@mhca.mb.ca or 204.947.1379

Submit registrations ASAP by:

FAX: (204) 943-2279 | Email: christine@mhca.mb.ca

REMINDER:

The MHCA Events Committee will settle course placement by draw on August 7, 2013. All golfers will be notified by fax or email (if you provide one on the registration form) about course location on **August 8, 2013**. **All team captains are responsible for notifying the rest of their team of course placement.**

Use this form to enter as many golfers as you wish. If you are not registering a full team, the extra spaces will be filled by the tournament organizers. As per MHCA Board Policy, only registrations cancelled at least 72 hours prior to the commencement of this event will be refunded.

GOLF SPONSORSHIP OPPORTUNITIES

MHCA Golf Classic – Wednesday August 14, 2013

Elmhurst & Pine Ridge Golf Courses

Let us advertise your company and/or product at one of the largest and most popular golf tournaments for the heavy construction industry in Manitoba! Don't Miss Out!

Fax completed form to (204) 943-2279 or phone Christine at (204) 947-1379 | christine@mhca.mb.ca

FIRST COME...FIRST SERVED!!

____ **HOLE SPONSORSHIP**
$399.00 + gst
SOLD OUT

____ **DUAL HOLE SPONSORSHIP**
$649.00 + gst
SOLD OUT

____ **LONGEST DRIVE**
$399.00 + gst (includes prize & sign)

____ **CLOSEST TO THE LINE**
$399.00 + gst (includes prize & sign)

____ **BALL IN THE WATER CONTEST**
$399.00 + gst (includes prize & sign)
-sink your ball in the water & enter a draw to win

____ **CLOSEST TO THE PIN**
$399.00 + gst (includes prize & sign)

____ **CHIPPING CONTEST**
$399.00 + gst (includes prize & sign)
SOLD OUT

____ **FREE PUTTING CONTEST**
$399.00 + gst / per course
(includes prize & sign)
SOLD OUT

____ **BUS TRANSPORTATION**
$350.00 + gst / 2 buses
-donation towards bus shuttle between courses
SOLD OUT

____ **BEVERAGE CART / DRINK SPONSORSHIP**
$999.00 + gst / per course
-signage on 2 carts per course
-includes 1 drink per golfer
SOLD OUT

____ **GOLF CART SPONSORSHIP**
$999.00 + gst per course
-windshield signage on each golf cart
SOLD OUT

____ **"TOURNAMENT BALL" CONTEST**
$750.00 + gst plus prize donation in kind
$235.00 per course
-your corporate ball with logo for each team to use
SOLD OUT

Sponsorship Recognition Includes:

- Networking at one of the largest golf tournaments in Manitoba;
- Exposure to over 320 private sector decision makers in the heavy construction industry;
- Recognition in the facility, golf cart and dinner programs;
- Recognition in the Manitoba Heavy Construction Association Heavy News Weekly – which is circulated to over ***1,000*** companies plus stakeholders, associations across Manitoba, all Manitoba MP's, MLA's, City Councilors and agencies at all three levels of government throughout the province of Manitoba.

Company: _____

Contact Person: _____ Ph: _____ Fax: _____

Special Instructions: _____

Training Schedule

Winnipeg Schedule:

Construction Safety Excellence ™

COR Leadership in Safety Excellence	July 8-9
COR Principles of Health & Safety Management	July 10
COR Auditor	July 11-12
Traffic Control Coordinator	July 15-16
Train the Trainer	July 17-18
Flagperson (1/2 day AM)	July 19
Train the Trainer HEOT	July 22-23
COR Auditor Refresher (1/2 day AM)	July 26
COR Leadership in Safety Excellence	July 29-30
COR Principles of Health & Safety Management	July 31
COR Auditor	August 1-2
WHMIS (1/2 day AM)	August 7
TDG (1/2 day PM)	August 7
Flagperson (1/2 day AM)	August 8
COR Auditor Refresher (1/2 day AM)	August 9
Traffic Control Coordinator	August 19-20
Train the Trainer	August 21-22
COR Leadership in Safety Excellence	August 26-27
COR Principles of Health & Safety Management	August 28
COR Auditor	August 29-30

FOR THE FULL CALENDAR
www.mcha.mb.ca/worksafely

To Register:
Email: sarah@mhca.mb.ca
OR Fax: 204-943-2279

BRANDON, MB
WE ARE TRAINING IN YOUR REGION!

We are holding training in Brandon at the Civic Service Complex,
900 Richmond Avenue, July 16th - 18th, 2013

Train the trainer	July 16th & 17th	8:30a.m - 4:30p.m
Flag Person	July 18th	8:30a.m - 12:00p.m

REGISTER TODAY - SPOTS ARE LIMITED!

For any other training requests and to register please contact: Sarah Higgins at sarah@mhca.mb.ca

Construction Safety Excellence ™

Please note that a minimum of 6 students is required to hold the training. WORKSAFELY™ policy states cancellation must be made at least twobusiness days in advance otherwise full course fee charge will apply.

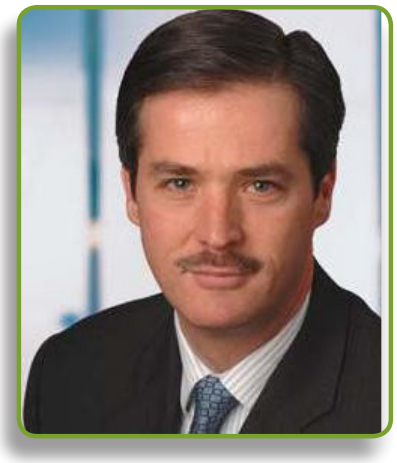
MHCA Certificate of Recognition COR™ WORKSAFELY MHCA

ph: 204.947.1379 fx: 204.943.2279
www.mhca.mb.ca

MHCA™ MANITOBA HEAVY CONSTRUCTION ASSOCIATION

Trade Confidence Rises - Moderately

Peter G. Hall, EDC Vice-President and Chief Economist



Peter G. Hall

Two words that could be considered arch enemies are 'up' and 'confidence'. They've had a long, five-year falling-out, and we could be forgiven for thinking that they will ever make amends. Maybe Canadian exporters are beginning to play peacemaker. Canadian trade confidence actually rose in the spring – a moderate increase, but an increase nonetheless, and at a time when sentiments could easily have soured. Are the details behind this uptick inspiring?

Moderate moves don't usually inspire, but this time could be different. EDC's Trade Confidence Index has been on a wild ride since the spring of 2007, and since the Fall 2009 survey, it has failed to move in the same direction in back-to-back surveys. The latest result moves the Index to a level that's pretty close to the 2003-07 average, when exports were capitalizing on stronger global growth and greater global diversification of sales. It also occurred at a turbulent time, as exporters were still tallying the impact on sales of Hurricane Sandy, the US fiscal cliff and more recently, sequestration.

Two of the five Index elements accounted for most of the increase. Views of international business opportunities in the coming six months posted the largest single gain, rising 14 percentage points since last fall. Perceptions of world economic conditions – recently, the lowest-scoring Index factor – jumped 13 percentage points, boosted by both improved expectations for the European economy and a belief that markets will turn around. Movements in the remaining three Index factors were marginal.

Results broken down by industry sector were not uniform. Every industry category but one registered increases, with the sub-index including the forestry sector posting the single largest gain since the Fall 2012 survey. The exception was the sub-index covering the mining, oil and gas industries, which tumbled by over four Index points to the lowest score among the industry groupings. Soft commodity prices and transportation constraints are the likely factors behind the weakness in this category.

Among Canada's regions, confidence saw its largest increase in Atlantic Canada, where the sub-index rose 5.6 points to 73.5, securing top spot. Quebec also posted a decent gain in the spring, rising 4.4 points. Ontario's upward move was more modest, and Western Canada – still recording high overall confidence – edged down marginally in the latest survey.

In recent years, the Canadian dollar has been a worry for exporters. However, the Spring survey shows that a majority of respondents now feel very prepared for a loonie at or around the parity level. The current reading saw a 9 percentage point jump, to 55 per cent of those polled. An additional 41 per cent of exporters feel moderately prepared for a dollar at or close to parity with the US dollar.

While the more upbeat results in the current survey buck sentiments in most other places on the planet, there is good reason for the move. Since last October, merchandise exports have been growing at a 12 per cent annualized clip, with a broad number of industries contributing to the increase. That's impressive, given the turbulence of US growth over this period, the sluggish European economy and the uncertainty surrounding emerging market growth. It suggests that, in spite of headwinds, the rotation of Canadian growth from internal to external drivers is occurring.

The bottom line? Canadian trade confidence remains on a see-saw, but there are strong factors underpinning the modest gain in the Spring 2013 survey. We can all hope that Canadian exporters are right, and that markets are indeed set for a turnaround in the coming six months.