



Departure not tied to review: mayor Audit into controversial fire-hall project due Monday

Published in The Winnipeg Free Press By: Bartley Kives Oct. 18, 2013

For more than 13 months, Phil Sheegl was a bureaucratic version of a dead man walking -- a senior city official destined to be fired or forced to resign whenever city council finally decided it was time to pull the plug on his career.

With a majority of councillors finally poised to reach for the electrical switch, Sheegl decided to end the death watch himself, resigning his position of Winnipeg's chief administrative officer days before the release of an external audit into a scandal-plagued fire-paramedic-station replacement program he oversaw.

Outside city hall, Sheegl's departure appeared to be a sudden move. Inside the council building, however, Sam Katz and his executive policy committee colleagues executed a preplanned series of disciplined manoeuvres.

At 9 a.m., all seven EPC members filed into the mayor's office for an informal briefing. At 10:31 a.m., Katz called a closed-door formal meeting of the same group of people across the hall in the west committee room.

At 10:45 a.m., the committee accepted Sheegl's resignation from the CAO position he had held since May 2011. At 10:58 a.m., Katz's communications director, Rhea Yates, announced Sheegl's departure to all media.

And by 11:22 a.m., Katz was standing before reporters, insisting he had no idea why an ally and confidante he once described as "a good friend" had left the position he had fought to retain for the past 13 months. cont'd on page 2...

In this edition...

Departure not tied to review: mayor	1
Canadian Chamber releases new report: \$50 Million a Day	3
Selinger still has an option	3
COR™ Training in Winnipeg	6
Is World Trade Getting Ship-Shape?	7
Weekly Tenders (MHCA members only)	9
Tender Results(MHCA members only)	11

Departure not tied to review: mayor Audit into controversial fire-hall project due Monday continued from page 1

"A lot of people have been under a lot of pressure. Some people have different limitations," Katz told reporters, nonetheless claiming Sheegl's departure had nothing to do with the fire-paramedic review slated to be made public Monday.

"I don't believe there's any (connection) but we'll all know for sure whether there is any," Katz said. "There will be all sorts of theories and I have no doubt in my mind the falling-on-the-sword theory will be out there."

While the mayor played coy, all six other EPC members closed ranks, declining to reveal how long Sheegl's resignation was in the works.

"I wish Mr. Sheegl all the best," said Coun. Russ Wyatt, who penned a scathing letter last fall that called on the CAO to resign or be fired for what the Transcona councillor described as "sophisticated incompetence."

It was left to Sheegl to explain his resignation in a letter to council, during which he referenced "a trying year" for public servants struggling to deal with "so much negativity regarding the construction of four new fire-paramedic stations."

Sheegl went on to express pride in the fire-paramedic construction program, which inspired both the external review expected Monday and a broader audit of city real estate transactions.

Sheegl did not respond to multiple requests for comment Thursday. He started with the city in 2008 as director of planning, property and development and was promoted six months later to deputy chief administrative officer. He became CAO in 2011, following a nationwide search.

In 2012, Sheegl ran afoul of several councillors for selling an Arizona shell company to the mayor and reacquiring it several weeks later. He also faced scrutiny for his oversight of several major city projects, including the over-budget conversion of the former downtown Canada Post building into new headquarters for the Winnipeg Police Service and the troubled fire-paramedic-station replacement program.

Katz's decision to call an external review into the project, which included the construction of a fire-paramedic station on land the city does not own as well as a since-cancelled land swap, staved off a council push to get rid of Sheegl in 2012.

That move regained momentum last fall after fire-paramedic chief Reid Douglas -- another figure central to the external review -- was dismissed without explanation.

Mynarski Coun. Ross Eadie, who was preparing a motion to fire Sheegl next week, said he is relieved to see the CAO step down on his own accord. "We lost confidence in him and I don't think the public trusted him," said Eadie, one of five councillors who voted against the decision to name Sheegl the CAO in 2011.

"Hopefully, as a result of this, we can renew the public trust in the public service and our council," added Fort Rouge Coun. Jenny Gerbasi, noting she was never comfortable with the Sheegl-Katz relationship.

Katz refused to reflect on whether it was wise to have a friend in the CAO's office. He also denied Sheegl had become a political liability, insisting he can win re-election in 2014 with or without the former CAO. Katz also refused to say whether Sheegl received severance pay or speculate as to whether council could claw back such pay if the fire-paramedic review finds him culpable.

Charleswood-Tuxedo Coun. Paula Havixbeck said the city should disclose the terms of any severance and noted it was convenient to usher Sheegl out of office before Monday's review.

"I think this makes a bold statement about how bad that audit really is," she said. "A lot of preplanning happened behind the scenes today."

Sheegl was the third CAO to work with Katz, after Annitta Stenning and Glen Laubenstein.

bartley.kives@freepress.mb.ca



Canadian Construction Association releases new report: At the recently held Moncton Council meeting of the Canadian Construction Association, the Council released: [Cost, Quality and Accountability - Public Tendering versus Self-Performance for Municipal Infrastructure Delivery in Canada.](#) 

.....

Selinger still has an option

Previously published by The Winnipeg Free Press, October 8, 2013

Opinion polls show voters want to punish the NDP over a decision to hike the PST. A big part of the problem with the tax hike was the way it was done -- people are angry the Selinger government twisted the rationale for the hike and ignored the balanced-budget law that demands any tax increase go to public vote. As a proxy referendum, the polls show people resoundingly reject this opportunistic increase.

If an election were held today, the NDP could be defeated, the Probe Research/Free Press telephone poll of 1,002 Manitobans indicates. Brian Pallister's Tories gathered 43 per cent of support, compared with the NDP's 29 per cent. The wild card is Winnipeg, the key to power, where the parties are now tied. The NDP support is dispersed in three sectors; Tory support resides heavily in the northeast and southwest.

But a poll is a snapshot in time. The best illustration of that rule of thumb is the rise in the Liberal support, to 20 per cent, as many 2011 NDP supporters park their support.

The same poll found many voters have moved away from the NDP precisely because of the PST hike. Two-thirds of respondents said it simply wasn't necessary. The ardent sentiment reflects an online poll in May conducted for the Canadian Federation of Independent Business. Of 500 Manitobans, 72 per cent rejected the PST hike and 81 per cent said they had no confidence it would be spent on infrastructure or flood prevention, the reasons the NDP cited to justify it.

People rightly distrust the Selinger government because of the history behind the PST issue. Over the past decade, groups such as the AMM, the Business Council of Manitoba and this newspaper had built a legitimate case to increase the PST by one percentage point to fund a growing municipal infrastructure deficit. In early 2012, the AMM found two-thirds of Manitobans polled agreed to a tax hike for the purpose of fixing roads, sewer and water works and recreation centres. Despite the numerous calls for a tax hike, the Selinger government rebuffed all demands and dismissed as "total nonsense" a PST hike in the last election. This year, weeks before releasing a budget that would show it yet again could not meet its own spending and deficit plans, the government adopted the PST hike for the wrong reason, using the new revenue to make room to continue its spending spree on other programs. (The hike raises about \$200 million additional revenue this year, but the government increased infrastructure spending by just \$80 million.) The NDP used the same maneuver with a 2.5-cent hike per litre on gas in its 2012 budget.

So while spending on health facilities and garden paths and community outreach programs now qualify as "infrastructure," the annual municipal infrastructure deficit of crumbling roads, bridges, sewer and water projects and recreation centers continues to mount.

The poll shows the NDP is taking blowback from an electorate that knows the Selinger government abused solid support for a critical public works for its own convenient purpose, to help fund a spending problem financial reports confirm continues to this day.

Premier Greg Selinger should acknowledge that fact. He should call together municipal representatives, settle on a meaningful, municipal definition of "infrastructure" and increase 2012 spending levels by the amount raised in new PST revenue. 

Is your workplace safe enough to hire your kids?



IT SHOULD BE

Take Our Kids to SAFE Work • November 6, 2013

About our Current Campaign



SAFE WORK

S SPOT THE HAZARD
A ASSESS THE RISK
F FIND A SAFER WAY
E EVERYDAY

The Campaign Purpose

is to challenge all Manitobans to look at their workplaces with new eyes and ask themselves, “Is my workplace safe enough to hire my kid?” and, if not – is it really safe enough for them? The campaign will promote Take Our Kids to Work Day on November 6, 2013.

What’s it about?

Images of young teens resembling family photos will be damaged in ways that represent common workplace injuries, such as an electrical burn or an incident involving a saw. The photos will reach viewers on an emotional level and get them to ask, “Is your workplace safe enough to hire your kid?”

What are the key messages?

- Every workplace should be safe enough for your kid to work in.
- Is your workplace prepared for Take Our Kids to Work Day?
- Employers are responsible for workplace safety, including training young and new workers.

Where will you see it?

TV, outdoor ads, newspaper ads, radio ads, restaurant and cabaret ads

Call to action

Manitobans will be encouraged to talk to their supervisors and safety and health committee members/representatives, visit safemanitoba.com or contact Workplace Safety and Health to make their workplaces safe everyday – and especially on November 6, Take Our Kids to Work Day. Employers will be encouraged to ensure their workplaces are prepared to welcome young visitors on Take Our Kids to Work Day.

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, a great photograph or a fantastic video or 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 achievement 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!

Hō'olu homo la kuaa!

SHCA
Saskatchewan Heavy Construction Association

WCR & HCA

**Saskatchewan Heavy Construction Association
Invites you to join us at the Westin Maui, Resort
and Spa in Ka'anapali, Maui**

**WCRHCA 2014 Conference: Sunday February 2 to
Wednesday February 4, 2014**

Hō'olu homo la kuaa! Please Join Us!

For more information please contact: Shantel Lipp, President
slipp@saskheavy.ca | Phone: 306 586 1805 | www.saskheavy.com



2013 MHCA Membership & Services Directory available!

Released annually in spring, the MHCA Annual Directory is the exclusive Equipment Rental Rates Guide in Manitoba. Its 'yellow pages' list companies by areas of service. The 2013 Directory was mailed to MHCA members at the beginning of May.

Non-members can purchase this year's directory by contacting Brenda at 204.947.1379 or brenda@mhca.mb.ca

Public and private sector project owners extensively use the Directory to locate and contact needed suppliers of services, including contractors, materials, equipment, aggregates, oils, design, and engineering — to name a few.

Training Schedule

Winnipeg Schedule:

Construction Safety Excellence™

Training Schedule:

Train the Trainer	October 21-22
Traffic Control Coordinator	October 23-24
COR™ Auditor Refresher (1/2 day AM)	October 25
COR™ Leadership in Safety Excellence	October 28-29
COR™ Principles of Health & Safety Management	October 30
COR™ Auditor	October 31
COR™ Auditor	November 1
Traffic Control Coordinator	November 4-5
Owner Operator	November 6-7
COR™ Auditor Refresher (1/2 day AM)	November 8
Train the Trainer	November 12-13
WHMIS (1/2 day AM)	November 14
TDG (1/2 day PM)	November 14
Flagperson (1/2 day AM)	November 15
Excavation & Trenching (1/2 day PM)	November 15
COR™ Leadership in Safety Excellence	November 18-19
COR™ Principles of Health & Safety Management	November 20
COR™ Auditor	November 21-22



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

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

OWNER OPERATOR CERTIFICATION

WORKSAFELY MHCA™

will hold a two day
 Owner Operator Certification course on
November 6th and 7th, 2013

(8:30a.m. - 4:30p.m.)

at the Manitoba Heavy Construction Association
 3-1680 Ellice Ave, Winnipeg MB

To register please contact: Sarah Higgins at sarah@mcha.mb.ca or by phone at 204-947-1379



Construction Safety Excellence™



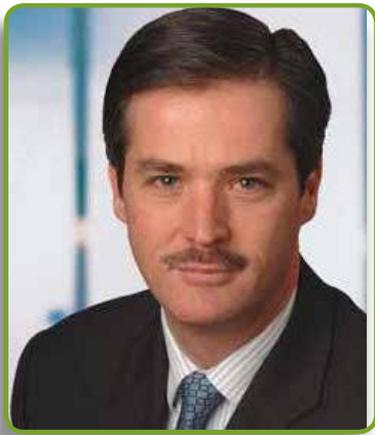
ph: 204.947.1379 fx: 204.943.2279
www.mcha.mb.ca



MANITOBA HEAVY
 CONSTRUCTION ASSOCIATION

Is World Trade Getting Ship-Shape?

Peter G. Hall, EDC Vice-President and Chief Economist, October 17, 2013



Peter G. Hall

Seaborne movements of goods are a great bellwether of global trade. In the pre-crisis period, freight rates spiked on two separate occasions, exposing the pressures that growth in world trade were putting on existing shipping capacity. Crisis saw those rates plunge in 2009, only to revive as public stimulus pumped up the economy. That didn't last long, and sluggish growth, together with delivery of a deluge of new ships, saw rates plunge. At long last, they are rising again. Time to celebrate?

Some think so. Last week, container shipping giant Maersk declared that the global trade cycle had bottomed out, predicting an upsurge of trade growth in 2014. Its prediction carries a lot of weight – the company single-handedly carries 15 per cent of all seaborne containers. It is backing up its prediction by taking delivery of the first of ten triple-E container ships, the largest container vessels yet, with a capacity of 18,000 twenty-foot equivalent units (TEU). Do other data agree with this assessment?

The Harpex index tracks container freight rates across a broad class of container ships. It shows that prices have improved significantly since the start of the year. However, late-2012 rates were down significantly from 2010 and 2011 average rates, and recent growth has only recovered a fraction of the loss. Moreover, growth has been spurred solely by higher rates for smaller-capacity vessels. Rates for ships carrying 4000-plus TEU are actually falling. Interpretation of the diverging movements is difficult, though, as the super-sized ships are a recent phenomenon. For the moment, the positive movement in prices is encouraging.

Chinese freight rates are not as encouraging. Depressed throughout 2011, rates surged in early 2012, only to tumble through mid-2013. Rates then staged a mini-climb, but not enough to suggest a new up-trend. The Shanghai sub-index follows the same pattern, although the recent monthly trend is decidedly lower. Not all Chinese shipping is showing the same trend, though. Bulk freight rates are up sharply since mid-year to the highest levels since early 2012. The index for coal shipments alone is up over 50 per cent since July, a hint that upstream production is improving. Is China alone?

In short, no. In recent weeks, the Baltic Dry Index is surging, currently more than double its mid-summer level. The current reading is now level with late-2011 rates, and the current trajectory is saying something about bulk freight movements globally. The trend is all classes of vessel, from Handysize to Capesize. Although recent movement is the best news in a long while for the industry, it still leaves freight rates well below normal, and a fraction of the late-cycle heights.

The industry may have to be satisfied with lower overall rates, while grateful for recent growth. Tight shipping constraints at the peak of the last cycle led to a torrent of new orders, which are now being delivered. These orders were predicated on a continuation of rapid trade growth not only between emerging markets and their wealthy developed-market customers, but also in the ultra-rapid pace of growth among emerging markets – more commonly called South-South trade. While these trends are expected to resume, excess shipping capacity is expected to be the norm for a number of years to come, moderating the predictive power of shipping activity.

The bottom line?

The global shipping industry provides a great illustration of the excesses of the last global growth cycle. Current shipbuilding suggests that the industry will likely face surplus capacity – and by extension, weak prices – for a number of years to come. What's bad for the industry could be good for trade flows, though, as there will be plenty of capacity to absorb the coming trade cycle. We can only hope that this time around, global port capacity will keep pace.



QUEREL TRAILERS

MANUFACTURED LINERS FOR:
Bins, Hoppers, Dump Bodies,
Farm Equipment, Off Road Trucks

Installation
Available

NEW



We have stock!

HI-TEMP UHMW

8'-13' Widths Now Available (one piece)

1/8, 1/4, 3/8, 1/2 and 5/8 Available

Two types to choose from: HMW or UHMW

1585 Niakwa Rd. Winnipeg, Manitoba, Canada R2J 3T3

Ph: (866) 953-5800

Fax: (204) 953-5809

Email: querel@mts.net

www.quereltrailers.com

C.O. X04423 – CULVERT INSTALLATIONS

Location: PR 237, East of PTH 6, Vicinity of Moosehorn

Tender Availability: Currently Available

Tender Due: 12:00 Noon, October 22, 2013

Owner: Infrastructure and Transportation

Phone: 204 622-2061

The work involves removal and installation of corrugated steel culverts and construction of frost tapers on PR 237 approximately 0.85 km and 0.88 km East of PTH 6 in the Municipality of Grahamdale.

C.O. X21123 – CONSTRUCT SHOULDER RUMBLE STRIPS

Location: PTH 3, Sanford to Oak Bluff

Tender Availability: Currently available

Tender Due: 12:00 Noon, October 22, 2013

Owner: Infrastructure and Transportation

Phone: 204-945-3637

The work involves construction of shoulder rumble strips PTH 3 Sanford to Oak Bluff.

TENDER NO. 6374 – GRADING

Location: PTH 6, Sasagiu Rapids to 25.0 km North

Tender Availability: Currently available

Tender Due: 12:00 Noon, October 22, 2013

Owner: Infrastructure and Transportation

Phone: 204-945-3637

The work involves construction of a solid rock and composite embankment, including drainage, on Provincial Trunk Highway 6 from the bridge at Sasagiu Rapids to 25.0 km north, in the Local Government District of Mystery Lake. Major items of work include:

- 27 000 m3 of Solid Rock Excavation (Controlled) (Modified)
- 8 200 m3 of Solid Rock Excavation (Controlled) (Modified) (Widening)
- 36 000 m3 of Composite Excavation (Modified)

C.O. X04424 – CULVERT INSTALLATIONS

Location: PR 364 (Vicinity of Rorketon) and PR 269 (Municipality of Mossey River)

Tender Availability: Currently available

Tender Due: 12:00 Noon, October 24, 2013

Owner: Infrastructure and Transportation

Phone: 204-622-2061

The work involves removal and installation of corrugated shell culverts and construction of frost tapers on PR 364, West of the PR 276 junction, in the vicinity of Rorketon and the work involves removal and installation of corrugated shell culverts on PR 269, East of the North junction of PR 364, in the Municipality of Mossey River.

No tenders this week

OTHER

M.W.S.B. NO. 1137 – CITY OF PORTAGE LA PRAIRIE SBR PUMPING STATION

Sealed tenders will be received by the undersigned at The Manitoba Water Services Board, Imperial Square, 2010 Currie Blvd., Box 22080, Brandon, MB R7A 6Y9 up to 11:00 AM on October 25, 2013 for the following works:

- Construction of a new SBR Pumping Station including a cast-in-place concrete structure with pile foundation, process piping and appurtenances, assisting installation of Owner supplied pumps, abandonment of existing piping, new yard piping, connection to existing piping, electrical and controls systems, commissioning and associated work for the City of Portage La Prairie.

TENDER: ST. MALO LIFT STATION REPLACEMENT

Tender Availability: Currently available

Tender Documents Package may be obtained at Stantec Consulting Ltd., 905 Waverley St., Winnipeg, MB R3T 5P4. A non-refundable deposit of \$100 is required.

Tender Close: October 22, 2013

Tenders must be received before 2:00 PM on Tuesday, October 22, 2013 at Stantec Consulting Ltd., 905 Waverley St., Winnipeg, MB , R3T 5P4. Facsimiles or emails will not be accepted. Late tenders will be disqualified.

Work involves construction of new lift station and tie in to existing discharge force main. Lift station components include a fibreglass below ground lift station, submersible solids handling pumps, emergency backup generator, gravity sewer into the lift station basin, electrical, controls and associated works. Tendering conditions are included in their entirety in the documents included in the tender documents package.

Contact: Rob Gillis at Stantec Consulting, 905 Waverley, Winnipeg, MB 204-489-5900.

SOLICITATION ID# 4344-2013/14 (MB) – MANITOBA CONSERVATION

Tender Due: October 21, 2013-10-08

Construction Services Notice Description Supply and Installation of a concrete slab in Lac Du Bonnet, MB. Conservation and Water Stewardship requires the replacement of a 26'L x 23'W x 6D concrete section in the lower level parking area at the Eastern Regional Office in Lac du Bonnet.

The project is expected to be completed by November 8, 2013.

A mandatory site inspection must be arranged by contacting the administrator.

For further information or to obtain copies of the tender documents, contact:

Stewart Massey, District Park Supervisor ,
#4-Hwy #502 Lac du Bonnet.
Phone 204-345-1405;
Fax: 204-345-1409;
Email: stewart.massey@gov.mb.ca



Tender Results

Legend: (M) Indicates MHCA member / (COR™) Indicates an MHCA WORKSAFELY COR™ Certified Company

MANITOBA HEAVY CONSTRUCTION ASSOCIATION - 3-1680 Ellice Avenue, Winnipeg MB R3H 0Z2
Tel: (204) 947-1379 Fax: (204) 943-2279 Email: brenda@mhca.mb.ca

Manitoba Infrastructure & Transportation www.gov.mb.ca/tgs/contracts/tenders/index.html (as of October 18, 2013)

TENDER NO. 6373 – GRADING AND GRANULAR BASE COURSE, PTH 83, PR 366 TO 1.8KM NORTH OF PR 366 (VICINITY OF INGLIS)

Closing: October 10, 2013

Results:

(M) Russell Redi-Mix Concrete COR™ \$464,400.00

City of Winnipeg (as of October 17, 2013) www.winnipeg.ca

No results this week

Groundbreaking



Facebook.com/ **ManitobaHeavy**



Twitter.com/ **ManitobaHeavy**



Youtube.com/ **ManitobaHeavy**



www.mhca.mb.ca