



**Former Prime Minister Brian Mulroney was in Ottawa to speak about the “next big thing” for Canada on April 8, 2014; this is the full text of his speech as published in the National Post, April 9, 2014.**

Thank you, John, for your most generous remarks.

Let me also congratulate you and your Government for the forthright position you are taking on the lawless takeover of Crimea. The principles and values we cherish in Canada should be the constant rudder for actions we take on foreign policy. History teaches us eloquently what happens when violations of international law and national sovereignty are ignored in the interest of expediency.

As the first G7 country to recognize the newly independent Ukraine in 1991, Canada should be in the vanguard of those safe-guarding its fundamental freedoms and staunchly supporting those seeking to reinforce that independence. Your invitation tonight presents a great challenge : What is “the next big thing” for Canada?

In Prime Minister Pearson’s time, the answer might have been the Canadian Flag, the Auto Pact and the creation of the Canada Pension Plan.

Prime Minister Trudeau will always be known for the Charter for Rights and Freedoms and Patriation.

My terms in office will probably be remembered for the Canada-U.S. Free Trade Agreement, and NAFTA and the GST, initiatives that – like those of my predecessors – transformed Canada. But these big measures could not have been contrived. There had to have been a need for them, so as to ensure that Canada emerged from those great debates and elections as a more sovereign, independent and prosperous nation.

This is a new world – different from that of Mssrs. Pearson, Trudeau or myself – complex, and challenging, but one with enormous promise for Canada. continued on page 2

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*Former Prime Minister Brian Mulroney's speech, continued from page 1*

As we look to the future, Canada has many reasons for optimism. At the last G-8 our government stood tall, a beacon of fiscal rectitude in a turbulent world with one of, if not the strongest economies in the industrialized world by most objective criteria.

How did this happen? Well, it did not happen overnight nor under one government or one political party. It happened because, for the better part of almost thirty years, four governments of different political stripes followed similar economic policies that generated stable economic growth, solid job creation, sensible public financing and a more confident national fabric.

Foundational initiatives by my government such as the Canada – U.S. FTA and NAFTA, along with a wave of privatizations, extensive deregulation, historic tax reform and a low inflation policy dramatically reduced program spending while trimming the deficit, laid the basis for growth and enabled Canada to compete vigorously in a rapidly globalizing world.

Jean Chrétien had very important decisions to make when he formed the government in 1993. He could have repudiated our trade agreements and tax reform because he had campaigned vigorously against each. Instead, Mr. Chrétien put campaign rhetoric aside and sustained both the trade and tax initiatives as pillars of record prosperity for Canada.

To his credit, Mr. Chrétien, aided by Finance Minister Martin, used the great economic benefits from free trade and the proceeds of the GST to eliminate the deficit over time and begin the process of paying down the debt in an orderly fashion.

By acting as he did, while slashing government spending and making large investments in university research and significant advances in R&D generally and searching out new avenues for international trade, Mr. Chrétien ensured the continuity of policies that were neither Tory nor Grit, Liberal nor Conservative. They were Canadian, designed to serve our national interest and strengthen our national sovereignty.

This was followed by important measures by the Martin Government and by the present Harper Government with their sound and impressive management of the economy, along with beneficial changes to corporate and personal taxes introduced by Finance Minister Flaherty. All of which strengthened our public finances and allowed us to withstand better than most the ravages of the recent economic crisis.

Prime Ministers are not perfect. Mistakes are made. I certainly made my share.

But it was this continuum of sensible and effective policies under four different governments led by Prime Ministers of different political stripes – avoiding the erratic policy lurches of the past – that changed Canadian attitudes and provided the solid economic foundation on which Prime Minister Harper was able to stand when he welcomed world leaders to Canada a few years ago.

The essential continuity of governments from Mulroney through Chretien and Martin to Harper explains a great deal of what is right about Canada today.

No one should underestimate the value of this continuity. Serious public policy can only be conceived and practised over decades – not four-year terms. We have had the great good fortune to see governments of different stripes ‘pass and accept the torch’ over the past 30 years, rather than stop, and then try to start a new game based on discredited ideologies or personal agendas.

Only a prophet, or a fool, would predict the future. The management guru Peter Drucker once said ‘the best way to predict the future is to create it.’

We live in a world where the events of the moment – whether in Crimea or Syria or Afghanistan – signal unrelenting pressures of instability, where the U.S. inclination and capacity to assert global leadership is on the wane and where the principles of multilateralism so helpful for the last half of the last century are now under assault.

It is easy to be pessimistic, easier still to want to turn inwards. It is a world that, as Ian Bremmer describes, will be increasingly ‘every nation for itself’. National interests will be paramount.

continued on page 3

*Former Prime Minister Brian Mulroney's speech, continued from page 2*

The good news is that Canada is better positioned than many to take advantage of the fluid state of global affairs, provided – and this is a big if – we can get our act together to accentuate our strengths – notably our resource base and our energy capabilities in particular – to deliver prosperity and employment for Canadians for decades to come. And that is the big idea I want to discuss with you tonight.

We have enormous potential – the third largest supply of crude oil in the world – 174 billion barrels – much of which lie in the oil sands. More importantly, what we have in Canada represents more than half of the global oil reserves that are open to the private sector for development. Can there be any better magnet for investors?

Just think of this as well:

Canada ranks first in the world in potash and titanium, second in uranium, third in natural gas and aluminum, fourth in diamonds and fifth in nickel. We are also a significant source for iron ore.

We are the world's third largest producer of hydroelectricity and have the potential to more than double our current capacity.

And it is important to recognize that the natural resource sector generates a disproportionate share of Canada's wealth. In 2011, this sector directly accounted for 15 per cent of nominal gross domestic product (GDP) and nearly 800,000 jobs.

An additional 800,000 jobs in other sectors were supported by the purchase of goods and services by the resource sector. All of which is to say is that many of you and I would likely be out of a job were it not for the abundance of natural resources in Canada. Bear in mind, too, that extractive industries are also some of the most innovative and productive sectors of the economy, now being driven by space age technology and computers.

A study by the prestigious US-based RAND corporation, for example, found that Canadian mining companies were far more productive and innovative than even their US counterparts. The key reason for higher levels of productivity in Canada versus the US had to do with the focus of Canadian mining companies on "breakthrough" as opposed to "incremental" innovations and a much higher tolerance for risk.

Most Canadians are unaware that fracking and horizontal drilling technology for extracting non-conventional oil and gas reserves, which have revolutionized this sector worldwide and dramatically changed the United States' own energy fortunes, were pioneered in Canada.

However, we cannot rest on our laurels. Global competition to sell resources in the world market is intensifying as low cost producers in Africa, Central Asia, and elsewhere emerge on the world stage. Demand is also shifting to non-OECD countries, especially in sectors like energy. The Chinese and other offtakers in emerging markets also want product at the highest quality and the lowest price. That is one reason, for example, why Kazakhstan today is now the number one producer of uranium and we have fallen into second place with Australia, our traditional competitor, in third.

It is one thing to have an idea or a bold objective, quite another to deliver. As Thomas Edison once observed "vision without execution is hallucination"

Northern Ontario's "Ring of Fire" is a classic example of our potential and our problem. It has been described as "the most promising mining opportunity in Canada in a century". And yet, despite its unparalleled potential, the project has been hamstrung for years by uncertainties about aboriginal concerns, by infrastructure limitations and environmental challenges. If properly developed, significant deposits of copper, zinc, nickel, platinum, vanadium and gold could contribute more than \$25 billion in economic activity and almost \$ 7 billion in government revenues. What is desperately needed is a concrete action plan and an enhanced spirit of partnership to bring that promise to life. The "Ring of Fire" is in a very real sense a microcosm of our broader challenge.

To read the rest of former Prime Minister Mulroney's speech, please visit:

<http://fullcomment.nationalpost.com/2014/04/08/brian-mulroneys-next-big-thing-for-canada/>

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The Manitoba Heavy Construction Association is pleased to present the

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Heavy Construction Industry topics including "Sustained Strategic Infrastructure"

April 22, 2014

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Premier of the Province of Manitoba

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# AON

Thank you our Breakfast with the Leaders Sponsor!

April 10, 2014

## **NOTICE OF IMPOSITION OF THE 2014 SPRING ROAD RESTRICTIONS IN ZONE 1 AND ZONE 2**

- Spring Road Restrictions in **Zone 1** will be **implemented effective 6:00 a.m., Friday, April 4, 2014.**
  - Spring Road Restrictions in **Zone 1** will end on or before **Thursday, May 29, 2014 at 11:59 p.m.**
  
- Spring Road Restrictions in **Zone 2** will be **implemented effective 6:00 a.m. Monday, April 7, 2014.**
  - Spring Road Restrictions in **Zone 2** will end on or before **Saturday, May 31, 2014 at 11:59 p.m.**

Information regarding Spring Road Restrictions may be obtained in the following manners:

- on the Internet at <http://www.manitoba.ca/mit/srr/index.html>;
- by calling the Road Information Line at 204- 945 3704, or 877- 627 6237;
- by calling Motor Carrier Permits and Development at 204- 945 3961 or toll free at 1- 877- 812 0009

## **NOTICE OF PERMIT OFFICE CLOSURE MONDAY, APRIL 21, 2014 (EASTER MONDAY)**

Please be advised that the Motor Carrier Permits and Development (MCPD) office will be closed on April 21, 2014 and staff will not be available to issue or advise on permits.

The MCPD office will re open on Tuesday, April 22, 2014 at 7:30 am (CST).

If you have any questions regarding this notice, please contact the MCPD office:

- Phone: 1-877-812-0009 or 204-945-3961
- Fax: 204-945-6499
- Email: [Permitservices@gov.mb.ca](mailto:Permitservices@gov.mb.ca)

For further details on the MCPD and what services and information are available, please refer to our website; <http://www.gov.mb.ca/mit/mcd/mcpd/>

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## **Welcome MHCA New Members !**



### **Blue Star Construction**

#### **Darrell Waldner**

Box 6

Justice, MB

ROL 1C0 CANADA

Phone: (204) 724 - 2301

Email: [darrellwaldner@hotmail.com](mailto:darrellwaldner@hotmail.com)

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#### **Crystal Sanders**

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Edmonton, AB

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Phone: (780) 452 - 0606

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## The Hidden Truth in Unemployment Stats

Peter G. Hall, EDC Vice-President and Chief Economist, April 17, 2014



Peter G. Hall

Have you seen the numbers lately? We should be celebrating in the streets! Recent economic performance has driven unemployment rates down to levels that many believed would not be seen for years to come. So why doesn't it feel that way? Is everyone missing the greatest development in the world economy in years, or is there some good reason for deferring the big party?

Decline in the unemployment rate has been no more dramatic than in the US. From late 2008 to mid-2009, the rate nearly doubled, from 5 per cent to just under 10 per cent, with risk scenarios seeing as much as 10.5 per cent. Since then, the unemployment rate has declined remarkably, currently at 6.7 per cent and on a decided downward trend. The speed of decline should have economy-watchers of all kinds and business planners alarmed about impending labour shortages. But they aren't.

The US isn't alone. Japan's pattern is very similar to America's, only its unemployment rate is now back to pre-crisis levels. At the same time, Canada's unemployment rate has fallen from its 8.7 per cent peak to 6.9 per cent. From a peak of 8.5 per cent in late 2011, the unemployment rate in the UK fell below the 7 per cent level in January, and seems to be trending downward. Hop across the Channel, and the story grows. Germany's unemployment marker has tumbled steadily from the mid-crisis high of 8 per cent to just 5.1 per cent in February. France and Italy aren't as blessed, still struggling with stubbornly high rates. But while its rate remains impossibly high, Spain has turned the corner, and is on the way down. Ireland and Portugal have both seen dramatic U-turns

in their data. Normally, such progress would hail the conclusive return of a new growth cycle, initiating a fresh round of business investments and resurgence in the retail sector. Yet to date, activity is still marked by a hesitant, 'you-first' mentality, and policy-makers remain unimpressed by the numbers. There's very good reason for the hesitation, and it's buried in the way the stats are calculated. Statistical agencies count as unemployed those who are out of work, but actively looking for a job. Those who aren't actively looking – usually out of discouragement – are dropped out of the labour force numbers. Economic stagnation has caused the ranks of discouraged workers to soar. This phenomenon is measured in a lesser-known statistic, the labour force participation rate. What's it saying these days?

Labour force participation in the US has sunk steadily since mid-2008, and its nascent upswing is too recent to be called a trend. Japan's recent upswing is more impressive, but too volatile to be truly meaningful – and it is still well below pre-crisis levels. Canada's participation rate remains on a down-trend – there is no sign yet of a rebound. The same numbers are harder to find in Europe, but labour force participation seems better off in the UK and Germany. But in general, Europeans seem less inclined to get discouraged. Long-term unemployment in most countries is still at or close to post-crisis highs, and in not a few cases, is still rising.

What this adds up to is a world where, on the face of it, there is improvement, but labour markets are still very challenged. One twist of the data shows this clearly. If we reset current participation to pre-recession levels, and added in all of those non-participants to the labour force, we could compute an 'effective' unemployment rate. For the US, that number jumps to 10.8 per cent. For Japan, it moves up to 5.2 per cent. Canada's number rises from 6.9 per cent to 8.4 per cent. While the changes aren't the same for the European numbers, the data for the long-term unemployed tell the same tale.

The bottom line?

Key policy-makers have used unemployment rate data as a signal of economic improvement, but casual observers know the underlying story. These data back up that more somber view. It's going to take a lot more growth to bring improvement. Fortunately, that's on the way.

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## Line 3 Replacement Program (Canada)

The \$7-billion Line 3 Replacement (L3R) Program is the largest project in Enbridge history.

The project includes replacing the existing pipe with modern pipe materials utilizing modern construction methods -- resulting in



restoration of one of Enbridge's primary pipelines along its Mainline crude oil system.

Under the Line 3 Replacement Program, the majority of the existing Line 3 will be fully replaced with new pipeline and associated facilities on either side of the Canada-U.S. international border. The total length of the pipeline replacement is 1,031 miles (1,660 km).

On the Canadian side of the border, Enbridge Pipelines Inc. has announced plans to undertake an approximately \$4.2-billion replacement program for its Line 3 pipeline running between Enbridge's existing Hardisty Terminal in east-central Alberta and Gretna, Manitoba.

Similarly, in the U.S., Enbridge Energy Partners L.P. will undertake an approximately US\$2.6-billion replacement program for its Line 3 pipeline running between Neche, North Dakota, and Enbridge's existing Superior Station and Terminal Facility in Superior, Wisconsin.

Collectively, these programs are known as the Line 3 Replacement Program – an important undertaking that will address integrity requirements, improve the reliability and safety of Enbridge's Mainline system, and restore pipeline capability. The program's target in-service date is the second half of 2017.

The Line 3 Replacement Program will replace the existing 34-inch-diameter pipeline with a 36-inch-diameter pipeline from Hardisty to Gretna on the Canadian side, and from Neche, N.D., to Superior on the U.S. side. Segments of Line 3 from the Canadian border to Neche, N.D., and near the Minnesota-Wisconsin border to the Superior terminal, are being replaced under separate segment replacement projects. In addition, a 37-mile (61-km) pipeline segment replacement between Edmonton and Hardisty will be undertaken. The remaining Line 3 pipeline between Edmonton and Hardisty would be maintained in accordance with Enbridge's stringent integrity and maintenance plan and remain in service.

Under the Line 3 Replacement Program, all segments of the line between Hardisty and Superior will be replaced with new pipe using the latest available high-strength steel and coating technology, while the existing segments will be removed from operation.

Replacing the pipeline is the most efficient way to maintain the reliability of Line 3, and it's also the most timely and reliable transportation solution for transporting Western Canadian crude oil to refinery markets in Chicago, the U.S. Gulf Coast, and the Eastern U.S. and Canada.

### Pipeline Safety

Over the past decade, Enbridge has transported nearly 13 billion barrels of crude oil with a safe delivery record that's better than 99.999 per cent. We also know that's not good enough, because our goal – simply, unequivocally – will always be zero incidents.

Enbridge, continued from page 13

At Enbridge, we back up our safety priorities by investing heavily in the tools, technologies, and strategies to ensure our energy transportation and distribution systems operate safely, reliably, and in an environmentally responsible manner. In 2012 and 2013 we invested a total of \$4.4 billion in programs and initiatives to maintain and further enhance our pipelines and facilities in all parts of our business.

[Click here for a more thorough description of Enbridge's dedication to pipeline safety](#), including the areas of monitoring, prevention, and emergency response.

## Answering Your Questions

Replacing Line 3 is in the public interest because it reduces both the frequency and the magnitude of ongoing maintenance activities that would otherwise occur in order to maintain the safe operation of Line 3. This means significant benefits to landowners, local communities, and the environment.

Replacing Line 3 is also in the public interest because it would better serve the current and future petroleum requirements of the general public, who are dependent on refineries to meet their refined petroleum product needs.

Listening to you, understanding your views, and working to address your concerns are important to Enbridge. Our team is dedicated to ensuring you have informative materials and are given the opportunity to share your feedback with us.

We want to hear from you.

[We are planning a variety of consultation activities](#) to give you the opportunity to meet and talk with team members, keep you informed with program updates, and engage our Mainline communities.

## Line 3 Products

Line 3 is a 'mixed-service' line, meaning it carries a variety of crude oils, including sweets, light and high sour, and light synthetics.

Shippers are permitted to ship crude oil blends or types on Enbridge's liquids pipelines system that meet stringent quality specifications set by Enbridge, and filed with the National Energy Board. This includes heavy crudes such as diluted bitumen – which has been studied by numerous scientific bodies, including the highly respected and influential National Academy of Sciences, [and found to be non-corrosive and safe for pipelines](#).

At Enbridge, we've been transporting crude oil produced from Canada's oil sands region since 1968. There is nothing new about transporting this form of crude oil – and after nearly half a century, there is no evidence that internal corrosion is caused by transporting oil from the Canadian oil sands.

In fact, Enbridge has never experienced an internal corrosion failure on its mainline pipeline system.

## Decommissioning

As part of the Line 3 Replacement Program, the existing Line 3 pipeline will be decommissioned.

Decommissioning refers to the permanent cessation of operation, such that the cessation does not result in the discontinuance of service to end-users.

In general terms, the process of decommissioning a pipeline involves: removing the oil from the pipeline segment; flushing the line with cleaning agents; physically disconnecting the line; cutting and capping it where required; continuing to monitor it; and leaving it in place to avoid disturbing farmlands, neighbourhoods, roadways, wetlands, and green spaces with major construction activities.

## Taskgroup to work on engaging Aboriginal communities

KELLY LAPOINTE staff writer

Previously published on April 16, 2014 in  
the Daily Commercial News and Construction Record

The Canadian Construction Association's (CCA) business and market development committee has struck a taskgroup to look into developing a guide on engaging aboriginal communities.

"I think all of us in our various areas of construction activity have been asked to deal with set asides, procurement provisions, employment provisions and other related initiatives and attempts that have been crafted by governments with good intention with the view and objective of trying to engage indigenous peoples in the industry," said Chris Lorenc, president of the Manitoba Heavy Construction Association during the recent committee meeting.

"The problem with many, if not all of those government-developed policies, is that they lack any real connection to what happens in the real market."

Canadian public sector entities continue to expand policy and processes to encompass minority groups, such as aboriginal suppliers. For instance, in tenders for civil construction projects, in British Columbia, preference is given to contractors who hire aboriginal workers or who engage in joint ventures with aboriginal companies.

The taskforce will explore creating a best practices guide for how a construction company would strike a business relationship with an aboriginal community. It would establish benchmark best practices for industry use and advocacy with governments.

Lorenc will head up the taskforce which will frame out the project parameters and budget, and further develop the idea and bring back its recommendations for the committee's consideration at its June meeting in Victoria.

The idea surfaced in the CCA's civil infrastructure council meeting at the CCA's recent 96th annual conference. It was a referral from the board of director of the Western Canada Roadbuilders and Heavy Construction Association.

"We don't have a document as an industry that enables us to engage with the indigenous peoples, nor do we have a document that allows as a starting point," noted Lorenc, adding that it is particularly needed for small and medium sized companies.

The taskforce will focus on the heavy civil sector to begin with because of its immediate need and then the taskforce will learn from that experience and expand the document.

Committee members noted that not all indigenous communities can be painted with the same brush and that care must be taken to not create a one size fits all approach. It was noted that the taskforce should reach out to companies that already have successful engagement with indigenous communities.

"This is not a want from the perspective of our industry, rather it is a need. There is certainly risk involved if you're not going to create every perfect document, but it will be a good starting point from which to work," said Lorenc.

Follow Kelly Lapointe on Twitter @DCNKelly.



# 'Mad as hell' about potholes

## Roads, sewers top concerns for residents, poll finds

By: Mary Agnes Welch Previously published in the Winnipeg Free Press April 14, 2014

Winnipeggers are really, really cheesed about potholes. That's the upshot of some stark new figures revealed by the latest Probe Research/Winnipeg Free Press poll that asked city residents to name their most pressing issues.

**QUESTION: "I would like you to tell me what you consider to be the most important issue or concern facing your community today. What other issues or concerns do you think are important for your community today?"**

**ANSWER:**

- Infrastructure: 61 per cent (up from 35 per cent in December)**
- Crime: 18 per cent (up from 11 per cent in December)**
- Civic government issues: 15 per cent (down from 20 per cent in December)**
- Jobs/economy: 12 per cent (down from 14 per cent in December)**
- Taxation: Nine per cent (down from 10 per cent in December)**
- (Multiple responses accepted, so total will not equal 100 per cent)**



**PHIL HOSSACK / FREE PRESS FILES** Roads, sewers top concerns for residents, poll finds.

**POLL:** Probe Research conducted the telephone survey between March 17 and March 28. A random and representative sampling of 1,010 Manitoba adults was contacted, including 605 Winnipeggers. With a sample of 1,010, one can say with 95 per cent certainty the results are within +/- 3.1 percentage points of what they would have been if the entire adult population of Manitoba had been interviewed.

More than 60 per cent of those polled picked infrastructure -- no surprise following a bleak winter of frozen pipes, water-main breaks, spotty snow removal and now apocalyptic roads. Last summer, for the first time in years, infrastructure edged out crime as Winnipeg's chief worry. More than a third of those polled said things such as road repaving, sewer repair and bridge work were top of mind. Now, after three months, 2,451 frozen pipes and countless potholes, that figure has nearly doubled, to 61 per cent from 35 per cent. Though the city's infrastructure woes have been a problem for decades, Manitoba Heavy Construction Association president Chris Lorenc said he thinks citizens have reached a tipping point. "It's like Popeye -- That's all I can stand and I can't stand no more," said Lorenc. "Or that movie (Network) -- 'I'm mad as hell and I'm not going to take it anymore.' "

Already, basic infrastructure threatens to dominate this fall's civic election. St. James Coun. Scott Fielding, expected to make a bid for mayor, said late last month \$600 million earmarked for the second phase of the bus rapid transit corridor ought to be spent on roads instead. He launched a petition to that effect that has so far gathered 2,220 signatures, though other councillors and some local transit advocates have balked at the idea. Winnipeg Chamber of Commerce vice-president of policy and public affairs Loren Remillard said he's not surprised by the poll's results, given the challenges of the winter. But Remillard said he hopes the civic election won't be dominated by potholes and water pipes alone. "These are the discussions we need to have, but we need to elevate our thinking," said Remillard. "We need more than short-term fixes."

Probe's Curtis Brown said there's a remarkable gap between Winnipeg and the rest of the province when it comes to infrastructure as a top-of-mind issue. Only 16 per cent of rural residents picked infrastructure as their key issue. At 23 per cent, jobs and the economy topped the list outside the Perimeter Highway. Brown said he expects the Winnipeg infrastructure number to slip a little as the good weather arrives, memories of the winter fade and the pothole patchers make progress. But Lorenc believes anger over the state of civic infrastructure will remain red-hot. "People come to Winnipeg for the Junos, for the CFL, for the NHL. They're going to come in the thousands to the Canadian Museum for Human Rights. And they'll leave wondering "What is it with this city that the streets are war-torn?" said Lorenc. "I am embarrassed for this city."

Lorenc said voters will be looking to any mayoral candidate for a long-term plan for the city's transportation infrastructure that focuses on regional roads first -- the ones that get the most wear and are vital for economic development. Voters will also be looking for innovation, new techniques that help roads last longer. And they'll be looking for a transparent and accountable allocation of funds. Lorenc said that does not mean diverting money meant for transit and spending it on roads. To grow and densify, Winnipeg also needs a mature and competitive public transit system, he said.

"It's not a case of either/or," he said.

[maryagnes.welch@freepress.mb.ca](mailto:maryagnes.welch@freepress.mb.ca)

# Training Schedule

## Winnipeg Schedule:

Construction Safety Excellence™

EXPO South	Apr. 7 - 9
Traffic Control Coordinator	Apr. 22 - 23
COR Auditor Refresher 1/2 day AM	Apr. 25
Committee/Representative Training 1/2 day AM	Apr. 28
Flagperson 1/2 day PM	Apr. 28
Traffic Control Coordinator	Apr. 29 - 30
COR Leadership in Safety Excellence	May. 5 - 6
COR Principles of Health & Safety Management	May. 7
COR Auditor	May. 8 - 9
COR Leadership in Safety Excellence	May. 5 - 6
Emergency Preparedness & Response 1/2 day AM	May. 7
Committee/Representative Training 1/2 day PM	May. 7
Flagperson 1/2 day AM	May. 8
WHMIS 1/2 day PM	May. 8
Train the Trainer	May. 12 - 13
WHMIS 1/2 day AM	May. 14
TDG 1/2 day PM	May. 14
Excavating & Trenching 1/2 day AM	May. 15
Flagperson 1/2 day PM	May. 15
Owner Operator Certification	May. 20 - 21



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To Register:

Email: [sarah@mhca.mb.ca](mailto:sarah@mhca.mb.ca) OR Fax: 204-943-2279

For the most up to date training schedule for the coming months visit [www.mhca.mb.ca/worksafely](http://www.mhca.mb.ca/worksafely)

## TRAFFIC CONTROL COORDINATOR TRAINING



will hold a two day Traffic Control Coordinator course

**April 22nd and 23rd, 2014**

at the Canad Inns Polo Park – Ambassador L  
 1405 St. Matthews Ave Winnipeg MB

Spots are limited. To register please contact:  
 Sarah Higgins at [sarah@mhca.mb.ca](mailto:sarah@mhca.mb.ca) or by phone at 204-594-9060

(COURSE FEE \$385 + GST)



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MANITOBA HEAVY  
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**April 17, 2014 Manitoba Infrastructure & Transportation [www.gov.mb.ca/tgs/contracts/tenders/index.html](http://www.gov.mb.ca/tgs/contracts/tenders/index.html)****C.O. X05913 - DRAGGING**

Tender Availability: Currently available

Owner: Infrastructure and Transportation

The work involves dragging provincial roads PR 391 and PR 620 for a total distance of 41 kilometers, for a one (1) year term during the Department's 2014 summer season.

Location: Provincial Roads PR 391 and PR 620

Tender Due: 12:00 Noon, April 23, 2014

Phone: 204-677-6540

**TENDER NO. 6430 - BITUMINOUS PAVEMENT (INCLUDES GRADE WIDENING)**

Location: PTH 6, North Jct. PTH 68 to 2.3 km South of South Jct. PR 32 Tender Availability: Currently available

Tender Due: 12:00 Noon, April 24, 2014

Owner: Infrastructure and Transportation

Phone: 204-945-3637

The work involves construction of a widened grade, bituminous pavement, granular base course shoulders and culvert replacements on Provincial Trunk Highway 6 from 0.2 km north of the North Junction of Provincial Trunk Highway 68 to 2.3 km south of the South Junction of Provincial Road 325 for a total construction distance of approximately 26.1 km in the Municipalities of Grahamdale and Siglunes. Major items of work include:

- 96 000 t of Bituminous Pavement Class "B"
- 132 000 m<sup>3</sup> of Composite Excavation
- 60 000 t of Granular Base Course Class "A" (Limestone) (Modified)

**TENDER NO. 6431 - JACKING CONCRETE CULVERTS**

Location: PTH 1, PR 308 to PTH 11 (W/B)

Tender Availability: Currently available

Tender Due: 12:00 Noon, April 24, 2014

Owner: Infrastructure and Transportation

Phone: 204-945-3637

The work involves supply and install seventeen (17) precast concrete culverts by jacking and fill twelve (12) existing corrugated steel culverts on Provincial Trunk Highway 1 from the junction of Provincial Road 308 to the junction of Provincial Trunk Highway 11 in the Municipality of Reynolds. Major items of work include:

- 824.4 m of Jacking PC Concrete culverts, (Modified)
- 5 800 m<sup>3</sup> of Earth Fill

**City of Winnipeg (As of April 17, 2014) [www.winnipeg.ca](http://www.winnipeg.ca)****TENDER NO. 343-2014 - 2014 WATERMAIN RENEWALS CONTRACT 1**

Tender Availability: Currently available

Tender Due: 12:00 Noon, April 23, 2014

Owner: City of Winnipeg

Phone: 204-986-2491

**TENDER NO. 325-2014 - 2014 WATERMAIN RENEWALS - CONTRACT NO. 7**

Tender Availability: Currently available

Tender Due: 12:00 Noon, April 24, 2014

Owner: City of Winnipeg

Phone: 204-986-2491

**TENDER NO. 210-2014 - POLO PARK INFRASTRUCTURE IMPROVEMENTS - ST MATTHEWS AVENUE, ST. JAMES STREET, KING EDWARD STREET EAST AND ELLICE AVENUE RECONSTRUCTIONS, WATERMAIN RENEWALS AND ASSOCIATED WORKS**

Tender Availability: Currently available

Tender Due: 12:00 Noon, April 25, 2014

Owner: City of Winnipeg

Phone: 204-986-2491

**City of Thompson Watermain Renewals 2014**

Tender Due: 11:00 AM, April 21, 2014

The detailed scope of work and terms and conditions of the contract are given in the Bid Documents and can be downloaded from MERX or from the City of Thompson website.

The bids completed in all respect must be submitted on or before 11:00 AM to Joyce Kopp, Purchasing Agent, 226 Mystery Lake Road, Thompson, R8N 1S6

**City of Portage La Prairie****TENDER - 14 OPS 019 - Park Drive Water Wastewater Services Contract**

Tender Availability: Currently available

Tender Due: 2:00 PM, April 22, 2014

The work being tendered includes:

- 4 - 150mm Diameter Water Services Lines
- 4 - 200mm Diameter Wastewater Service Lines

General inquiries can be made to: Ian Milne, C.E.T. Manager of Engineering Phone: 204-239-8349

**Manitoba Infrastructure & Transportation (as of April 17, 2014) [www.gov.mb.ca/tgs/contracts/tenders/index.html](http://www.gov.mb.ca/tgs/contracts/tenders/index.html)**  
**TENDER NO. 6429 - BITUMINOUS PAVEMENT (INCLUDES GRADE WIDENING & BASE), PTH 16, WEST JCT OF PR 264 TO 0.3 KM EAST OF PTH 24**

Closing: April 10, 2014

Results:

(M) Coco Paving O/A Russell Redi Mix Concrete. (COR™)	\$10,099,455.00
(M) Mulder Construction & Materials Ltd. (COR™)	\$10,618,320.00
(M) Nelson River Construction Inc. (COR™)	\$11,140,357.50
(M) Borland Construction Inc. (COR™)	\$11,406,205.00
(M) Hugh Munro Construction Ltd. (COR™)	\$12,204,080.00

**City of Winnipeg (as of April 17, 2014) [www.winnipeg.ca](http://www.winnipeg.ca)**

EVALUATED RESULTS

**TENDER 1-2014 - 2014 REGIONAL STREET RENEWAL PROGRAM - PEMBINA HIGHWAY FROM MARKHAM ROAD TO UNIVERSITY CRESCENT REHABILITATION/ACTIVE TRANSPORTATION CORRIDOR AND ASSOCIATED WORKS**

Closing: April 9, 2014

Results:

(M) Bituminex Paving (COR™)	\$3,083,000.00
(M) Borland Construction (COR™)	\$3,484,345.00
(M) Maple Leaf Construction (COR™)	\$3,554,165.00
(M) Darco Enterprises Ltd. (COR™)	\$4,082,135.00
(M) Bayview Construction Ltd. (COR™)	\$4,194,015.00

EVALUATED RESULTS

**TENDER NO. 240-2014 - 2014 SEWER INSPECTION PROGRAM**

Closing: April 9, 2014

Results:

Underground Pipe Inspectors Ltd.	\$1,688,801.80
(M) Uni-Jet Industrial Pipe Services (COR™)	\$2,096,481.50

UNEVALUATED RESULTS

**TENDER NO 265-2014 - PROVISION OF ASPHALT REPAIRS AND PAVING**

Closing: April 10, 2014

Results:

OB1 Contracting Ltd.	\$17,975.00
(M) Maple Leaf Construction Ltd. (COR™)	\$32,250.00

EVALUATED RESULTS

**TENDER NO. 270-2014 - 2014 WATERMAIN RENEWALS CONTRACT 2**

Closing: April 10, 2014

Results:

(M) Beaver Sewer & Water Services Ltd. (COR™)	\$1,987,750.00
(M) Al-San Underground Ltd. (COR™)	\$2,092,920.00



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