



The Heavy News Weekly



MHCA's Annual Golf Classic seized the day - hail and all!

The Manitoba Heavy Construction Association's Annual Golf Classic was held on August 12, 2015, between the Pine Ridge Golf Club and Elmhurst Golf & Country Club.

Despite the random spells of both thunder and hailstorms, all 320 golfers - from the heavy construction sector, along with associated business community and levels of government - came together and played a full 18-hole game of golf in support of the association.

Throughout the duration of the tournament, there were several contests in-play, including Closest to the Pin, Longest Drive, Chipping and Putting contests.

Tournament and contest winners were announced after the three-course dinner, held at Pine Ridge, which were as follows:

1st place low gross: Team *ISCO Industries*, whose final score was **-15 under** at **Elmhurst**. The team members were Brian Melville, Craig Penner, Russ Arnason and Jason Sorenson.

2nd place low gross: Team *Aon Reed Stenhouse*, whose final score was **-13 under** at **Pine Ridge**. The team members were Scott Fraser, Chris Wren, Mitch Woo and Richard Dreger. *Continued on pages 2 & 3*

WORKSAFELY MHCA™

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PINE RIDGE GOLF CLUB Contests

The Contest Ball draw - sponsored by **Hitrac** - Team **Westcon Equipment** won a Cocktail package.

#1 Closest to the Line - sponsored by **The Assiniboia Downs** - Winner: **Mike Pfaff**

#2 Longest Drive - sponsored by **Western Surety** - Winner: **Patrick Smoke**

#4 Longest Drive - sponsored by **Aquajet Canada** - Winner: **Rob Redford**

#6 Chipping Contest - sponsored by **Intact Insurance** - Winner: **Murray Bamforth**

#7 Closest to the Pin - sponsored by **E.F. Moon Construction** - Winner: **Mike Huard**

#9 Chipping Contest - sponsored by **WORKSAFELY** - Winner: **Jim Morias**

#10 Closest to the Pin - sponsored by **Brandt Tractor** - Winner: **Joey Wickinson**

#11 Longest Drive - sponsored by **Pitblado Law** - Winner: **Cody Brown**

#13 Closest to the Line - sponsored by **SiteDocs** - Winner: **Neil L'Heareux**

#14 Closest to the Pin - sponsored by **Lehigh Inland Group** - Winner: **Ray Bateman**

#15 Longest Drive - sponsored by **Sitech Mid Canada** - Winner: **Declan Valley**

#16 Hole in One - sponsored by **Thomtech** - Winner: **N/A**

#18 Closest to the Pin - sponsored by **MB Institute of Trades & Technology** - Winner: **Patrick Smoke**

Putting Contest - sponsored by **Grant Aggregate** - Winner: **Mitch Woo**

ELMHURST GOLF & COUNTRY CLUB contests

The Contest Ball draw - sponsored by **Hitrac** - Team **Ritchie Bros Auctioneers** won a Cocktail package.

#1 Chipping Contest - sponsored by **WORKSAFELY** - Winner: **John Stairns**

#2 Closest to the Line - sponsored by **Bituminex Paving** - Winner: **Juice Lambert**

#3 Longest Drive - sponsored by **Aquajet Canada** - Winner: **Matt Kwiecien**

#4 Hole in One - sponsored by **Thomtech** - Winner: **N/A**

#7 Closest to the Line - sponsored by **Cubex Limited** - Winner: **Charles Modeler**

#8 Hole in One - sponsored by **Investors Group Financial Services** - Winner: **N/A**

#9 Longest Drive - sponsored by **Superior Asphalt Paving** - Winner: **Denny Bouchard**

#10 Chipping Contest - sponsored by **RBC Convention Centre** - Winner: **Jason Solodry**

#11 Closest to the Pin - sponsored by **Brandt Tractor** - Winner: **Gerald Theroux**

#13 Longest Drive - sponsored by **Pitblado Law** - Winner: **Russell Audette**

#14 Closest to the Pin - sponsored by **Lehigh Inland Group** - Winner: **Bernie Vermette**

#16 Closest to the Line - sponsored by **Canada Culvert** - Winner: **John Starin**

#17 Longest Drive - sponsored by **Building Products Group** - Winner: **Dragan Planinac**

#18 Closest to the Pin - sponsored by **MB Institute of Trades & Technology** - Winner: **Chris Penner**

Putting Contest - sponsored by **RBC Royal Bank** - Winners: **Tie between Teal Pelletier and Lynn Nichol**

DOOR PRIZE DRAWS

Pine Ridge

TV - Winner: **Wade Pluchinske**

Chair - Sponsored by **Aon Reed Stenhouse** - Winner:
Wayne Klippenstein

Elmhurst

TV - Winner: **Jeremy Morten**

Chair - Sponsored by **Aon Reed Stenhouse** - Winner:
Kevin Zaharia



The association's Annual Golf Classic is and will continue to be a leading event for the association, its members and supporters across the province. At this time, we'd like to acknowledge and thank our Major Event Sponsor,



followed by our Golf Cart & Contest Ball Sponsor, **Hitrac (1974)**; Beverage Cart Sponsors, **HUB International, Arthur J. Gallager / Ranger Insurance**; Dual Hole Sponsors, **Bayview Construction & Rocky Road Recycling, Borland Construction, Elite Crushing, Elrus Aggregate Systems, Emco Waterworks, IPEX Inc., Lafarge Canada, Maple Leaf Construction, Mazergroup Construction Equipment, Querel Trailers, SAFE Work Manitoba, Thomtech, Titan Environmental, Titan Foundry, Toromont CAT, and Westcon Equipment & Rentals**; Dual Contest Sponsors, **Aquajet Canada, Brandt Tractor, Lehigh Inland Group, MB Industry of Trades & Technology, Pitblado Law, and WORKSAFELY**; Single Hole Sponsors, **Association of Manitoba Municipalities, FLOCOR Inc., Investors Group Financial Services, and Victoria Inn & Conference Centre**; Single Contest Sponsors, **Assiniboia Downs, Bituminex Paving, Building Products & Concrete Supply, Canada Culvert, Cubex Limited, E.F. Moon Construction, Grant Aggregate, Intact Insurance, Investors Group Financial Services, RBC Royal Bank, RBC Convention Centre, Sitech Mid-Canada, SiteDocs, Superior Asphalt Paving, Thomtech, and Western Surety Company**; Bus Sponsor, **MB Industry of Trades & Technology**, and registration & gift donations from **360° Computers, Blossoms Winnipeg, McDonalds Restaurants, Wanless Geo-Point Solutions, and Winnipeg Blue Bombers Football Club.**



Meet Randy Olynick - MHCA WORKSAFELY's newest Safety Advisor



The Manitoba Heavy Construction Association is proud to introduce its newest member to the team, Randy Olynick. Randy has over 15 years of experience in safety and health, most recently as the supervisor of Environment, Safety and Health at Amsted Rail – Griffin Wheel in Winnipeg.

His previous experience includes serving as the Health and Safety Manager at Tetra Tech and as a Senior Safety and Health Officer at Workplace Safety Health with the Province of Manitoba.

Randy brings extensive experience and knowledge of safety and health regulations, investigations, and the COR™ program, as well as the management of safety and health in a private sector environment.

Most importantly, he presents as a person of quality character, well-rounded personality, good sense of humor, principles and professionalism.

Randy's new role as a WORKSAFELY Safety Advisor will be based out of the Central Region.

Harper's Infrastructure Fail: Collapsing cities a political opportunity for Liberals, NDP

Originally published in the Winnipeg Free Press, written by Dan Lett

It was somewhat of a surprise -- an alarming one -- that through the entirety of last Thursday's leaders debate, infrastructure received only brief attention.

To be more specific (and thanks to the folks at Maclean's magazine, the debate host, for posting a full transcript) infrastructure was mentioned a total of nine times during the two-hour televised debate. And all of those references were in passing, with no specific details.

This is odd for two reasons. First, infrastructure is the No. 1 issue on the minds of voters. And second, Conservative Leader Stephen Harper has utterly failed to come up with a plan that matches the size of the infrastructure problem.

Although there is lots of campaign left, Harper seems content to stand pat on the infrastructure file and stick with the funding levels outlined in April's federal budget. Even though current funding levels are woefully inadequate, and the process for accessing the money unnecessarily complicated.

At a time when the economy is struggling, and municipalities and provinces are wilting under the weight of their combined infrastructure needs, the Tory response has been negligent at best.

All that theoretically leaves the door wide open for Liberal Leader Justin Trudeau or NDP Leader Tom Mulcair to come up with an infrastructure plan that could charge up this campaign.

The Tories claim they will spend \$5.35 billion a year in provincial, territorial and municipal infrastructure over the next 10 years. This includes \$14 billion for the Building Canada Fund, a little more than \$1 billion to encourage public-private partnerships, and \$32 billion in both gasoline tax and GST rebates to municipalities. It does not include recently announced funds for transit and community recreation projects.

In the most recent budget, the Conservatives pointed out total annual infrastructure spending has gone from little more than \$500 million a year in 2004, to more than \$5 billion annually under their watch. From 2006 through to 2023, the Tories forecast total spending of \$90 billion.

It sounds impressive, but there are some mitigating factors.

First and foremost, the size of the infrastructure deficit is growing much faster than federal funding levels. The Federation of Canadian Municipalities estimates the cost of all unfunded infrastructure repairs and replacements will exceed \$200 billion this year; just five years ago, the deficit was estimated at \$123 billion.

The second caveat is about process: despite generating large annual funding numbers, Ottawa has significant trouble spending the money it sets aside for infrastructure. The figures quoted by the Conservatives include about \$6 billion in unspent funds from a previous iteration of the Building Canada Fund.

In fact, the \$14-billion Building Canada component is seriously behind schedule. Since it was rolled out in 2013, by some estimates only about \$1 billion has actually been spent, less than half of what was promised. Furious mayors and premiers have complained about the glacial pace of funding approvals, to no avail.

Finally, Harper has clearly shown a preference for offering tax relief over infrastructure funding. At a time when mayors and premiers are begging for more federal infrastructure investment, Harper has instead channeled billions of dollars to income splitting and boutique tax credits for music lessons, sports fees and home renovations.

Given the importance placed on infrastructure, Harper's record is a gift to opposition leaders who want to portray the prime minister as more interested in buying voter support with tax goodies than solving one of the country's biggest and most pressing challenges.

With all that fodder to work with, how have the Liberals and NDP responded?

Mulcair has already promised an increase in the amount of federal gasoline tax diverted from federal coffers and directly into the hands of municipalities to be used for infrastructure. The NDP says that would add another \$1.5 billion per year to total federal infrastructure investment. As well, Mulcair has promised \$1.3 billion in additional funding for transit.

Trudeau has been a bit more ambitious with his infrastructure plans, but to date has offered fewer details. The core of his plan is to convince public pension funds, including the Canada Pension Plan, to invest more in municipal infrastructure in Canada. It's intriguing, but there are concerns it would only add to municipal debt, which won't ease the infrastructure crunch in the long run.

Trudeau also talked about creating a public-infrastructure bank to lend money to local governments at extremely low interest rates. Again, no firm details explaining the net impact.

Neither opposition party has explained whether they would maintain current funding under the Building Canada masthead, or whether new funds are in addition to, or instead of, Tory allocations. Nor have Trudeau and Mulcair proposed a real solution to the funding backlog that has kept billions of dollars from being invested.

Thanks to Harper's decision to drop the election writ early, there is plenty of time left in the campaign for the NDP and Liberals to come forward with a more aggressive infrastructure plan.

Harper has failed on this file; given infrastructure is the top issue for most voters, that failure is a golden opportunity for any leader smart and bold enough to formulate a solution that matches the size of the problem.



Canada's Centre for Global Trade
WINNIPEG, MANITOBA



ISCO INDUSTRIES OPENS NEW CANADIAN HEADQUARTERS AT CENTREPORT

Aug. 12, 2015 – American-based ISCO Industries has chosen CentrePort Canada to be the site of its Canadian head office and newest sales, warehouse and distribution facility, as part of the company's decision to expand its piping supply operations across the country.

The new CentrePort location will employ approximately 12 people at a retrofitted 3.5 acre site on Sturgeon Road. The Louisville, Kentucky company, which has more than 35 facilities in North America, Australia and Chile, is new to the Winnipeg marketplace.

"We are excited about the opportunity to continue to grow our global business and this property at CentrePort provided what we were looking for – access to the workforce, ease of transportation and a central location," said Glen Henderson, Vice President and General Manager, Canada. "We also appreciate CentrePort's assistance in helping us secure the rezoning approvals that were required for us to move ahead."

"ISCO Industries is a really great fit and the type of economic activity well-suited for an inland port," said Diane Gray, president and CEO of CentrePort Canada Inc., who worked with the company and realtor DTZ Winnipeg to help secure the site. "One of our main jobs is to roll up our sleeves and help companies find the location that works for their operation."

ISCO Industries provides comprehensive piping materials and solutions for various environmental, energy, industrial, landfill, mining, municipal, golf, waterworks and culvert-lining applications worldwide. ISCO is an employee-owned company, providing custom high-density polyethylene (HDPE) fabrication and large inventories, including HDPE pipe, usually within a one-day delivery for most projects.

CentrePort Canada is North America's largest tri-modal inland port and foreign trade zone. Located in the heart of the continent, CentrePort connects to major national and international trade corridors, and offers direct access to rail, truck and air cargo operations. The corporation has worked with global real estate companies and other partners to attract more than 200 acres of new development to the 20,000-acre footprint, which will feature the new CentrePort Canada Rail Park.

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For more information contact:

Riva Harrison at CentrePort Canada 204-784-1300 or

Brian Melville at ISCO Industries at 204-831-8625



The National Trade Contractors' Coalition of Canada seeks support in new federal Prompt Payment Legislation

The National Trade Contractors' Coalition of Canada (NTCCC) has approached the Canadian Construction Association (CCA) in ask of support of its initiative to see federal Prompt Payment Legislation enacted.

The Prompted Payment Legislation would see that all construction contracts that have been appointed by the Government of Canada, as an **owner**, will be structured under a secured payment system that ensures that all payees (contractors and subcontractors) receive standardized payments. These payment structures will be identical to those originally stated in the Canadian Construction Documents Committee (CCDC) Standard Contract forms.

With the Prompted Payment Legislation in place, the owner will be required to pay the contractor and the contractor will be required to pay all levels of subcontractors on a monthly (or more frequent) basis.

Interest will apply on all late payments and if either the owner or contractor does not comply with this new prompt payment system, unpaid payees will have the right to stop work and/or to terminate the contract/ subcontract as per the CCDC contracts and CCA Standard Contract Form.

Unfortunately, the nature of the heavy construction industry is the normalcy of *late payments*. Late payments have become an unfortunate and unequal bargaining power between the contractor and their subcontractors. Contractors can't afford to miss out on a bidder's list for tenders and subcontractors have no ability to determine the structure of payments from the contractor; therefore, contractors are retaining funds (originally collected the subcontracted work) and using it to finance their own operations.

This systematic problem is in need of a systematic solution and the Prompt Payment Legislation will provide the next steps to achieving a payment standard across Manitoba's heavy construction industry.

What do you think?

The Manitoba Heavy Construction Association is interested in your thoughts and opinions on the Prompt Payment Legislation and how it may impact the heavy construction sector, if the bill is enacted. Please send your responses by email to Megan Funnell, Marketing Communications Specialist, at mfunnell@mhca.mb.ca by end of day on **Friday, August 28, 2015**.

Thank you – your input is greatly appreciated and we look forward to hearing from you.

Sincerely,

Chris Lorenc, B.A., LL.B
President
MHCA



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ASSOCIATION
CANADIENNE DE LA CONSTRUCTION

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- Electrical Contracting
- Mechanical Contracting
- Road Building & Heavy Construction
- Specialty Trades



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P.GSC

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For individuals, Gold Seal Certification offers opportunities to improve skills, advance careers, and provides recognition for years of experience and education.

For contractors and subcontractors, it signifies a commitment to excellence in the management of construction, shows that your organization values professionalism and ongoing education. As well, Gold Seal Certified employees provide a competitive advantage on tenders.

For owners, Gold Seal Certification is an investment in quality, best practices and ensures excellence in the management of a construction project.

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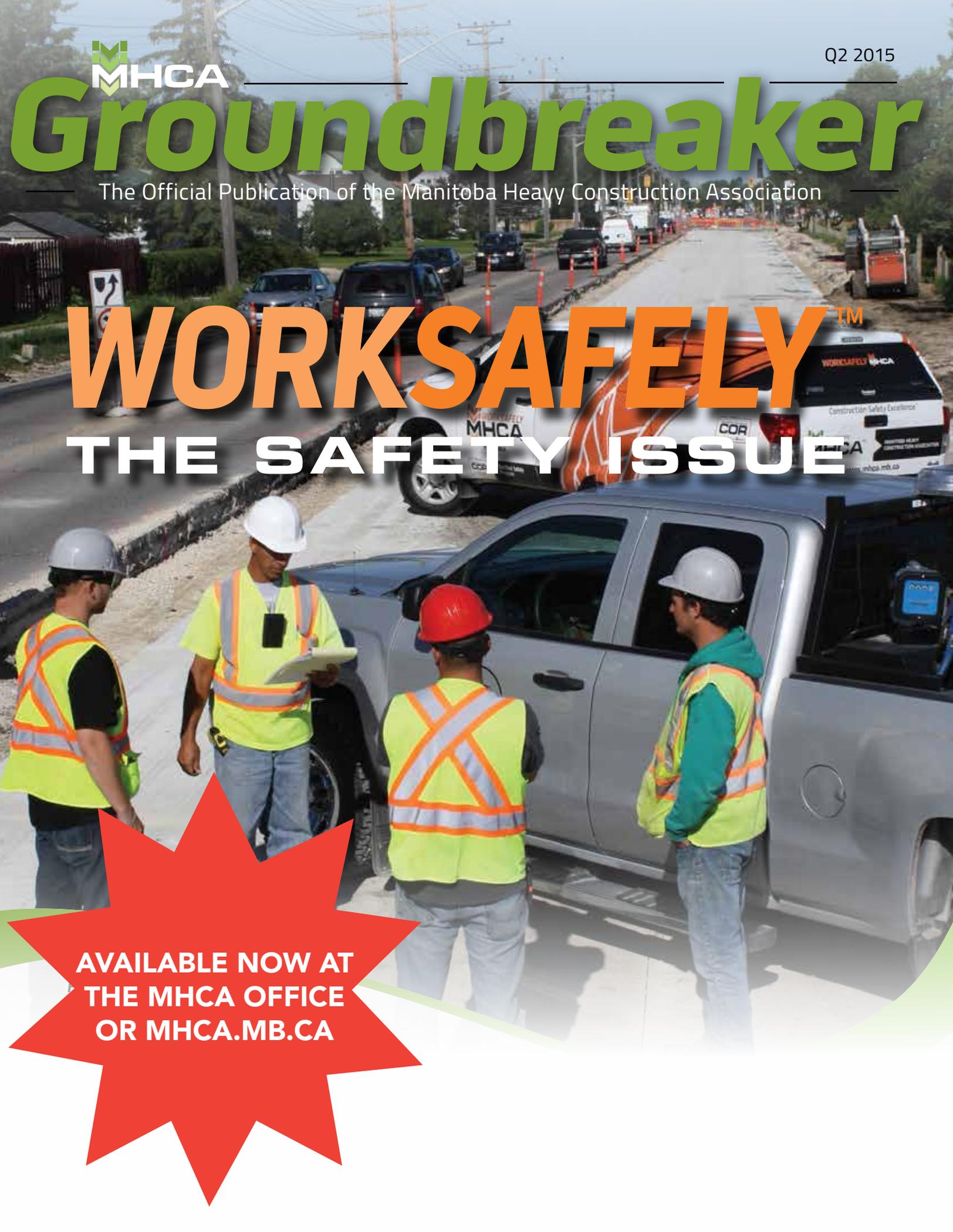
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Groundbreaker

The Official Publication of the Manitoba Heavy Construction Association

WORKSAFELY™

THE SAFETY ISSUE



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WORKSAFELY MHCA™ SAFETY TIPS

Driving in Adverse Weather

Adverse weather conditions can be described as those conditions brought about by changes in weather requiring the driver to exercise special caution and adjust their normal driving behaviour.

These conditions tend to reduce the visibility of the driver as well as their ability to safely steer or apply braking to the vehicle.

The best strategy for driving in bad weather is to avoid it. But if going out is necessary or you get caught in bad conditions once you're already on the road, follow these safe driving tips:

- Adjust your speed according to road conditions and visibility
- Do not overdrive your headlights
- Make sure your headlights and taillights are clean – stop and regularly check them in poor weather conditions
- In fog, use lights (but not high beams) and allow for extra stopping time
- If you start to skid, look where you want your vehicle to go and steer in that direction – DO NOT brake or accelerate
- Be extra cautious when it first starts raining – the road will have an oil and grime buildup that will be especially slick until it has rained enough to wash it off

For more tips, tricks, and valuable resources on effective workplace safety and health practices, visit mhca.mb.ca/WORKSAFELY



**TO REGISTER,
PLEASE CONTACT:**
Sarah Higgins
sarah@mhca.mb.ca

Training Schedule

August

- Flagperson (1/2 day AM)
- COR™ Leadership in Safety Excellence
- COR™ Principles of Health & Safety Management
- COR™ Auditor
- Train the Trainer
- Excavating and Trenching (1/2 day AM)
- Committee/Representative Training (1/2 day PM)

- August 10 MHCA Office
- August 17 - 18 MHCA Office
- August 19 MHCA Office
- August 20 - 21 MHCA Office
- August 24 - 25 MHCA Office
- August 26 MHCA Office
- August 26 MHCA Office

September

- Flagperson (1/2 day PM)
- Traffic Control Coordinator
- COR™ Leadership in Safety Excellence
- COR™ Principles of Health & Safety Management
- COR™ Auditor
- WHMIS (1/2 day AM)
- TDG (1/2 day PM)
- Excavating and Trenching (1/2 day AM)
- Committee/Representative Training (1/2 day PM)
- Train the Trainer

- Sept. 8 MHCA Office
- Sept. 10 - 11 MHCA Office
- Sept. 14 - 15 MHCA Office
- Sept. 16 MHCA Office
- Sept. 17 - 18 MHCA Office
- Sept. 21 MHCA Office
- Sept. 21 MHCA Office
- Sept. 22 MHCA Office
- Sept. 22 MHCA Office
- Sept. 23 - 24 MHCA Office

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
26	27	28	29	30	1	2
3	4	5 COR Leadership in Safety Excellence	6	7	8	9
10	11	12	13	14 Training Flagperson	15	16
17	18 COR Leadership in Safety Excellence	19 COR Leadership in Safety Excellence	20 COR Auditor	21 COR Auditor	22	23
24	25	26	27	28	29	30

World Trade: On the Mend?

By Peter G Hall, Vice President and Chief Economist



With summer in full swing, I hope you are taking time to rest, enjoy the warmth, the lake, family, good friends, a sizzling barbecue or enjoy whatever your favourite summer activities are. In all the seasonal distractions, it may have slipped your notice that Canada had a blockbuster export month in June. We just got the data last week, and are still savouring the message. It broke a pretty sluggish trend, with exports rising in 9 of 11 industries and in all except one province. It's just one month, but even so that's a pretty strong performance. So, where did it come from? Good question – we're curious too.

The big story was exports to the US. This was a very positive surprise, because the US data hasn't been great this year. Weather, sentiment and a West Coast port strike held things back in the first quarter, and second-quarter economic activity wasn't as sparky as we hoped for. But the US wasn't the only story; we did well in the UK, and more generally in the EU – and the results would have been even more impressive without a particularly large one-time drop in Canada's exports to Switzerland. Even our trade with China showed improvement. Are Canada's results signaling a pick-up in global trade, or are we simply capitalizing on a cheaper currency?

If it was just a dollar thing, I'm not sure our export performance in June would have done well outside of the US. Many other currencies have depreciated against the greenback over the same timeframe, nixing any direct bilateral trade benefit to Canada. Is our summer surge just a one-off, or is something more sustainable in the works for global demand?

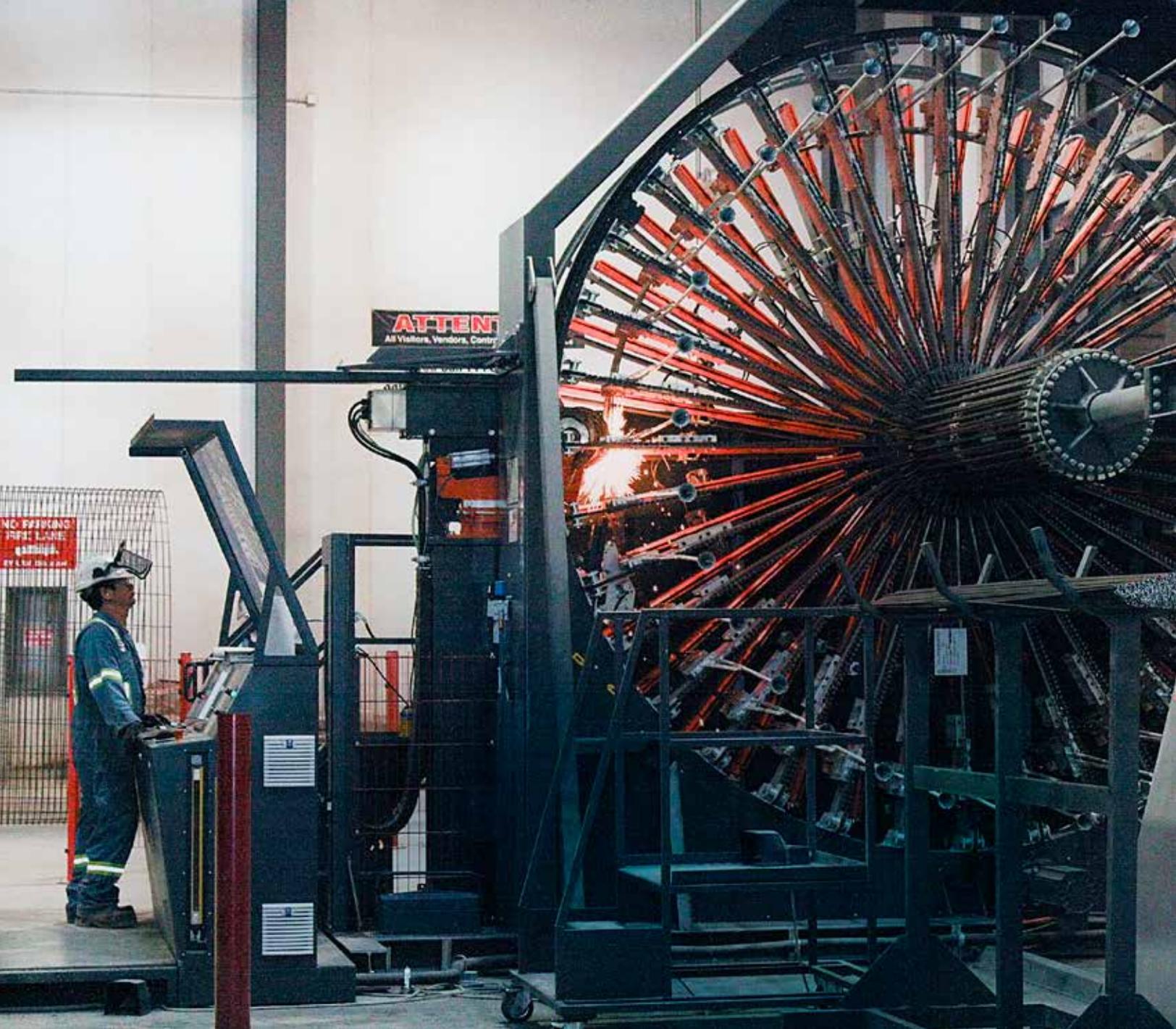
The CPB in the Netherlands is a great go-to spot for the latest on global trade. Their June number won't be published until later this month, so we're stuck with prior months. The picture's not great – they estimate a global trade contraction in May of 1.2 per cent in inflation-adjusted terms. That's on the heels of a 0.2 per cent drop in April. By their reckoning, that's five successive months of decline after an up-and-down autumn in 2014. That's far from comforting; are there any signs that June might be different, that things are picking up?

The Baltic Exchange Dry Index is a gauge of shipping costs for dry bulk cargoes. It is normally a leading indicator of global trade activity, but an oversupply of ships in the aftermath of the crisis has kept freight costs unusually suppressed. That is, until very recently. Although the glut of ships is still with us, since April, freight prices have more than doubled. All classes have seen prices rise, but over the same timeframe, Capesize vessels have seen the biggest jolt, up more than six-fold since March. It's not as if input costs are the driver here; oil prices are sinking ever lower. The movement of the Index is noteworthy; yet recall, it is rising from a prolonged visit to the dungeon. Are there any other indicators that suggest this is more than a passing blip?

Still in the shipping world, there's another watchable gauge of activity. The Harpex Index monitors costs in the container shipping world. It, too, has been beset by the shipping glut, but has also spiked in recent weeks. The main index is up by over 50 per cent since January, its first surge after an unusual four-year lull. While it's off its peak in recent days, the upward movement is significant, given that this time around it isn't being fed by heaps of public stimulus spending, and it's happening in a highly competitive, low-input-cost environment.

For both of these indexes, it is too early to tell whether the movement is a sign that things are truly picking up, or that prices are merely rising from impossible lows to a new, more sustainable level. I'd bet on the former. Momentum in the US economy is undeniable, and the groundswell of near-term potential growth is at the very least compelling. A strong US currency is transmitting this growth, not just to Canada and Mexico, but also to Europe. We believe key emerging markets are a very close next destination. The next few months will tell the tale.

The bottom line? There are early signals that global trade is on the move. Canada's banner month in June may well be the first in a number of gains that are replicated around the world. Enjoy the summer, but keep an eye on global trade numbers!



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