



The Heavy News Weekly



New Fiscal Deal - Leadership Required

We are concerned as industry, business owners, residents and taxpayers that there appears to be no visible leadership to assemble a strategy to press for a New Fiscal Deal as between the City and the two senior levels of government.

We are worried that the operating and capital budget challenges facing the city are worsening and believe this is the time to marshal public support in favor of needed policy and fiscal alignment changes.

The tip of the iceberg is illustrated in the September 5, 2015 story published in the Winnipeg Free Press. The article, "City will replace aging Arlington Bridge," relates to the need to replace at an expected cost of several hundreds of millions of dollars, the beyond repair 103 year old Arlington Street Bridge. It graphically demonstrates the real, significant and expensive infrastructure investment challenges that Winnipeg, like every other major urban centre across Canada, faces. Even worse, municipal governments do not receive any financial support to maintain such structures over their designed life of 50 plus years from co-funding senior levels of government, leaving municipalities to fend on their own.

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Further, whether it is the Arlington Street Bridge, the Waverley Underpass, the Chief Peguis Extension or the widening of Kenaston Boulevard, each of these projects affect the capacity of the local economy to be productive, competitive and therefore grow. Each of these are also projects of economic significance to the provincial and federal governments. The sad irony is that the primary beneficiaries of the economic growth are the provincial and federal governments, but the only government responsible to pay for their ongoing maintenance cost is the City.

The MHCA believes that at a bare minimum new, fairer deal would see major infrastructure works, such as underpasses, bridges and major transportation corridors, funded by agreements in which all three levels of government put in enough cash, up-front, to pay not just for construction but for the lifetime costs of maintaining the structure.

To further compound the city's fiscal problems, revenue streams to municipalities are based upon a turn of century model which has not worked for the last half century. It is now demonstrably showing its ill effects with rising structural operating deficits and resulting pressure to further increase realty taxes.

The MHCA has advocated pressing for a new fiscal deal; we have articulated the need for balanced sharing of infrastructure investment responsibilities as between the three levels of government; we have urged an economic growth focus for infrastructure investment strategies to expand the local tax base; and we have urged following the recommendations of the 2011 Infrastructure Funding Council (IFC) Report which provides an excellent footprint from which to start the discussion.

We empathize with the challenges faced by this Mayor and Council and are not critical of what they have tried to do since the October 2014 election. However, we cannot escape the responsibility of tomorrow by failing to address it today. The political timing is ripe, it is upon us and it requires leadership. What should be obvious is that City needs to press for a 'New Fiscal Deal.'



Chris Lorenc, B.A., LL.B.,

President MHCA

City will replace aging Arlington Bridge

Published in the Winnipeg Free Press

The Arlington Bridge cannot be fixed and will be replaced in about five years — at a cost expected to be in the hundreds of millions.

The 103-year-old structure, which crosses the CPR Winnipeg Yards, is not expected to survive past 2020. A \$1.5-million study into possible replacements has determined it must be torn down.

The city announced Friday it plans to replace the bridge at or near its current location. The city is looking at three possible designs and is exploring the idea of keeping the old bridge open while a new one is built. "There is some complexity with this bridge, because we're building it over live rail," said Point Douglas Coun. Mike Pagtakhan, whose ward borders the CPR Winnipeg Yards.

The study also noted a new bridge alone won't meet the city's transportation needs. In about 25 years, the city will augment it by either widening the McPhillips Street underpass or building a new tunnel below the CPR Winnipeg Yards to connect Sherbrook Street with McGregor Street.



The city plans to seek public input about its plans at two meetings: Thursday, Sept. 17 at the Health Sciences Centre's Wellness Marketplace (700 William Ave., 3-8 p.m.) and Saturday, Sept. 19 at the North Centennial Recreation and Leisure Centre (90 Sinclair St., noon-4 p.m.).



WORKSAFELY™ Safety Advisor Terry Didluck is coming to the RM of Russell-Binscarth with a week of extensive training, held at the Russell Regional Multiplex

From September 14 - 18, 2015, training will include:
2 day COR™ Leadership in Safety Excellence
2 day COR™ Auditor
1 day COR™ Principles of Health & Safety Management



REGISTER NOW - SPACE IS LIMITED!

Contact
Sarah Higgins at
sarah@mhca.mb.ca
or 204-947-1379.

British Plastic Road Plates Crossing the Pond

Originally published in the CCA Weekly



**Canadian
Construction
Association**

Oxford Plastics launched their composite plastic plate system in 2009 and has since gained traction in London, England where local regulations demand all roadwork be wrapped and covered for rush hour in the mornings and evenings.

Wrestling large, heavy steel plates into position is time consuming and demands heavy machinery and an operator. However, Oxford Plastics says its plastic plates can be carried by just two workers and at 42 kilograms are well within the health and safety load limits.

"We had the system in design and when London instituted the Keep London Moving rules which required all contractors to be off the road an hour before rush hour both in the morning and evening we launched," said Peter Creighton of Oxford Plastics.

The company makes a range of road and site products from post base covers, to barriers and fencing to trench covers.

The system won the Innovation Award in the public and roadworks section at the Salon des Maires exhibition in Paris in 2012. The company has since started talks with New York state and city authorities, a general contractors association and utility contractors like Con Edison and National Grid, the gas utility.

"We've also had some talks in Toronto and Montreal and we've got a reseller of our fencing products in the Niagara area. We haven't done much else because we need a reseller and we need to ensure it meets all local standards," said Creighton noting the higher end product is — rated for a 96,000lbs truck and complies with the AASHTO HS20-44 standard.

"We're hoping to get them to start using pedestrian covers first and then introduce America to the road plate system," he said.

Also, he said, the plastic plates are quieter than steel because they have a PVC (Polyvinyl chloride) composite edge which is softer and flexible and thus generates less noise as vehicles pass over it.

The system can handle cuts up to 700 mm, he said, and are compliant with updated U.K. regulations brought in after a couple of fatalities involving road plates. In one case the plate shifted because it was not anchored properly causing a vehicle to drop into the cavity, and in another, it caught the edge of a passing bus as it was being lowered into place.

While the composite plastic used in the system actually gets stronger when colder, Creighton said, there are some additional challenges in North America to be worked out around snow plows since the cover is 72 mm high.

"We're working with a fencing company in Rhode Island which also snow plows in the winter, he said.

There's also a hidden side benefit to the plastic cover, said Creighton, in that they have no scrap value unlike steel. Smaller steel covers are often stolen for scrap value he said but not the plastic version.

"No one is interested in a bright yellow chunk of plastic," he said. "Also the steel plates have to get resurfaced but not so with the plastic covers."



**Canadian
Construction
Association**



Get Involved in the Federal Election

Canada will go to the polls on October 19. Do you know what the leaders of the major political parties think about construction-related issues? Do you know who the candidates are in your riding and whether they are up to speed on construction issues? The Canadian Construction Association (CCA) - of which the MHCA is member - has gathered some tools for you on its election portal.

Visit cca-acc.com/en/information/election-2015 today!

Interviews with the Leaders

Michael Atkinson, CCA President, interviewed the leaders of the major political parties this spring. You can read the interviews with Stephen Harper, Elizabeth May, Thomas Mulcair and Justin Trudeau on the Election 2015 portal.

Is Your Candidate Well-informed?

In every election there are many candidates running for the first time. They, and the incumbents for that matter, may not realize how important construction is to Canada's prosperity. The CCA Election 2015 portal includes a widget that you can use to identify the candidates in your riding and to send them a letter educating them on issues of importance to the Canadian construction industry.

Based on your postal code, the widget shows you the candidates in your riding. You can choose one or several candidates to send the letter that CCA has prepared. The letter focuses on the three areas that are expanded on in the backgrounders posted on the election portal, namely Infrastructure and Prosperity, Education and Labour Force Development, as well as Taxation, Environment and Productivity. By using the election widget, you educate the candidates in your riding about important issues that affect your and other Canadians' livelihood and help CCA lobby for you.

Avoiding Future Fiscal Calamity Tied to Insufficient Infrastructure Funding

The letter recommends that as a country, our goal should be to return annual public investments in infrastructure to approximately 5 per cent of our annual gross domestic product and to commit to a plan that is:

- fiscally responsible and augments existing investments through the use of innovative partnerships between the public and private sectors;
- sustainable yet flexible enough to respond to the specific needs of individual communities; and
- permanent in order to provide all stakeholders with the certainty they require to make the necessary investments in the human and equipment resources they will require to respond to the infrastructure challenge.

Economy's Demands Require Greater Focus on Training

Another area of concern for CCA members is that of skilled labour. With labour shortages widespread in many regions of the country and the industry looking at a shortfall of nearly 300,000 workers by 2024, a greater focus on training will be imperative to ensure that the industry can continue to respond to the demands of our economy. Solutions will require a combination of measures to promote enhanced domestic training, and faster and timelier recruitment of skilled immigrants from abroad.

Expand Use of Tax Incentives to Encourage Productivity

CCA encourages federal public policy makers to expand the use of tax incentives to encourage businesses to invest in productivity enhancements. Incentives such as the use of accelerated depreciation policies (capital cost allowance) for investments in fixed machinery and equipment are helping make Canada's manufacturing sector more competitive. CCA strongly recommends that the federal government extend the benefits of the current Class 29 depreciation rate of 50 per cent declining balance to mobile equipment in machinery in other Classes.

The CCA election portal also features what has been said on the campaign trail as well as summaries of the election debates. We hope that you visit the election portal and find the information useful. It's time to get informed and to get involved!

We encourage you to participate as individuals.



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

CCA 2015/ Get Involved in the Federal Election



**WORKSAFELY™ Safety Advisor
Dave McPherson is offering a week
of extensive safety training at Rocky
View Bed at Denare Beach**

From September 14 - 18, 2015, training will include:

- 2 day COR™ Leadership in Safety Excellence
- 1 day COR™ Principles of Health & Safety Management
- 2 day Train the Trainer

Note: Train the Trainer will prepare you to train courses, including WHMIS, Transportation of Dangerous Goods and Flagperson.



**REGISTER NOW -
SPACE IS LIMITED!**

Contact
Sarah Higgins at
sarah@mhca.mb.ca
or 204-947-1379.

September 3, 2015

**PROVINCE ANNOUNCES CONSTRUCTION BEGINS ON NEW INTERCHANGE
AT INTERSECTION OF PTH 59 AND PTH 101**

- - -

**Greater Safety, More Efficient Traffic Flow, Active Transportation Corridor
To Meet Future Needs of Growing Province, Boost Economy: Premier Selinger**

Construction is underway on a new, state-of-the-art interchange at the intersection of PTH 59 and PTH 101, which will increase safety for motorists, greatly improve traffic flow and help ensure Manitoba's key infrastructure continues to support its growing economy, Premier Greg Selinger announced today.

"Manitoba's economy is growing and investments in our transportation infrastructure will help keep it on track and continue creating more jobs," Premier Selinger said. "This new interchange will make travel faster and safer for families and businesses."

The \$204-million contract was awarded to Flatiron Construction Canada Ltd. after a competitive bidding process and it is expected the project will create 2,320 jobs and be completed by the fall of 2018, Premier Selinger said.

During construction, at least four lanes of PTH 59 and at least two lanes of PTH 101 will remain open. Project features include:

- realignment of PTH 101 as required by the redesigned interchange,
- future allowance for six lanes on PTH 101,
- upgraded intersection at PTH 59 and PR 202 with a traffic signal and additional turning lanes to allow for a future interchange,
- six lanes on PTH 59 between PTH 101 and PR 202,
- an Active Transportation corridor and a separate emergency vehicle crossing as part of a through-pass crossing of PTH 101 at the Raleigh Street-Gateway Street corridor,
- closure of accesses along PTH 101 and PTH 59 and hard surfacing of selected service roads; and
- redirect Knowles Avenue traffic to the Headmaster Row extension.

“Investments in our provincial road and bridge infrastructure provide for improved and more productive pathways for those in the trucking industry,” said Terry Shaw, executive director, Manitoba Trucking Association. “While these improvements are obviously good for our industry, Manitoba’s economy as a whole is very trade-focused and this means investing in our provincial infrastructure affords benefits to all Manitoba industries. Strategic investments in infrastructure, such as the work being done on PTH 59, allow our economy as a whole to operate more efficiently, which has significant benefits on safety, the environment as well as the obvious economic benefits.”

“The announcement today is not just about building more highways and overpasses, it’s about equipping our trade-reliant economy with a transportation system that makes us more productive and competitive, and therefore able to grow our global trade footprint,” said Chris Lorenc, president, Manitoba Heavy Construction Association. “Think about Highway 75 and the \$19 billion of north-south trade it supports, or CentrePort Canada Way, which moves products more cost-effectively, or the Perimeter Highway connected to the Trans-Canada Highway, which links our country coast to coast. These are all key trade routes which help sustain the 240,000 jobs in Manitoba directly or indirectly enabled by trade.

“This major project and other upgrades to provincial roads and bridges are made possible through Manitoba’s \$5.5-billion, five-year investment in core infrastructure,” said Premier Selinger. “Analysis by the Conference Board of Canada shows our infrastructure plan will create 58,900 jobs and grow our economy by \$6.3 billion.”

Motorists are reminded to slow down and use caution approaching and in construction zones, for their own safety and the safety of workers. The latest information on lane closures and road conditions is available anytime, toll-free, at 511, at www.mb511.ca or by following the Twitter account at www.twitter.com/MBGovRoads.

Additional information about the project can be found at:

www.gov.mb.ca/mit/roadinfo/construction.html.



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Reporting Workplace Injuries Matters



The goal

Increase awareness that workplace injuries should be reported to the Workers Compensation Board of Manitoba (WCB)

What's it about?

This campaign will raise awareness and knowledge of injury reporting responsibilities among employers and workers to ensure workplace injuries are reported so injured workers get the benefits they need

What are the key messages?

- Report workplace injuries – it's your right, and it's the law
- Get the benefits you deserve quickly – coverage of lost wages; a full range of healthcare services; and a timely and safe return to meaningful work
- The WCB provides service that is fast, easy, caring, right and clear
- Injury reporting identifies hazards so they can be prevented in the future

Where will you see it?

TV, radio, billboards, online, transit, doctors' offices

Call to action

If you're injured at work:

1. Tell your supervisor
2. Get healthcare if required
3. Report your injury directly to the WCB – call 204-954-4100 in Winnipeg or toll free 1-855-954-4321



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

Training Schedule

September

Flagperson (1/2 day PM)	Sept. 8	MHCA Office
Traffic Control Coordinator	Sept. 10 - 11	MHCA Office
COR™ Leadership in Safety Excellence	Sept. 14 - 15	MHCA Office
COR™ Principles of Health & Safety Management	Sept. 16	MHCA Office
COR™ Auditor	Sept. 17 - 18	MHCA Office
COR™ Leadership in Safety Excellence	Sept. 14 - 15	Rockey View B&B
COR™ Principles of Health & Safety Management	Sept. 16	Rockey View B&B
COR™ Auditor	Sept. 17 - 18	Rockey View B&B
COR™ Leadership in Safety Excellence	Sept. 14 - 15	Russell Regional Multiplex
COR™ Principles of Health & Safety Management	Sept. 16	Russell Regional Multiplex
COR™ Auditor	Sept. 17 - 18	Russell Regional Multiplex
WHMIS (1/2 day AM)	Sept. 21	MHCA Office
TDG (1/2 day PM)	Sept. 21	MHCA Office
Excavating and Trenching (1/2 day AM)	Sept. 22	MHCA Office
Committee/Representative Training (1/2 day PM)	Sept. 22	MHCA Office
Train the Trainer	Sept. 23 - 24	MHCA Office

October

COR™ Auditor Refresher (1/2 day AM)	Oct. 2	MHCA Office
COR™ Leadership in Safety Excellence	Oct. 5 - 6	MHCA Office
COR™ Principles of Health & Safety Management	Oct. 7	MHCA Office
COR™ Auditor	Oct. 8 - 9	MHCA Office
Flagperson (1/2 day AM)	Oct. 19	MHCA Office
Committee/Representative Training (1/2 day PM)	Oct. 19	MHCA Office
WHMIS (1/2 day AM)	Oct. 20	MHCA Office
TDG (1/2 day PM)	Oct. 20	MHCA Office

November

COR™ Leadership in Safety Excellence	Nov. 2 - 3	MHCA Office
COR™ Principles of Health & Safety Management	Nov. 4	MHCA Office
COR™ Auditor	Nov. 5 - 6	MHCA Office

December

COR™ Leadership in Safety Excellence	Dec. 7 - 8	MHCA Office
COR™ Principles of Health & Safety Management	Dec. 9	MHCA Office
COR™ Auditor	Dec. 10 - 11	MHCA Office

America: On the Road Again

By Peter G Hall, Vice President and Chief Economist



America's love affair with the automobile is legendary. That was obvious in pre-crisis days, when there was hardly enough garage space in the land to house the horde of new purchases. But then recession brought on money troubles, and in its wake, a rare rift. Suddenly, the matchmakers – the auto manufacturers – were on life support, and the prognosis wasn't good. They were revived, but demand for their services seemed permanently lower. That is, until the past couple of years. That ol' heartthrob is back. But given all that Americans have been through, is it the real thing, or just a fleeting nostalgic fancy?

Let's put it in numbers. US auto sales roared to the 16 million-unit level for a good few years at the end of the last growth cycle. The average age of vehicles on the road plunged, and the number of vehicles per driver hit an all-time high – clear signs of excess. Things started to wane in early 2008, but by year-end, there was serious trouble. Unit sales had plunged to 10 million, and that wasn't the worst – a few months later they were down a million more units, and they were in no immediate hurry to revive. Debt-laden Americans were more intent on getting their books in order. There were spurts of growth that followed, but they proved to be short-lived. In a it was a slow, steady climb. But steady it was; annualized light vehicle sales are now holding firm at well over 16 million units. Is this the excess years all over again, or is today's situation more sustainable?

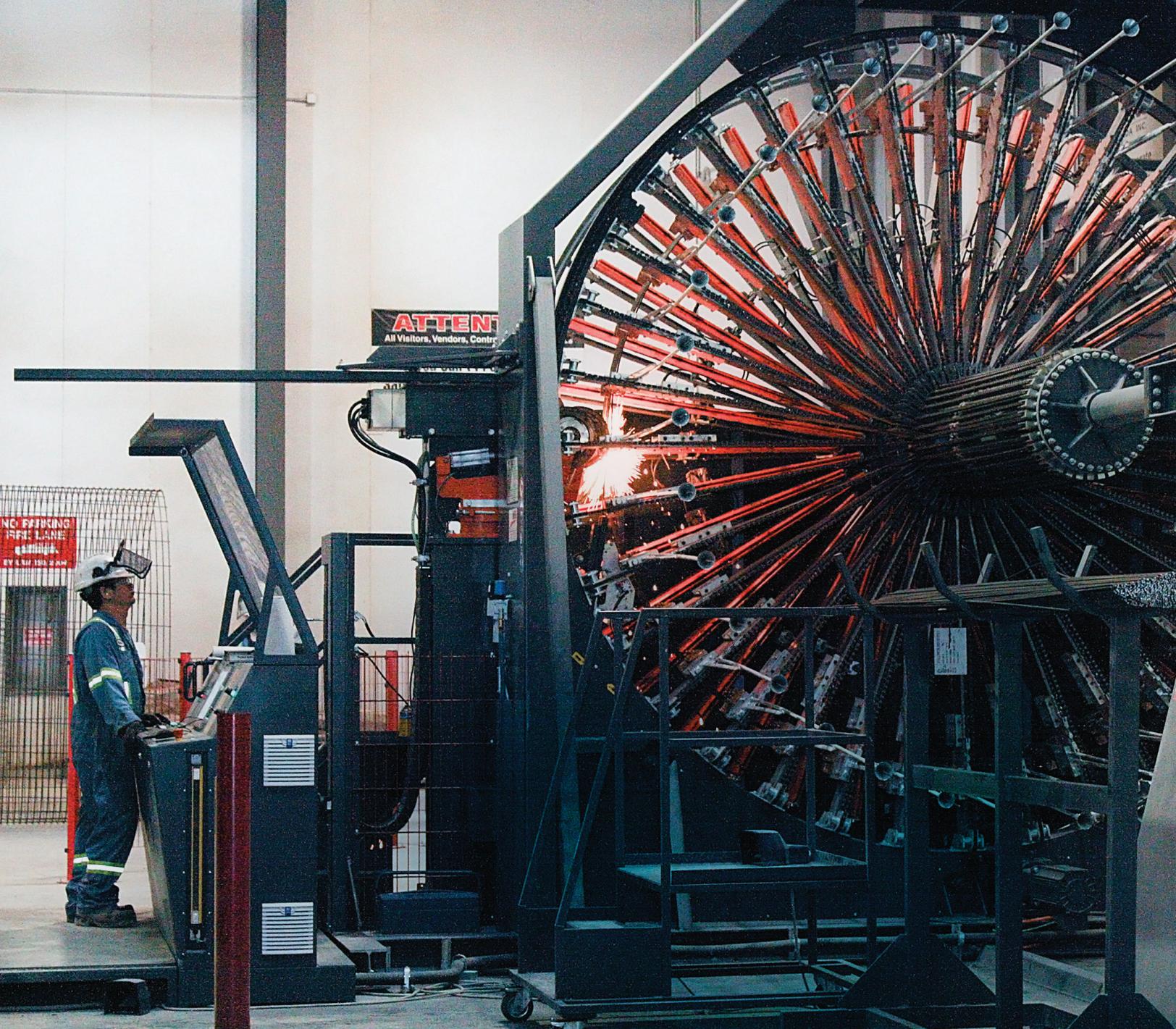
Like before, the current pace will eventually result in an oversupply – but that's still a few years away. The average age of vehicles on the road in the US is still very high, so there's clearly appetite for a few years of strong sales yet. Moreover in the current cycle, consumers are just getting going. Their debts are now much more manageable, and the picture is improving daily. Job growth is strong, and the unemployment rate is plunging. Real wages are beginning to rise, and confidence is back. What's more, consumers are getting a \$100 billion bonus from lower oil prices. They may be hesitant with certain purchases, but the four-wheeled fave isn't one of them.

It's not just consumers, though. Businesses have spent the last few years hoarding their cash, and they're now starting to shell out for new vehicles. Pickup truck sales are up 10 per cent year-to-year over the past four months. Heavy trucks are also doing well – they have risen 22 per cent on the same basis, and they remain on a red-hot up-trend. Recall that heavy trucks were a trusted leading indicator for former Fed Chair Alan Greenspan.

Vehicle sales are indeed one of the most promising current signals in the US economy. And it has defied the gloomy prognostications of many who claimed that sales would be permanently lower. They claimed that higher quality meant that vehicles were lasting longer; that millennials were less prone to own; that environmental concerns were quelling the car craze; and that hitting the debt wall was a shock-treatment with permanent effects on US households. While these factors have not held sales back, they are serious issues that may indeed affect future sales. But at least for the moment the industry is back, and in a dramatic way that many thought was impossible.

Canada is benefiting from the boom. Producers north of the border are suddenly ramping up capacity following a long investment hibernation. In the past year, there have been major announcements at Ford, Fiat-Chrysler, Toyota, Honda, Tier-1 supplier Linamar and others. Extremely tight production capacity stateside suggests that there may be more Canadian investment in the works. Sales suggest the same. Exports of light vehicles are surging, up 10 per cent thus far in 2015, and the trend isn't abating. Truck exports are searing, up 37 per cent, and the parts industry is also busy, with exports up 15 per cent. With US sales potential still strong, Canada's enviable challenge will be keeping ahead of this Southern surge.

The bottom line? Analysts who concluded that the unthinkable split between Americans and their beloved cars was a full-blown divorce were wrong. The love affair is as strong as it ever was, without a hint of 'new normal' in it. If this also proves true for sectors of the economy well beyond autos, then the world is in for a pretty nice upward surprise in the coming months.



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