



The Heavy News Weekly



WORKSAFEY 

Cities cannot shoulder this load alone

Originally published by *The Winnipeg Free Press*, written by Chris Lorenc

The Manitoba Heavy Construction Association is concerned as an industry comprised of business owners, residents and taxpayers that there appears to be no visible leadership to press for a new fiscal deal between Winnipeg and the two senior levels of government.

We are worried the operating and capital budget challenges the city faces are worsening, and we believe the federal election provides an opportunity to marshal public support in favour of needed new policies.

The tip of the iceberg is illustrated in the article City will replace aging Arlington Bridge (Sept. 5). The city needs to replace, at an expected cost of several hundreds of millions of dollars, the 103-year-old Arlington Street bridge. The scope of the project graphically demonstrates the real, significant and expensive infrastructure-investment challenges Winnipeg, like every other major urban centre across Canada, is up against.

Even worse, municipal governments do not receive any financial support to maintain such structures over their designed life of 50-plus years from senior levels of government, leaving municipalities to fend on their own. ...Continued on Page 2

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Whether it is the Arlington Street bridge, the Waverley underpass, the Chief Peguis extension or the widening of Kenaston Boulevard, each of these projects affects 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 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 at a bare minimum a 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 that has not worked for the last half-century. It is now demonstrably showing its ill effects with rising structural operating deficits and the resulting pressure to further increase realty taxes.

The MHCA has advocated pressing for a new fiscal deal; it has articulated the need for balanced sharing of infrastructure investment responsibilities between the three levels of government; it has urged a focus on strategic infrastructure-investment strategies to expand the local tax base; and it has urged following the recommendations of the 2011 Infrastructure Funding Council Report, which provides an excellent blueprint to start the discussion.

We empathize with the challenges faced by Mayor Brian Bowman and council and we 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.

What should be obvious is the city needs to press for a new fiscal deal.

The political timing is ripe, it is upon us and it requires leadership.

Public Infrastructure initiative would provide big economic boost, study says

Originally published by The Globe and Mail and featured in CCA



A significant public infrastructure initiative would result in a substantial short-term boost to the economy, along with longer-term benefits for Canadians through a rise in gross domestic product, a new report by the Centre for Spatial Economics shows.

The report, released Monday and commissioned by the Broadbent Institute, an Ottawa-based left-leaning think tank, estimated the short-term and long-run economic impact of a national five-year, \$50-billion public infrastructure program funded equally by the federal and provincial governments. The study models the economic benefits of a plan to invest \$10-billion a year for five years in basic municipal infrastructure such as roads, transit, water and waste water management.

The results of the study show that in the short term, between 2015 and 2019, investing in Canada's public infrastructure would boost GDP by \$1.43 for every dollar spent and create 9.4 jobs per million dollars spent. Spending would boost employment between 81,000 and 88,000 jobs with about half of the new jobs being in construction.

In the short term, provincial revenues raised per dollar spent are highest in Quebec at 72 cents, followed by British Columbia at 57 cents and Nova Scotia at 46 cents. The greatest impact on real GDP growth is seen in Quebec, with an average increase of more than 1 per cent, and B.C. with growth between 0.8 and 0.9 per cent. For all of Canada, the average annual increase was 0.7 per cent.

The benefits of the public infrastructure spending are also substantial in the long run. From 2020 to 2040, the spending initiative would generate a return on investment to Canadians as high as \$3.83 per dollar spent. The private sector also benefits with private sector investment rising as much as 34 cents per dollar spent in the short term and by up to \$1 per dollar spent in the long run. Labour productivity increases by between 0.3 and 0.5 per cent and workers earn higher real wages – up on average 0.4 to 0.6 per cent a year relative to the economy without the infrastructure spending.

"These results show why a robust public infrastructure program just makes sense, and I'm encouraged the opposition parties are committed to investing," Rick Smith, executive director of the Broadbent Institute, said in a press release.

"This is about Canada's long-term prosperity. It will enhance our competitiveness, boost productivity and raise real wages, while making a significant dent in Canada's \$123-billion infrastructure deficit."

The benefits to the Canadian economy, the report said, would be "realized without significant long-term fiscal consequences to federal or provincial governments." The change in the average annual deficit-to-GDP ratio would lie between a rise of 0.04 per cent and a decline of 0.02 per cent for the federal government and between a rise of 0.08 per cent and a fall of 0.04 per cent for provincial governments.

Due to these numbers, the report suggests that the overall long-term impact at both the provincial and federal level is likely to be small, maybe even positive.

"The most striking conclusion of the study is how clearly it shows that investing in public infrastructure can help secure our long-term prosperity," said economist and study author Robin Somerville. Public infrastructure, he said, has been neglected for the past few decades and municipal governments are overwhelmed with crumbling infrastructure and lack of funding. According to the report, Canada's aging infrastructure could be "an important contributing factor to our lacklustre productivity gains."

"We've collectively taken our eyes off the ball with the state of our bridges to our detriment," Mr. Somerville said.

The report also serves as a cautionary tale. "Allowing our public infrastructure to decay imposes costs at least equal but opposite to the benefits estimated in this study," it says. Because of this, the findings are something that should be taken into consideration regardless of party stripe.

"Bridges and sewers may run east or west but they're not left-wing or right-wing issues," he says. "They're either a good idea and needed or they're not. If they're a good idea, they should be done regardless of the colour of government in power."



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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

Welcome new MHCA Members!

The Manitoba Heavy Construction Association is proud to welcome its newest Members, **Graham Construction & Engineering, Flatiron Constructors Canada Limited** and **JC Maintenance Ltd.**

Graham Construction & Engineering is a full-service contractor, based in Winnipeg, that provides all methods of turn-key project delivery, including General Contracting, Design-Build, Construction Management, Integrated Project Delivery (IPD) and Public-Private Partnerships (P3) to commercial, industrial, infrastructure and earthworks projects.

For more information about Graham Construction & Engineering, contact **Alex Robinson** at:

Graham Construction & Engineering
126 Commerce Drive
Winnipeg, MB R3P 0Z6

Phone: 204-897-4600
Email: alexr@graham.ca
Website: www.graham.ca

Flatiron is a leading transportation, energy and water infrastructure contractor in North America. Flatiron develops innovative solutions to build roads, bridges, tunnels, rail transit, transmission lines, water/wastewater treatment plants and other infrastructure projects for both public and private clients. Flatiron also operates as a contractor in design-build and public-private partnership projects.

For more information on Flatiron Constructors Canada Limited, contact **Manuel Rondon** at:

Flatiron Constructors Canada Limited
210 - 4020 Viking Way
Richmond, BC V6V 2N2

Phone: 604-244-7343
Email: mrondon@flatironcorp.com
Website: flatironcorp.com

JC Maintenance Ltd. is based in Winnipeg, MB, and offers commercial & residential landscaping and maintenance.

To learn more about JC Maintenance Ltd., contact **Clayton Belton** at:

JC Maintenance Ltd.
1004 Isbister Street
Winnipeg, MB R2Y 1R7

Phone: 204-799-7225
Email: jcmaintenancelawncare@hotmail.com

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Senior Business Advisor, Bennett Jones
Former Canadian Foreign Minister



Todd Hirsch

Chief Economist, ATB Financial
Author

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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



Training Schedule

September

Flagperson (1/2 day PM)
Traffic Control Coordinator
COR™ Leadership in Safety Excellence
COR™ Principles of Health & Safety Management
COR™ Auditor

COR™ Leadership in Safety Excellence
COR™ Principles of Health & Safety Management
COR™ Auditor

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. 14 - 15	Rockey View B&B
Sept. 16	Rockey View B&B
Sept. 17 - 18	Rockey View B&B
Sept. 14 - 15	Russell Regional Multiplex
Sept. 16	Russell Regional Multiplex
Sept. 17 - 18	Russell Regional Multiplex
Sept. 21	MHCA Office
Sept. 21	MHCA Office
Sept. 22	MHCA Office
Sept. 22	MHCA Office
Sept. 23 - 24	MHCA Office

October

COR™ Leadership in Safety Excellence
COR™ Principles of Health & Safety Management
COR™ Auditor
Flagperson (1/2 day AM)
Committee/Representative Training (1/2 day PM)
WHMIS (1/2 day AM)
TDG (1/2 day PM)

Oct. 5 - 6	MHCA Office
Oct. 7	MHCA Office
Oct. 8 - 9	MHCA Office
Oct. 19	MHCA Office
Oct. 19	MHCA Office
Oct. 20	MHCA Office
Oct. 20	MHCA Office
Nov. 2 -3	MHCA Office
Nov. 4	MHCA Office
Nov. 5 - 6	MHCA Office
Nov. 23 - 24	Arborg Assisted Living Complex
Nov. 25	Arborg Assisted Living Complex
Nov. 26 - 27	Arborg Assisted Living Complex

November

COR™ Leadership in Safety Excellence
COR™ Principles of Health & Safety Management
COR™ Auditor
COR™ Leadership in Safety Excellence
COR™ Principles of Health & Safety Management
COR™ Auditor

Dec. 14 - 15	MHCA Office
Dec. 16	MHCA Office
Dec. 17 - 18	MHCA Office

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

The Fed's Dilemma

By Peter G Hall, Vice President and Chief Economist



Hysteresis is hobbling hope of a return to normal. High-frequency information flows have shortened our collective view of history, a myopia that could condemn us to the secular stagnation that prominent economists have already declared. Households face a potential paradox of thrift. Businesses have similarly retreated into a debilitating prudence. It seems that everyone's looking to someone else to take the first step. Last week, it was the Fed's turn. It turned out to be a highly-anticipated non-event, in that the world's key short-term interest rate remained static. Is Fed hesitation just another sign of our hysteretic hovering, or is there something more to it?

Everyone comes by this hesitation honestly. Let's face it, six-plus years is a long time. That's how long it has been since the world economy saw decent growth. It's also how long short-term interest rates have been effectively zero. Not only is the length of time unprecedented, but so is the level of rates. Added to this dual development is a string of other "unprecedenteds" that the economy has had to deal with – not the least of which is a very close cousin, quantitative easing. Not only is the Fed unwinding from the unknown, it's also unwinding into the unknown – there's no playbook on what follows such extraordinary monetary measures. It's clearly not for the faint of heart.

Let's think about six-plus years in common terms. It's actually a good chunk of one's career. Then think of the number of entrants into the labour force over that time who have no experience of anything else. Their frame of reference for decisions and advising is coloured very much by the context. They expect low growth. They expect very cheap money. Think also about the rookies in financial markets, managing considerable sums of money with no working experience other than that of the past six years. It's more than a little unnerving. The same can be said for young consumers, householders, and so on.

Taking all of this into account complicates the Fed's job further. But what's interesting about last week's announcement is that these arguments weren't the show-stopper. Messaging has been aimed at these entrenched expectations for months. The warning has been out: rates will rise, and you need to prepare. Sure, many wonder whether this will kill the economy, but if it's supported by strong actual and potential growth, then what it will really do is prevent the economy from overheating. By and large, there seems to be general acceptance of this.

In fact, by the Fed's own admission, current labour market conditions are tightening at a rate that will see real wage gains raise inflation pressures in less than a year. Given that it would take an interest rate change today at least that amount of time to affect the real economy, the Fed is arguably already behind the price-pressure curve. So why gamble on a further delay?

Fed statements were clear that there was concern about a new round of global weakening, and consequent volatility in global financial markets. Ah, the Fed's lesser-known unofficial mandate: being mindful of its effects – crippling in certain historical instances – on world markets. Its concern seems well-placed. There are fears that all is not well in China. Commodity prices have plunged. Emerging market currencies, stock exchanges and interest rates are gyrating. In such a context, a pre-emptive Fed move could be a show-stopper. But in fact, its stasis ended up disappointing markets, sparking a tailspin. What happened?

Fed statements seem to correlate volatility with neo-weakening. But what if the volatility is a result of growth? Suppose quantitative easing actually ended up inflating the prices of myriad financial instruments, and growth – read: quantitative tightening – is actually the catalyst behind a Great Unwind? If so, the Fed is waiting for a pre-hike stabilization that simply cannot occur. What's dangerous about its recent statement is that it has created the expectation that stabilization needs to precede a movement. By definition, this could delay action too long.

The bottom line? The twist in the Fed's tale highlights its new dilemma: hiking appropriately ahead of domestic inflation whilst achieving as much global stability as possible. Given the need for imminent action, the decision will be a difficult one.

The Manitoba Water Services Board

Sealed tenders, marked as follows will be received by the undersigned at The Manitoba Water Services Board, Imperial Square, 2010 Currie Blvd., Box 22080, Brandon, Manitoba, R7A 6Y9, no later than 11:00 a.m., prevailing Brandon time on:

October 2, 2015

for the following works:

Supply and install approx. 512 m of 150mm C900 PVC watermain and related appurtenances. Supply and install 456 m of 200mm diameter PVC sewer, ASTM 3034, CSA B182.2, SDR 28, including sewer service connections and tie-ins. Supply and install 10 Manholes 1200mm located in the Town of Melita.

MARKED

M.W.S.B. No. 1237 Town of Melita – 2015 Watermain and Sewermain Renewal Project

Tenders will be publicly opened and read at the location, time and date specified above.

Each tender must be accompanied by a fully executed BID BOND on the form provided and in favor of the Minister of Finance for the amount shown on the Tender. Under NO CIRCUMSTANCES will a certified cheque be accepted in lieu of a Bid Bond.

Tender documents may be obtained by provincially registered companies on or after **September 21, 2015** at 2010 Currie Blvd., Brandon, MB. Contact us at (204) 726-6076 to request the documents in PDF digital or hard copy format.

The lowest or any tender may not necessarily be accepted.



The Manitoba Water Services Board

Sealed tenders, marked as follows will be received by the undersigned at The Manitoba Water Services Board, Imperial Square, 2010 Currie Blvd., Box 22080, Brandon, Manitoba, R7A 6Y9, no later than 11:00 a.m., prevailing Brandon time on:

October 9, 2015

for the following works:

The work involves the demolition of the existing treatment equipment at Pilot Mound WTP and the supply and installation of new treatment process into the existing WTP. The work includes all mechanical and electrical process equipment installation, new distribution pumps and header piping, new electrical service, SCADA and miscellaneous building retrofits. The work also includes minor piping upgrades, and distribution header and pump replacement at the Manitou WTP.

MARKED

M.W.S.B. No. 1204 Pilot Mound & Manitou Water Treatment Plant Upgrades

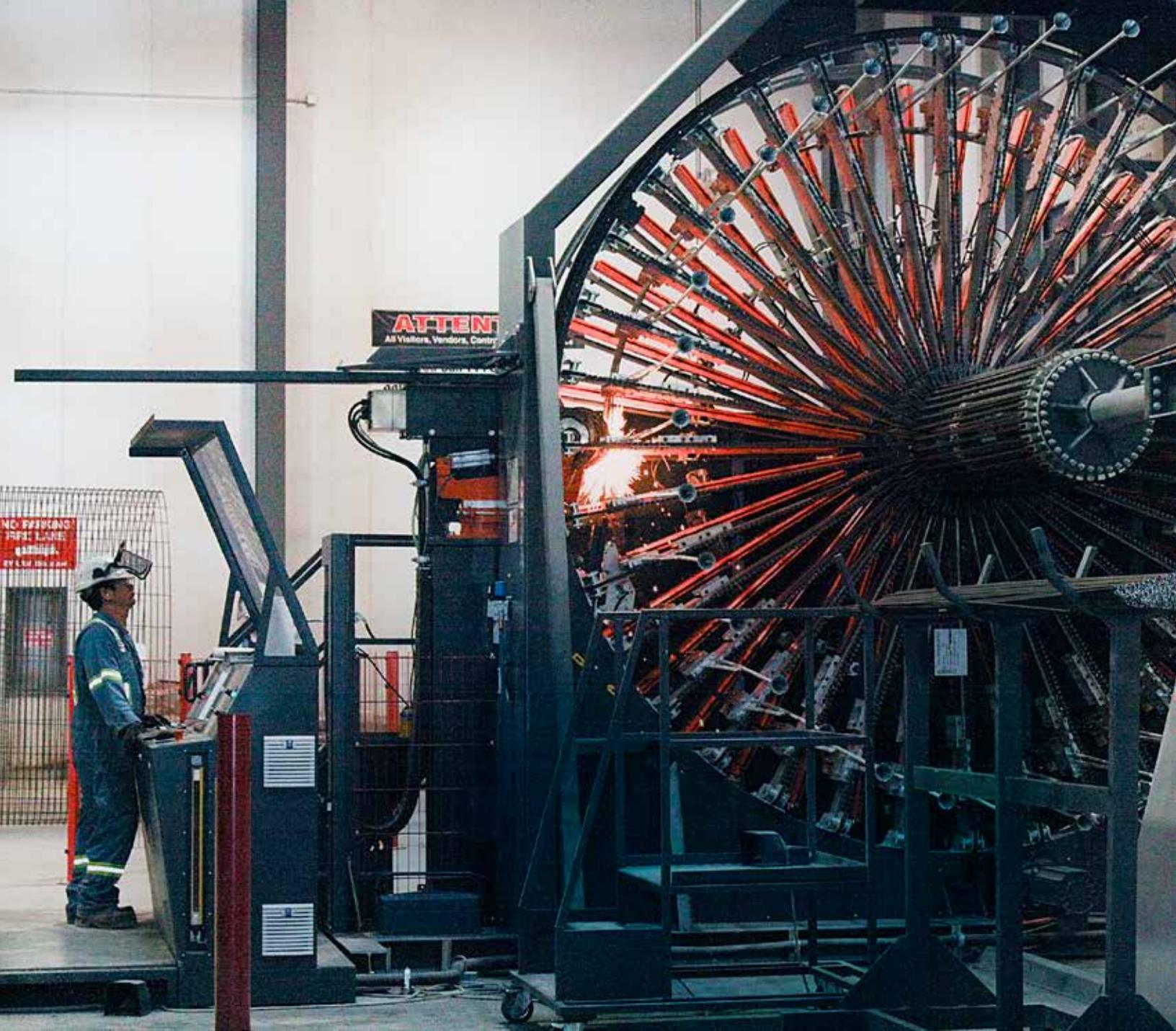
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