



# The Heavy News Weekly



## Strong focus on cities a 'must' for 2015 Federal election candidates

Winnipeg Mayor Brian Bowman joined the Big City Mayors Caucus of FCM to support the call for strengthened commitments for cities to get involved in the Federal election and vote on October 19.

Amongst the leading issues facing cities across the nation, and specifically here in Winnipeg, is a growing infrastructure deficit as construction costs and inflation increase while cities struggle to fund the maintenance of existing road and bridge networks, the need for support to create more affordable housing and a pressing need for increased commitment for public transit projects like BRT.

"Cities across Canada face significant funding challenges and to secure the keys to 24 Sussex Drive, the party leaders must demonstrate to our citizens a renewed focus to invest in the priorities that will shape the successful future of our communities," said Bowman.

Mayor Bowman encourages eligible Winnipeggers who have not yet voted through the advance polls this past weekend to make their voices heard for Winnipeg's priorities at the ballot box on Monday, October 19.



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## MHCA tables infrastructure deficit discussion with Federal Election candidates in Winnipeg

The Manitoba Heavy Construction Association approached the four Federal election candidates, in the federal riding of Winnipeg South Centre, with a letter of invitation to respond to the Association's tabled discussion about Canada's infrastructure investment deficit.

The letter included a list of public policy questions, revolving around the topic of infrastructure - the importance of prioritizing trade transportation investments; addressing national, provincial, and municipal investment needs in infrastructure; each party's approach to the federal budget; and views on assisting municipalities on revenues or financial support that will address the estimated \$250 billion municipal deficit, currently facing the country - along with an Op-Ed, "Cities cannot shoulder the load alone", which was published in the Winnipeg Free Press on September 15, 2015, and an article, featuring MHCA President Chris Lorenc's views on how the federal candidates should view and prioritize the infrastructure deficit.

**NOTE:** All four candidates were provided with the questionnaire simultaneously and advised that if replies were not received, by 11:45 a.m. CST, October 15, 2015, they would be identified as having declined to respond.

Below are the replies as received:



Dear Mr. Lorenc,

First, let me acknowledge what you and your members have achieved through your tireless efforts in promoting trade, transportation and infrastructure issues. Whether Winnipeggers and Manitobans know it or not, they are better off for the work you've done in advancing the yardsticks in all of these areas. Second, let me thank you for the opportunity to share the Liberal Party's positions on the points below. I'll think you'll find much common ground with those you've taken in the editorial pages.

### **1. Growing Canada's economy and the relative importance and priority you would place on trade and investments as part of the growth strategy, including – in Manitoba's case – the promotion of CentrePort and the Port of Churchill as key Canadian trade gateways and corridors.**

I'm interested in your choice of language with respect to "growth strategy". Of all the parties, the Liberal Party seems the only one prepared to make the depth of infrastructure investment necessary to kick-- start our economy and achieve the level of growth we deserve, given all of Canada's assets. Facing the largest trade deficit in Canadian history, we know simply staying the course isn't good enough. I think most economists would agree that austerity for the sake of balancing a budget is not the way to get things moving again.

Trade is tremendously important to Canada and to Winnipeg, positioned as it is in the centre of the continent. Mr. Trudeau has said that the Liberal Party is and has been consistently pro--trade. It opens markets, grows Canadian businesses, and creates well--paying middle class jobs – jobs that pay wages that are 50 percent higher than industries that are not export intensive.

We have a new trade agreement in front of us now. In principle, we support such agreements and the opportunity they provide for businesses to access new markets. However, the devil is always in the details. We will want to look at the agreement very closely and debate it openly when it comes to Parliament for ratification to ensure it is the best agreement for Canada.

But just signing trade agreements isn't enough. Government needs to invest the time and resources necessary to partner with businesses and entrepreneurs to ensure they can succeed in new markets and take advantage of these new trade agreements.

That is why the Liberal Party will be developing a new export promotion strategy. CentrePort and the Port of Churchill are key Manitoba assets that need to be supported by this strategy; I am very familiar with both and am more than comfortable making the case for each in Ottawa.

We will be considering all trade opportunities open to Canada, and will explore deeper trade relationships with emerging and established markets, including China and India where Manitoba generally and CentrePort specifically have done excellent work. I am also very excited about our new World Trade Centre and the potential it has to help us promote Winnipeg as an important trade and transportation gateway.

## **2. To address obvious national, provincial and municipal investment need, your commitment to sustaining and incrementally enhancing the projected levels of strategic investment in Canada's trade enabling infrastructure**

The existing New Building Canada Fund is an important source of infrastructure funding for Canadian communities, but it has been hit by cuts and is heavily back-loaded, with more than 70% of its funding locked away until after 2019.

We will make the Fund more focused. By providing significant, separate investments of more than \$5 billion starting next year in public transit, social infrastructure and green infrastructure, we will enable the New Building Canada Fund to make greater investments in Canada's roads, bridges, transportation corridors, ports and border gateways, helping Canada's manufacturers get their goods to market – exactly what Winnipeg needs to support organizations like CentrePort, the World Trade Centre, Yes Winnipeg, the Chamber of Commerce, MHCA and others who have been working so hard to tell Winnipeg's story. Some pieces are in place, but without new investment, it will be challenging to take that next big step.

## **3. Your approaches to balancing the federal budget**

Our approach, very simply, involves making different choices than the other parties. It's no secret that the Liberal Party plans to run modest deficits in the next three years to be able to make the significant new investment in infrastructure that is needed to set us on a path to real growth. Our plan is realistic, sustainable, prudent and transparent and many reputable economists – and Canadians ---- are comfortable taking on this level of debt for infrastructure investment in order to stimulate the economy.

We are forecasting over \$30.7 billion in new revenues from savings by 2019--2020 and \$7.6 billion in recoveries from a stronger economic growth (as forecast by the Parliamentary Budget Officer) against new investments of \$37.3 billion, leaving us a modest surplus of \$1 billion by the end of this period. We will also restore the contingency reserve as the country returns to surplus and reduce the debt--to--GDP ratio from 30 to 27 percent.

We will achieve our savings through a variety of measures such as cancelling the Conservative's Universal Child Care Benefit for families with incomes over \$200,000, taxing the wealthiest one per cent and closing tax loopholes, cancelling family – not pension – income splitting, cancelling the TFSA limit increase and fossil fuel subsidies, and reducing EI premiums.

We are using the Parliamentary Budget Officer's revised forecast, not the government figures released in April. External economic projections continue to change but the elements of our costing platform represent realistic projections for the years ahead. A new Liberal government will release a fall Economic and Fiscal Update so that Canadians can get a more accurate picture of the federal government's revised position since April.

If the Liberal Party were guided by ideology, we could promise to balance the budget next year too. But we think investing an additional \$60 billion in infrastructure over the next ten years is a better approach to kick starting our economy and letting real growth be the solution to balanced budgets for the long term.

## **4. Your views on assisting municipalities with access to expanded access to revenues or financial support to assist addressing the estimated \$250 billion deficit facing this country.**

As part of our historic investment in infrastructure, the Liberal Party has identified three areas that warrant particular attention and support: public transit, social infrastructure and green infrastructure. Municipalities across the country will have access to and benefit from these separate funds; this new injection of resources will at the same time relieve some pressure on the over-subscribed New Building Canada Fund.

- We will give our provinces, territories, and municipalities the long-term, predictable federal funding they need to make transit plans a reality. Over the next decade, we will quadruple federal investment in public transit, investing almost \$20 billion more in transit infrastructure.
- We will protect our communities from the challenges of climate change and grow our economy by making significant new investments in green infrastructure. This includes investments in local water and wastewater facilities; clean energy; climate resilient infrastructure, including flood mitigation systems; and infrastructure to protect against changing weather. We will boost investment in green infrastructure by nearly \$6 billion over the next four years, and almost \$20 billion over ten years.
- We will improve quality of life for millions of Canadians by prioritizing investment in affordable housing, seniors' facilities, early learning and child care, and cultural and recreational infrastructure. These areas have all suffered in recent years as municipalities struggle to maintain basic infrastructure – a battle most are losing. Over the next decade, we will invest almost \$20 billion more in Canada's social infrastructure.
- We will also establish the Canadian Infrastructure Bank to provide low-cost financing for new infrastructure projects. The federal government can use its strong credit rating and lending authority to make it easier and more affordable for municipalities to build the projects their communities need. Where a lack of capital represents a barrier to projects, the Canada Infrastructure Bank will provide loan guarantees and small capital contributions to provinces and municipalities to ensure that the projects are built.

In addition to new funding, the Liberal Party brings to the table something that has been absent in recent times ---- a willingness to collaborate with provincial and territorial governments and municipalities. Collaboration has always been my natural instinct and I look forward to the discussions should a Liberal government be elected on October 19, 2015.

## **5. Such other views, priorities or vision you wish to share.**

The Liberal Party's platform is about investing now for the future, giving hard-working Canadians a fair and equal chance to succeed and restoring openness and trust in government.

Our goal is to bring Canadians together and not divide them in this purpose.

Our approach will make a difference in the everyday lives of Winnipeggers, whether it's a faster commute because of new public transit, more efficient transportation routes for business, or more effective protection from flooding.

Our actions and policies will be based on sound evidence and science, not ideology.

Winnipeg needs a strong voice in Ottawa, not someone to be a strong voice for Ottawa in Winnipeg. If the Liberal Party is elected on October 19, 2015, I look forward to being that voice, and to collaborating with governments and organizations like the MHCA on the priorities that matter most to the people of Winnipeg and Manitoba.

Thank you again for this opportunity.

Jim Carr

**Growing Canada's economy and the relative importance and priority that you would place on trade and transportation investments as part of the growth strategy, including - in Manitoba's case - the promotion of CentrePort Canada and the Port of Churchill as key Canadian trade gateways and corridors;**



I believe in Free trade, but not trade at any price. The TPP, for example, with its Investor State Provisions, is profoundly dangerous for our sovereignty, but also dangerous to our manufacturing sector, which is why Stephen Harper is already promising billions in aid to the auto industry, which will suffer under TPP

That said, what will Greens do? We are promising a major reinvestment in rail transit that will benefit both passenger and freight transport. More details can be found here: <http://www.greenparty.ca/en/policy/vision-green/economy/railways>

**And here are some highlights:**

- Re-invest in our national rail systems, building more train cars in Canada, increasing train speeds and phasing in high speed rail where feasible, and creating green transportation and energy infrastructure corridors in key regions;
- Give VIA Rail a statute-based mandate, modeled on the U.S.-laws that govern Amtrak;
- Improve rail infrastructure and intermodal connections, increasing joint federal-municipal light rail investments, as well as improving VIA Rail service nationwide;
- Work with railway companies to improve rail infrastructure and to restore VIA rail service to all major regional cities;
- Create a national clean freight initiative, using both regulation and financial incentives to improve fleet efficiency and safety;
- Bring forward regulations for Positive Train Control systems for passenger and freight, ensuring safer transport;
- Support the trucking industry, reducing pollution through add-on generators to avoid the need to idle to maintain air conditioning and refrigeration, while ensuring the right fit of trucking in a more efficient, rail-based intermodal system.

With specific reference to Churchill, it is clear that the limiting step is the transport corridors from Winnipeg and southern Manitoba to the Port. To enhance speed and efficiency and safety, considerable investment in track and stock may be needed on the OMNI trax line, for example. The Green Party has no specific plans on this specific infrastructure, but would engage in planning with the Provinces, cities and first nations through the council of Canadian Governments.

**To address obvious national, provincial and municipal investment need, your commitment to sustaining and incrementally enhancing the projected levels of strategic investment in Canada's trade enabling infrastructure;**

- See answers and links to previous question

**Your approaches to balancing the federal budget;**

**Your views on assisting municipalities with expanded access to revenues or financial support to assist addressing the estimated \$250 billion municipal infrastructure deficit facing this country;**

Canada is currently failing to leverage the biggest economic opportunity of this Century - namely the shift from the old 20th Century Oil based economy to the clean low carbon economy of the future. Already, solar power is more economic than fossil-fuel based power plants in all States south of Virginia. Wind power is now cheaper to produce in Germany than power from coal. The storage and integration challenges that surround renewable energy are being solved and Greens intend that we should embrace it and profit from it.

Our policies are many, and cover housing, municipal transit, municipal infrastructure and smoothing the path from ideas to market place for Green Tech. Follow this link: <http://www.greenparty.ca/en/tomorrows-technology-todays-jobs>

### **Highlights:**

- We'll invest \$6.4 billion annually (that's 1% of GST) in our National Sustainable Jobs Plan. This will help restore municipal infrastructure and install energy retrofits in current housing stock. Energy retrofits alone could save up to 12% of emissions.
- We'll start a \$1 billion Green Tech fund to smooth the path from Green ideas to market place, fuelling innovation and economic diversification.
- We will also restore funding for research and practical measures to adapt to climate change – to the tune of \$500 million a year.

Financially, we have to stop tax dollars being hemorrhaged out of Ottawa, because those tax dollars are needed to fuel the infrastructure deficit that you mentioned. To that end, we will work to cancel the cuts in the corporate tax rate that are in the pipeline under the Conservatives. We currently have some of the lowest corporate taxes in the OECD and rates that are much lower than those in the USA. We will also cancel a lot of the boutique tax credits that have primarily benefited wealthier Canadians in favour of measures to help seniors and low income Canadians.

Because if you want to stimulate the economy, who are you going to give money to - the few rich who may save it, or the many poor who will spend it of necessity. For me the choice is clear.

we will also cut the ongoing \$1.3 billion in subsidies that the Tories continue to give to oil and gas development

### **Such other views, priorities or vision you choose to share.**

The Green Party of Canada is socially progressive but fiscally conservative, which really confuses some people. Our policies are based on the six founding principles of the international Green movement: participatory democracy, social justice, Sustainability, Respect for Diversity, ecological Wisdom, and non-violence.

Yours Sincerely,

Andrew Park, Ph.D

**To read the MHCA's letter of invitation and accompanying articles, addressed to the Federal election candidates, in the Winnipeg South Centre riding, visit [www.mhca.mb.ca](http://www.mhca.mb.ca).**



## 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](http://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, **SiteDocs** and **Beaver Truck Centre**.

SiteDocs is a software development company, based in Abbotsford, BC, that has partnered with WORKSAFELY™ to launch the WORKSAFELY e-COR™ program. SiteDocs takes pride in their list of innovative products that reinforce a safety culture and meet a high standard of excellence.



For more information about SiteDocs, contact **Rob Evers** at:

**SiteDocs**  
**101, 2680 Progressive Way**  
**Abbotsford, BC V2T 6H9**

**Phone:** 1-866-871-1892  
**Email:** rob@sitedocs.com  
**Website:** sitedocs.com

Beaver Truck Centre is a supplier, based in Winnipeg, MB, that offers full parts, service and sales for Volvo and Hino trucks and tractors.

For more information on Beaver Truck Centre, contact **John Oades** at:

**Beaver Truck Centre**  
**33 Oak Point Highway**  
**Winnipeg, MB R2R 0T8**

**Phone:** 204-632-9100  
**Email:** john@beavertrucks.com  
**Website:** www.beavertrucks.com



## In Memoriam: Bob Sanderson

Robert James Sanderson (Bob to all who knew him) was born August 28, 1943, in Portage La Prairie, Manitoba.

Bob worked for Inland Aggregate, Division of Lehigh Hanson Material, and joined the MHCA Board of Directors in 1996, where he served as Aggregate Producers committee chair from 1996 to 2002.

Bob's wife, Lesley, was also a valued employee of the MHCA from 1992 to 1999.

With deepest sympathy, we announce that Bob passed away peacefully on October 6, 2015, in Canmore, Alberta. He is survived by his wife of 49 years, Lesley Sanderson (nee Paterson); his children Jessica (Raegan), Robert and Scott; their spouses Robin, Kristy and Kim; his grandchildren Nash, Alexa, Logan, Thomas, Graeme, Cameron; and his sister, Linda, with her husband, Barry Christianson.

There will be a Celebration of his life at the Fair Board Office, Island Park, Portage La Prairie, MB on Saturday, October 17 from 3:00 pm to 5:00 pm.

On behalf of the Manitoba Heavy Construction Association, we send our deepest condolences to the Sanderson family.

## Skilled trade careers negate youth/parent perceptions

*Originally published in Equipment Journal and featured in the CCA Weekly*



Though parents and youth say they believe career opportunities in the skilled trades to be limited, the Canadian Apprenticeship Forum (CAF-FCA) published a new national report today indicating the opposite is true.

With insights and observations from 754 certified journeypersons across Canada, "The Benefits of a Skilled Trades Career: Journeyperson Perspectives and Experiences" sheds new light on career progression in the trades. Journeypersons point to benefits including good pay, interesting work, full-time employment and the job satisfaction that comes with building or creating something. Based on a national survey with tradespeople at various stages of their career, 50% of respondents reported making more than \$80,000 annually.

"In recent surveys to gauge parent and youth understanding of the skilled trades, we were disappointed with the perception that skilled trades careers are 'dead end jobs,'" said Sarah Watts-Rynard, CAF-FCA's Executive Director. "This study reflects a much different reality, one of broad opportunity both in the trades and in related occupations. Tradespeople often transition into different fields, including teaching, training, management and business ownership. We need to share that story with young people."

When asked what a skilled trades career brought him, one respondent said "Massive adventure. I bought my first house at 21 and had a successful business by 24. I travelled around the world, became a professor by age 30... [all while] my university buddies were still eating Kraft Dinner."

Another respondent said, "I would question the notion that front-end programs, like degrees and diplomas, are equivalent or superior to an apprenticeship as they often lack the most critical component-social interaction in the context of the workplace. No one ever learned how to be a senior executive at school. They learned it at work."

The survey found that the majority of journeypersons valued their Red Seal endorsement because it made them more employable and enhanced their labour mobility. Many had also become mentors themselves, expressing satisfaction in becoming leaders who promote a positive work environment, model good safety practices and facilitate team collaboration.

These findings will support conversations with youth, parents and educators, and be included in future updates to CAF-FCA's career awareness resources.



# Awards Breakfast & Annual General Meeting

**Friday, November 20, 2015 8 a.m. - 11:30 p.m.**

RBC Convention Centre, Room 2EF (second floor)

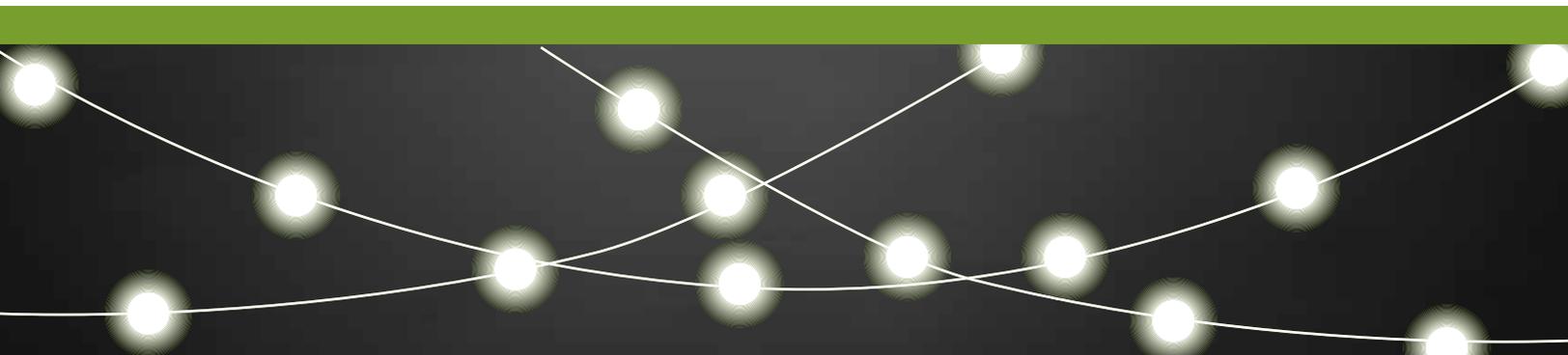
**Greetings from:** The Honourable Steve Ashton, Minister of Infrastructure & Transportation

**Keynote Speaker:** Dan Lett, Columnist, Winnipeg Free Press

*Awards, Year in Review and Membership presentations to follow.*

**Tickets:** \$49 +GST (per person)

**No. of tickets:** \_\_\_\_\_



MHCA Annual Chairman's Gala

## AN EVENING IN BLACK & WHITE

**Saturday, November 21, 2015**

**RBC Convention Centre,  
Winnipeg, MB**

Cocktails - 6:30 p.m.

Dinner - 7:30 p.m.

Tables of 10 available

**Tickets:** \$205 +GST /person  
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Phone: \_\_\_\_\_ Please Invoice: \_\_\_\_\_

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**Delta Winnipeg, reservations:** 204-944-7243 - room rates starting at **\$149**

**Quote:** Manitoba Heavy Construction Association

Fill out this form in full and fax it to Christine Miller at the MHCA office at 204-943-2279.

To request a special meal, to accommodate any food allergies and/or dietary restrictions, you can reach Christine directly at 204-947-1379 or christine@mhca.mb.ca.

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The MHCA's Annual  
Chairman's Gala is set for  
**Saturday, November 21,  
2015!**

This evening promises to be a spectacular Gala for its members. Last year's Gala hosted 750 members from industry, government and key stakeholders and we have already begun prepping this year's event. There is still one sponsorship package that is still available! If you are interested in being a sponsor for this year's Gala, *An Evening in Black & White*, please contact Christine at **204-947-1379** or [christine@mhca.mb.ca](mailto:christine@mhca.mb.ca).



MARK YOUR CALENDARS FOR NEXT YEAR'S

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February 24 & 25, 2016

**EXPO  
SOUTH**  
Destination: **Winnipeg**  
April 5 & 6, 2016

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[www.p3-2015.ca](http://www.p3-2015.ca)





# Join your colleagues at the WCR&HCA Convention

Sunday, February 7 to Wednesday, February 10, 2016

Fairmont Kea Lani

Wailea Coast, Maui, Hawaii

## Convention Features & Highlights Include:

- Accommodations at the Fairmont Kea Lani, Hawaii's only all-suites oceanfront resort
- Keynote speakers: The Honourable John Baird and Todd Hirsch
- An extensive social program, including four fabulous evening events
- An educational program that will address today's emerging issues and trends
- Exclusive group and kids activities offered daily
- The AON Golf Classic on the Wailea Gold Course, home of The Champions Skins Game
- 4 great days of networking and sunshine!

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- Exclusive group and kids activities offered daily
- The AON Golf Classic at the Wailea Gold Course, home of The Champions Skins Game
- Four great days of networking and sunshine!

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# Groundbreaker

The Official Publication of the Manitoba Heavy Construction Association

## THE EDUCATION & TRAINING ISSUE



**Hands On,  
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# WORKSAFELY MHCA™ SAFETY TIPS

## Fall Driving

As weather and road conditions change with the season, be sure to follow this series of fall driving safety tips that will help keep you safe as you enjoy the cool crisp air and the beautiful colors of the autumn leaves.

### The Danger of Leaves on the Roads

When leaves accumulate on the roadway, they'll often cover the painted road markings, making it difficult to determine the location of the lanes. Then once the leaves get wet and the temperature drops below freezing, the wet leaves will freeze and create dangerous icy conditions on the roadway. So the next time you're driving through a scenic fall area, please be mindful of the following safety tips:

- Slow down if you are driving on a road covered with leaves, especially when driving around turns.
- Allow yourself plenty of room to stop in an emergency. Keep a greater distance between you and the car in front of you.
- Be mindful that leaves make it difficult to see potholes and bumps in the road.
- A pile of leaves raked to the side of the road is an inviting place to a child. Children enjoy jumping into the leaf piles or burrowing down into them and hiding. Never drive through a leaf pile. Use caution going around turns and where children are playing.
- Keep your windshield leaf free to avoid wet leaves getting stuck under the windshield wiper blades.
- In order to avoid the possibility of a fire hazard from the exhaust system or catalytic converter, never park your vehicle over a pile of leaves.

### Adjust for Fewer Hours of Daylight

In the fall there are fewer hours of daylight. In the earlier darkness it is common to see children outside playing or riding their bicycles. People are walking their dogs, jogging or taking late afternoon or evening walks. In the fading light of dusk it is more difficult to see the children and pedestrians.

- Watch out for children at their bus stops in the morning and as they return home in the afternoon.
- Always drive defensively.

### Changing Weather Conditions

Autumn is a damp, wet season that comes with many rainy or foggy days and nights. As the temperatures drop, frost often coats the ground at night.

- When driving in fog, set your headlight to low beam. This setting aims the beam of light down toward the roadway.
- In the fall as temperatures drop, frost often forms on the roadway, causing hazardous driving conditions. Drive slowly and break gently at overpasses and bridges as these areas frost over more quickly than other roadway surfaces.
- Be aware of areas where black ice forms on the roadway.

### Vehicle Maintenance

- Keep your headlights cleaned and in proper working order, making sure they are aligned.
- Replace your windshield wiper blades if they show any signs of wear.
- Keep an emergency car safety kit in your vehicle.

### Additional Fall Safety Driving Tips

- Always keep a pair of sunglasses in your vehicle. Fall sunrises and sunsets can be very brilliant. The bright sun often creates a large amount of glare, making it difficult to see other vehicles, the roadway or the road's shoulder. Wearing sunglasses during these times reduces the danger.
- If you live in an area where there are deer, they are more apt to run into the roadway especially at dawn and dusk since the fall is an active breeding time. If you see a deer cross the roadway, proceed very slowly as they often travel in groups.



**TO REGISTER,  
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# Training Schedule

## 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

## November

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

Nov. 2 - 3 MHCA Office  
 Nov. 4 MHCA Office  
 Nov. 5 - 6 MHCA Office

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

Nov. 23 - 24 Arborg Assisted Living Complex  
 Nov. 25 Arborg Assisted Living Complex  
 Nov. 26 - 27 Arborg Assisted Living Complex

## December

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



## Investment: A Rush for the Entrances?

By Peter G Hall, Vice President and Chief Economist



Sadly, we are too familiar with stories of a mad rush for the exits. Panic can incite a stampede that leaves many hurt, or worse. The economy has seen its share of these in the past seven years. Less frequent is the rush for the entrances. Football games and rock concerts have seen these, but economic inbound rushes don't quickly come to mind. Do they occur, and if so, are they at all relevant to current conditions?

Business investment spending is a wild and unpredictable beast. The best we can say is that it reacts to economic movements with a considerable lag. But the size and speed of the lag are often a surprise. Models miss the movements by large factors, and elaborate attempts to narrow the errors are usually fruitless. A solid knowledge of project pipelines is as good as any model, but even this approach is vulnerable to large new announcements. So much for short-term movements; is it possible to get a handle on the overall cadence of business investment? It does generally follow the economy, and the past cycle tells a story that gives clues on possible near-term shifts. What are some of the key observations?

When the economy is in overdrive, firms over-invest. The average business wants to capitalize on business that's out there. Even if there are worries that there's a bubble going on, no one wants to miss out on the fun. This happened at the end of the last economic cycle, most obviously in the US economy, leaving firms with a cavernous excess of spare productive capacity. Clearly, over-investment isn't today's problem.

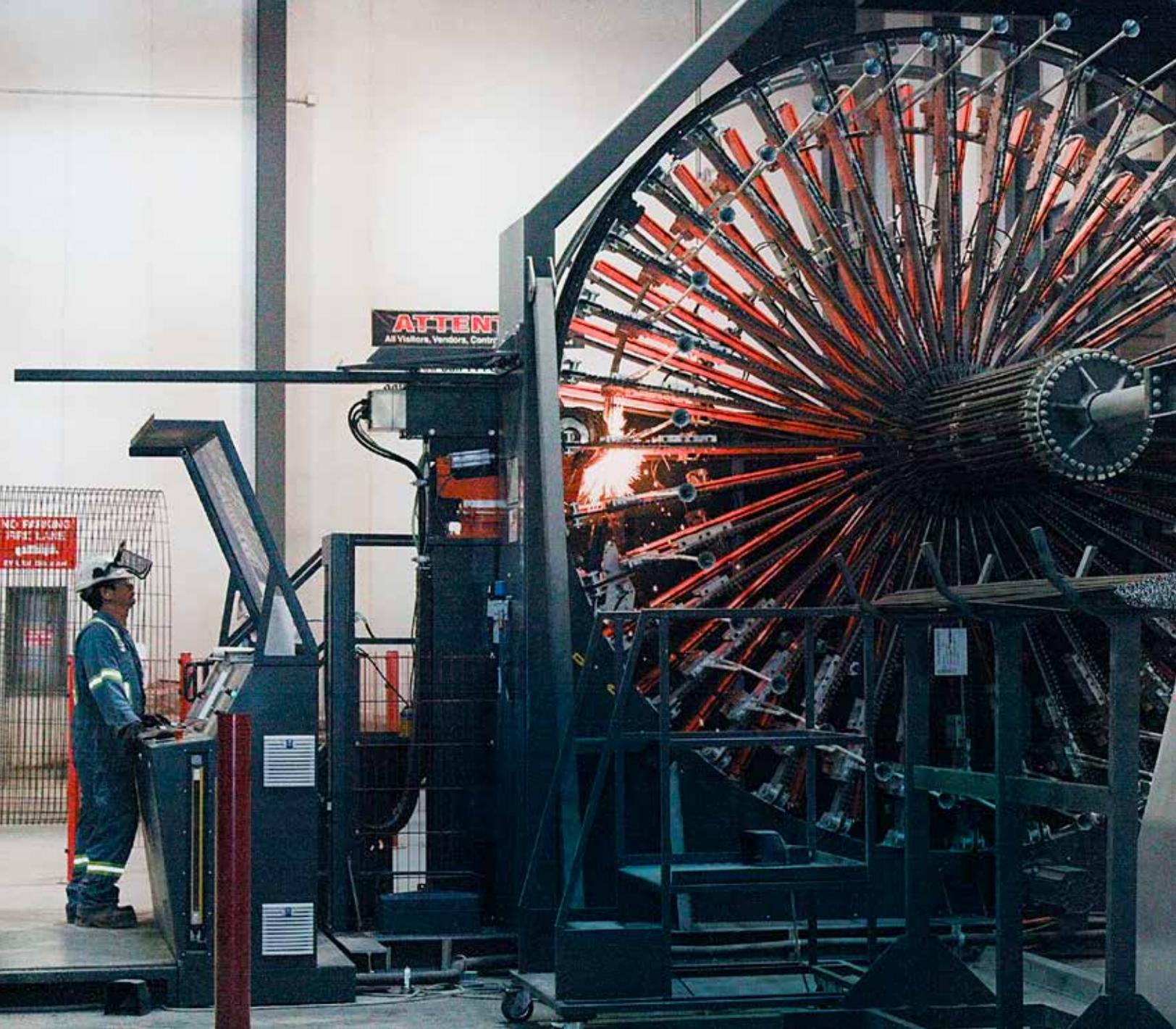
When the economy is down, firms under-invest. Makes sense – who needs to invest when there is a lot of spare capacity? In order to survive, firms cut back as much as they can, adjusting to the new economic 'reality'. If this 'reality' lasts long enough, as in the present 6-year investment lull, firms can easily get duped into thinking that the muted investments they are doing are enough to see them through. In the case of the US, weak investment has put pressure on existing capacity to the point that there is very little left. Across their manufacturing sector, capacity utilization is almost back to the pre-crisis, frenzied-economy peak – only the economy is hardly frenzied at present. Sounds like they are staring down a capacity crunch. In principle, this is nothing new, but this time around the scale is a lot greater, given the length of the post-crisis stagnation. This gives rise to another investment truism.

When the investment cycle resumes, it's all-in. Many firms go through near-death experiences when recession hits. That makes them all the more reluctant to kick-start investment when recovery arrives. The decision to 'go for it' is conditioned by what 'the Joneses' are doing. Nobody wants to be first to plunge in – but when one or two do, it seems everyone joins. This time around, the frenzy will be magnified. Why? With capacity as tight as it is stateside, a broad swath of firms and industries need to invest, and soon. And when the rush begins, firms soon discover that the capacity to create additional capacity is also very tight – so those first in line get served, and others have to wait. Here's where the rush for the entrances gets most intense.

So, is it all-in for all industries? Some may take comfort that plunging commodity prices are freeing up resource-sector capacity – room that can be used by others. Not so fast; the oil and gas and mining sectors are restructuring, but in large part project cancellations are only temporary. They are the crisis that sparks renegotiation of contracts. Witness the many projects that are now viable at much lower world prices, and the extent of rumoured or actual resource sector mergers and acquisitions.

Investment is global. More than ever, commercial activity is borderless. As such, America's constraints stand to spread its rush for the entrances worldwide. In effect, the doorway has widened. Those with capacity stand to gain the most.

The bottom line? Nobody has been lining up to see the business investment movie for the best part of a decade. But it's about to become a blockbuster, and for all concerned, now's probably the time to get a ticket.



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