



The Heavy News Weekly



Meeting with Premier Pallister & Minister Pedersen - A very positive tone set

Winnipeg - The MHCA was part of an invited group of associations who had the opportunity of meeting with Premier Pallister and the Honourable Blaine Pedersen, Minister of Infrastructure (MI) in the Premier's office on May 11, 2016.

Premier Pallister opened the meeting with a general welcome and appreciation to all attendees for having agreed to meet on short notice. In summary, the Premier alluded to a number of challenges along with reiteration of commitments made during the recent provincial election.

He noted that the provincial government is facing serious challenges, including fiscal deficit, which are worse than anticipated. That reality notwithstanding, Premier Pallister reiterated his commitment to strategically investing in core infrastructure a minimum of \$1 billion per year. As part of his streamlining and efficiency objectives, the government will pursue every opportunity to expand the value of available program dollars to ensure best value. Trade will be a key economic growth strategy. Premier Pallister reiterated his intention to ensure that Manitoba is part of the New West Partnership (NWP) and that apart from membership he would be looking for ways to enhance the value back to Manitoba's economy. He noted that the East Side Road Authority (ESRA) will be rolled into Manitoba Infrastructure (MI) and indicated he would be consulting to determine the best ways and means to achieve the objective.

Minister Pedersen invited the attending organizations to submit a top three list of priority areas for quick attention. In addition he indicated that a roundtable would be convened soon with a focus on what can be considered for implementation in the short term which would yield results short, medium and long term.

General discussion was invited and opinions were offered for the Premier and Minister's consideration. Points made by attendees included:

- A request that Project Labour Agreement (PLAs) to the extent used, not require any form of 'forced unionization' provision. They should always respect the right of workers to choose for themselves how they wish to organize or be represented in the workplace. Moreover where used they should support competition to benefit project costs through open competitive bidding.

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- Amend Labour Relations legislation to permit secret ballots so that workers can make the choice to organize or not
- Better, more consistent procurement and project delivery from government agencies which secure vertical construction services.
- Harmonization of transportation weights and measures, and related regulations so as not to inhibit or add expense to the cost of commercial haul business.
- Reconsideration of environmental levies, which are having a negative impact on the ability to competitively market and sell rubber tire products in Manitoba to the commercial trucking industry.
- Support the review of, and necessity for, streamlining and/or merging continued operations of all Boards and Commissions.
- Focus on economic growth benefits by investing in trade enabling initiatives. This includes Centerport Canada, which would benefit not just Manitoba but western Canada, and pursuing through, the NWP, a Western & Northern Canada - Trade Gateway and Corridor initiative
- Eliminate internal trade barriers and restrictive trade practices being followed by some provinces west of Manitoba.
- Adopt the six organizing principles to underpin infrastructure programs, namely: permanent programs; focusing on economic growth; embracing innovation; partnering with the private sector; dedicating funds to purpose and; annually reviewing for adjustment and discipline to purpose.
- Ensure release of the fall tender schedule in October of each year, tendering and timely awards of 80% of the program by May of each year, and the release of an annual and five year capital program to enable industry to understand and prepare for capital investment priorities thereby enhancing competitive bidding opportunities.

After further roundtable discussions in regards to the above, the Premier extended his thanks, committing that his approach was team based.

All representatives in attendance thanked the Premier and Minister for the meeting, which took place so soon after the election, and offered to continue their collaborative efforts to support the government's fiscal, economic and social goals.

A welcome and positive tone indeed.



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

Pictured below: Industry representatives attend a meeting at the Legislative Building on May 11, 2016. (From left to right: Hon. Blaine Pedersen, (MI); Derek Walker, Chair Manitoba Heavy Construction Association (MHCA); Terry Shaw, Manitoba Trucking Association (MTA); Chris Lorenc, President MHCA; Hon. Brian Pallister, Premier; Yvette Milner, President Merit Contractors Association of Manitoba; Ron Hambley, President Winnipeg Construction Association (WCA); Andy Dutfield, Chair WCA; Ray Bison, Chair Merit Contractors Association of Manitoba.)





Service & Supply Members - Call for Technical Papers (Workshop Presentations)

Do you have a fresh perspective on a challenging subject or a cutting-edge prototype or a new innovative product that will benefit the construction industry? Then we can help you get your message out!

For the past two years the Western Canada Roadbuilders & Heavy Construction Association has showcased supplier members' technical innovations and new ideas that benefit the construction industry at its Annual Convention. Past presentations have been in the areas of productivity, environment, product design and quality, insurance and finance, legal issues and customer service.

Delegates have enjoyed these presentations and so once again we are offering an **outstanding, not-to-be-missed opportunity** to present your ideas to the sharpest minds in the construction industry. Plan to be a workshop presenter at the **WCR&HCA Annual Convention, January 29 to February 1, 2017 in Los Cabos, Mexico.**

The WCR&HCA Technical Papers (Workshop Presentations) are quickly becoming the foundation of the highly-respected Annual Convention. Take part and challenge us to rethink construction!

- Submission of papers opens May 16, 2016 and only those proposals received by Friday June 17, 2016 will be considered.
- Your proposal should describe what you plan to present, why it is important to the industry and what is new or innovative about your product or service.
- Proposal write-ups should be limited to a single 8 ½" x 11" sheet of paper, when printed.
- Your proposal should also include a 50-word synopsis of your workshop that could be used for marketing purposes and which includes the full name and professional title of the presenter.
- Proposals (presentations) will be selected based on:
 1. impact on the industry
 2. originality and clarity
 3. innovative and thought-provoking
 4. broadness of interest
- Where equal, proposals submitted by Convention sponsors will be given priority.
- Presentations are 60 minutes in length, including a question period.
- If you have handout material, you are responsible to provide it for 50 attendees.
- The author (presenter) will be given one complimentary conference registration. Any additional presenters will be responsible for their own registration.
- You are responsible for all of your own expenses including, but not limited to, travel and accommodation.
- You will be required to provide your own laptop for the presentation but we will provide the projector, screen and appropriate microphone for you.

Given that we have only a limited number of workshop spots available, we apologize in advance that we may not be able to accept all proposals. Every proposal will be reviewed based on the criteria noted above. Plan to submit your unique entry and demonstrate that you are an industry leader in your field of interest.

SUBMIT YOUR PROPOSAL by June 17, 2016 to: wcrhca@unconventionalplanning.com

Please direct any questions to: wcrhca@unconventionalplanning.com

New Manitoba Government Could Impact Construction Tendering

Written by Myron Love and published on the Journal of Commerce website on April 25, 2016

The elimination of “forced unionization” and the folding of the East Side Road Authority (ESRA) into the Manitoba Infrastructure & Transportation (MIT) department are two changes Manitobans can expect thanks to its newly elected Progressive Conservative government.

Those were two of the many promises made by Brian Pallister, the province's new premier.

Pallister led his party to a record-tying 40 seats in the 57-seat legislature and ended 17 years of NDP rule on April 19.

The former NDP government forced, through Manitoba Hydro, a condition of contract in which workers in non-unionized companies had to pay union dues to government prescribed unions of which they were not members.

“In other words, if employees freely chose to remain in an open shop environment, their contractor employer could not be awarded the construction contract without that pre-condition being forced upon the workers without their having any right of choice,” says Chris Lorenc, the Manitoba Heavy Construction Association (MHCA) president.

“That ‘forced unionization’ is an offence against individuals’ rights,” says Lorenc.

“Labour legislation encourages good relations between workers and their employer. That involves the freedom and right of choice to be exercised by workers, not a substituted choice made for them by any government, provincial or otherwise. It is simply wrong for a government to dictate to workers that if they wish to work, they shall join a union or pay dues to a union they have not freely designated as their representative,” said Lorenc.

Pallister expects to save millions each year by eliminating forced unionization as a provincial procurement practice.

The ESRA evolved from the Manitoba Floodway Authority (MFA) which was originally established to oversee the expansion of the Red River Floodway following the record floods of 1997.

In 2009, the government morphed the MFA into ESRA to assume responsibility for the construction and maintenance of an all-season road on the east side of Lake Winnipeg.

The project includes an all-weather road system covering more than 1,000 kilometres over 30 years at an estimated cost of \$3 billion.

During the election campaign, Pallister estimated merging ESRA with MIT would save the province about \$8 million per year of wasted expenditures.

Lorenc also expects the new government to strongly recommit to transparent competitive tendering on all public sector construction opportunities and move away from sole source contract awards.

“Sole source contract awards, as practiced by the outgoing government, offended existing legislation, contradict the notion of best value procurement and should only be used in legitimate emergency situations where tendering would not be available as the preferred procurement method,” he says.

On infrastructure budgets, Pallister promised that his party will strategically invest, not spend, a minimum of \$1 billion a year. Lorenc suggests this would help grow the economy, generate new revenues to governments while creating more jobs and related careers.

Lorenc also noted that a Pallister government pledged to harness trade to help grow Manitoba’s economy.

In particular, Pallister committed that his government would bring Manitoba into the New West Partnership Trade Agreement.

The benefits of this would include better positioning CentrePort Canada, Canada’s first inland port, whose advantage is that it is located, by Manitoba’s geographic location, in the heart of North America.

“That can only mean stronger economic growth for Manitoba and western Canada,” said Lorenc.

MHCA Welcomes New Members

The Manitoba Heavy Construction Association is pleased to welcome two new members; Fleetmatics and Desjardins Financial Security.

Fleetmatics

Operating out of Rilling Meadows, Illinois, Fleetmatics is a leading global provider of mobile workforce solutions. They enable fleet operators with intuitive, easy-to-use fleet tracking software



Desjardins Financial Security

Desjardins Financial Security is located in Winnipeg, MB. They provide life and health insurer servicing to Canadian companies nationwide. They are the fifth largest insurer in Canada, insuring over six million Canadians.



Contact Fleetmatics

Dirk Munson
1600 East Golf Rd, Suite 800
Rolling Meadows, IL 60008
Ph: 847-378-4317
Cell: 773-263-2688
Fax: 847-378-4602
Email: dirk.munson@fleetmatics.com
Web: www.fleetmatics.com
FB: facebook.com/fleetmatics

Contact Desjardins Financial Security

Ken Smallwood
Suite 1490-363 Broadway
Winnipeg, MB R3C 3N9
Ph: 204-989-4357
Fax: 204-989-7211
Email: ken.smallwood@dfs.ca
Web: www.desjardinsfinancialsecurity.com

THE MANITOBA CHAMBERS OF COMMERCE

Annual Deputy Ministers' Dinner

June 2nd, 2016

The Fairmont Winnipeg

Presented by:



And Supported by:





2016 Spring Mixer

Wednesday, June 1, 2016

Assiniboia Downs - 3975 Portage Ave.

Reception: 5 p.m. | Dinner: 6 p.m. | Live Racing: 7 p.m.

TICKETS: \$87.50 ^{+GST} PER PERSON | TABLES OF EIGHT OR TEN

Company: _____

Number of Tickets: _____ Contact Person: _____

PAYMENT OPTIONS

Invoice: _____ Visa/MC/AMEX #: _____ Exp. _____

Signature: _____

**To order tickets or for more information, please contact Christine Miller at christine@mhca.mb.ca
ph: 204-947-1379 or fax: 204-943-2279 .**

As per MHCA Board Policy, only registrations cancelled five business days prior to the commencement of this event will be refunded.

Global Study Points to Needed Construction Productivity Boosts



Canadian
Construction
Association

Written by Peter Reina for the Engineering News-Record website on May 5, 2016 and featured in the CCA weekly newsletter

While productivity in other business sectors has surged ahead in the last half century, advances in construction have been “meager,” according to the World Economic Forum. In a new report, the Geneva-based business organization sets out a recipe of improvements the industry must follow to meet burgeoning global demand.

“Digitalization, innovative technologies and new construction techniques” represent springboards for improvement, says the Forum report, Shaping the Future of Construction--A Breakthrough in Mindset and Technology.

“To capture all this potential will require a committed and concerted effort by the industry across many aspects, from technology, operations and strategy to personnel and regulation,” adds the report, prepared with The Boston Consulting Group.

Already accounting for 6% of worldwide GDP and the largest global consumer of raw materials, the construction industry is expected to grow rapidly as urban population rises by 200,000 persons per day and environmental pressures grow.

Cutting construction costs by just 1% would save about \$100 billion a year—enough to pay for the world’s cancer drug bill, says the Forum. But the efficiency trend so far appears to be in reverse, with U.S. construction labor productivity actually falling over the last 40 years, adds the report.

The industry “has been far slower than many... to adopt new technology and is only now beginning to undergo a modern transformation,” says the report. Other efficiency impediments include inadequate R&D and work planning, lack of continuity between projects and over reliance on the expertise of individual managers.

“The widespread perception is, justifiably enough, that construction companies are not sufficiently progressive or forward-thinking,” says the Forum, adding that, as a result, it fails to attract the best talent and does less staff development than other sectors.

Among the Forum’s proposed remedies is increasing the use of “lean” construction methods, such as just-in-time supply, which could reduce completion times by 30% and cut costs by 15%. The report also advocates greater use of advanced building materials, including cross-laminated timber, along with more standardization and prefabrication.

Digital technologies and processes “enable new functionalities along the entire value chain, from the early design phase to the very end of an asset’s life,” says the Forum. Full-scale digitalization in non-residential construction could cut capital costs by 13 to 21% and achieve 10 to 17% operational savings, according to a study cited by the report.

But along with adopting new technologies, the industry must also change work practices to include increased integration of the supply chain, more whole-life planning and more innovative contracting models with balanced risk sharing.

Construction also must establish more robust global arrangements on standards. Construction could “forfeit the potential inherent in digital technologies if it remains such a fragmented industry, unable to agree on internal standards,” says the Forum,

Governments could help make big savings by driving out corruption in construction, which is rife even in developed nations, says the report.

According to a European Commission study cited, corruption in eight European Union countries drove up procurement costs by up to \$3.2 billion a year.

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Winnipeg Could Face Surplus In Local Street Repairs

Committee hears city is under budget on local street and back lane renewals budget

Written by Stephanie Taypr and published in Metro News on May 03, 2016.

Winnipeg – A city committee is cautiously optimistic its public works department will have some extra cash to spare for street repairs by the end of construction season.

Tuesday's committee on infrastructure renewal and public works heard from department head, Lester Deane, that many of the bid opportunities for 156 local street and back lane renewal projects have come in below the estimated budget price tags.

A report tabled at the meeting says this work is budgeted to cost \$53.6 million.

Deane told committee members that so far, up to 85 per cent of tendering for this roadwork have gone out.

The city bundles its roadwork into packages, and 15 out of the 27 contracts are "ready to go," he said.

"The entire program will be out and awarded by something like the third week in June."

Deane was cautious, however, when asked as to the likelihood of ending the season with a surplus.

"We have only started putting shovels in the ground this week," he said, adding that while some projects have come in under budget, there is a chance some will also be over."

"We really ... can't look at projected surpluses or what we perceive that may be surpluses until you're really into the part of the summer, which is really July, August."

"At that time we can sort of do a forecast to see whether there may be some additional capital funds available."

If there is extra cash left over, Deane said it could be put towards "low cost" work that requires minimal engineering work, such as street paving.

When asked, he couldn't say how much of the city's overall \$105.2 million roads budget has been earmarked to date.

Councillors Russ Wyatt (Transcona), who addressed Tuesday's committee as a delegate, and committee member Devi Sharma (Old Kildonan) both raised concerns why the department did not issue roadwork tenders earlier in winter.

Deane listed one reason as the late adoption of this year's capital budget, along with the need to seek committee approval.

Committee chair Coun. Janice Lukes (St. Norbert) said speeding up the process would mean granting more freedom to department officials to plan for, and ultimately award contracts.

"The benefit is the more [delegated authority] we give, the sooner they get it out the door and the we can make savings on it. There's a balance there of public funding and delegated authority."

Correction: An online version of a related story posted Monday May 2, 2016 inaccurately represented the views of the Manitoba Heavy Construction Association on this matter. The author sincerely regrets the error.

Fort McMurray Disaster Relief Appeal

The MHCA encourages its members to donate to the Red Cross Alberta Fires Emergency Fund



On Tuesday, May 3, 2016, the residents of Fort McMurray were given a mandatory evacuation order due to fires in the area. At the time, approximately 80,000 people in Fort McMurray and the surrounding area were affected. Today, the fires continue to spread, threatening to double in size and cross over the Saskatchewan borders this week.

The MHCA is encouraging its members to individually and / or corporately make donations to the Red Cross Alberta Fires Emergency Appeal in whatever amount, to assist in the relief efforts.

You can visit the following link if you wish to donate.

<https://donate.redcross.ca/ea-action/action?ea.client.id=1951&ea.campaign.id=50610>

This disaster in Alberta affects all Canadians and warrants our support and assistance.

Thank you for your favorable consideration.

Regards,

A handwritten signature in black ink that reads "D. Walker".

Derek Walker, Chair MHCA

A handwritten signature in blue ink that reads "Chris Lorenc".

Chris Lorenc, President MHCA

GROWING MANITOBA'S ECONOMY

Pillars in Support of 'Growing Manitoba's Economy'

In today's globally competitive business environment it is imperative that government create a climate that attracts new business and allows existing businesses to grow and thrive. For Manitoba to reach its full potential there are seven key public policy pillars that political parties must address to demonstrate their political commitment to "Growing Manitoba's Economy," in their 2016 Provincial Election platforms.

I. FISCAL COMPETITIVENESS

Manitoba must have an effective and fiscally prudent government committed to creating a competitive tax jurisdiction to attract and retain new investment.

II. VENTURE CAPITAL

Commitment to the creation of an accessible venture capital fund and supportive tax credit policies to leverage investment in the growth of new and existing businesses.

III. GLOBAL TRADE

Commitment to pursuing an expanded global trade profile for Manitoba which derives substantial economic benefit.

IV. INFRASTRUCTURE INVESTMENT

Commitment to a strategic, sustained, disciplined approach to investment in Manitoba's core infrastructure.

V. ABORIGINAL ENGAGEMENT

Commitment to the creation of an Aboriginal Engagement Strategy to ensure inclusion and partnership in economic growth policies.

VI. SKILLED WORKFORCE

Commitment to attracting, educating, training and retaining a skilled, responsive workforce is fundamental to ongoing economic growth.

VII. 'NEW FISCAL DEAL' FOR MUNICIPALITIES

Commitment to address the existing fiscal framework between the province and municipalities to meet the challenges of the future.

CONCLUSION

The above principles are supported and respectfully submitted by the following supporting organizations each of which are committed to pursuing 'Growing Manitoba's Economy,' in the 2016 Provincial Election.

Business Council of Manitoba (BCM)
Canadian Manufacturers and Exporters (CME)
Manitoba Chambers of Commerce (MCC)
Manitoba Heavy Construction Association (MHCA)
Manitoba Home Builders Association (MHBA)
The Winnipeg Chamber of Commerce (WCC)



Meeting to Review Delays in processing Quarry Lease & Permit Applications



Winnipeg - on May 9, 2016 the MHCA hosted a collaborative meeting chaired by James Kaskiw (Lehigh Inland) who chairs the MHCA Aggregate Producers Committee, with the supportive participation of Manitoba Infrastructure (MI) and Mines, Minerals & Resources (MMR) and industry representatives. The meeting purpose was to consider ways and means of mutually collaborating to address and reduce delays and time involved in processing quarry leases and casual permits.

After extensive discussion and back and forth exchange of suggestions, there was consensus that the following next steps would be appropriate:

- i) Identify how multi-year permits might be issued (MMR)
- ii) Push detail work to post permit with Conservation (MMR)
- iii) Prepare a one page FAQ which would address specifically requirements associated with the 14-45-90 day applications, and circulate broadly to industry (MMR/MHCA)
- iv) Host a Quarry Application seminar potentially in September 2016 (MMR/MHCA)
- v) Consider ways to reduce the number of applications which would help reduce lost time spent on applications (MMR)

It was also agreed that within roughly two to three weeks of the meeting, that the MHCA would communicate with MMR and determine a further refinement of next steps.

Below: Meeting to review delays in processing quarry leases and permit applications on May 9, 2016 in the MHCA Boardroom



Upcoming MHCA Committee and Board Meetings

May 24

Esecutive Meeting - MHCA Boardroom, Winnipeg
12:00 Noon

June 13

Education Training & Gold Seal Committee
Meeting- MHCA Board Room, Winnipeg
11:00 AM

canadagames.ca/2017

FUNDING PARTIES

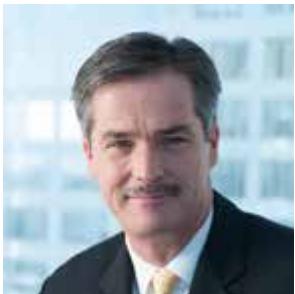
Canada

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Protectionism: In Vogue Again?

By Peter G Hall, Vice President and Chief Economist



Say it isn't so! We've heard the dreaded 'P' word enough in the past to be beyond this. Globalization has long since proven its worth, opening up new markets, and bringing efficiencies that make everyone better off. It's why political leaders have made huge investments in trade deals, investment protection agreements, double taxation treaties and endless discussions to safeguard what has been put into place. Then, one or two things go wrong, and we lose it: globalization comes under attack as the obvious villain, and we retreat into protectionism, or at least into its vile rhetoric. Is it happening all over again?

Our last big bout wasn't so long ago. Enter the Great Recession and with it, widespread amnesia. Globalization, which fueled the longest growth cycle in recent memory was now fingered for igniting the late-cycle excesses. One by one, countries came out with 'me first' policies that baldly displayed their ignorance – deliberate, or accidental – of how the systems of globalization really work. Some of globalization's greatest beneficiaries became its sworn enemies. Buy American was our top customer's plan. Then 'France first'. China, of all places, was also trying to ring-fence activity within its borders.

What's the appeal of such counter-intuitive policy? First, when the chips are down, it looks patriotic. Leaders who make bold statements about protecting growth appear to be champions of the cause. It's popular, and it wins votes. Second, it plays on fears. Chaos increases desperation, which suddenly makes protectionism sound good. Third, it's a remedy for the worry – usually unfounded – that some other country is unfairly hollowing out activity on the home front. Fourth, following the recession countries were spending hefty sums on stimulus, and they wanted to ensure – through protectionism – that nothing spilled abroad. Fifth, it's always more convenient to blame your woes on outsiders; protectionism 'fixes' the 'enemy without'. Sixth, it's a nasty contagion: if everyone else is resorting to protectionism, well, we have to as well. Finally, frustration. After seven years of economic meandering, those left behind economically are eager for change. That's why political messages today are replete with fortress-mentality shock-talk. Is there a reasonable end-game?

Business realities suggest that the crowning will crumble. Costs to the economy are significant, and they are more immediate than they used to be. Reprisals to protectionist measures can rapidly result in domestic layoffs that reveal the policies' short-sightedness. Small wonder that some of the post-recession's most prominent announcements were modified shortly after the press conference. It was quickly obvious that instead of ameliorating conditions, they actually stood to exacerbate them.

Today's version of protectionist rhetoric is playing to the frustrations of a generation left behind, and is occurring in the context of troubling financial turbulence, significant weakening of BRICS economies and others affected by plunging commodity prices, and the deep structural weaknesses brought on by the Great Recession. Unfortunately, but typically, it has taken its eyes off longer-term gains. The goldmine of potential in the powerhouses of China, India, Brazil, Mexico, Indonesia and others strongly suggests broadening the reach of globalization, and investing in making it more efficient. The opportunity cost of ill-conceived short-term remedies is arguably incalculable.

Given the heightened role that today's circumstances are giving to sentiment, persuasion has perhaps never been more important. For globalization to work, it's an all-in process. But maybe there's another way. There's likely no better demonstration than a business strategy that sees these longer-term benefits, and through prudent execution, delivers the results. There's more: there's actually a huge possibility of gain through exploiting the open business channels that another's protectionism gives rise to. If other economies are running away from globalization's realities, there's a larger opening for the ones intent on embracing them.

The bottom line? We can all hope that reason prevails ahead of concrete decisions being made that could prove very damaging to world growth. In the meantime, we can look for opportunities where others are building walls.

SAFETY TALK



Construction Site Fire Safety

Fire Safety planning and hazard assessments are essential to prepare for and manage fire risks. Planning and assessments will identify and lead to methods and processes that will minimize or contain potential fire concerns.

Fire safety planning and hazard assessments of construction sites should be done prior to, and during construction.

All site safety activities should be coordinated through the planning and assessment process.

Fire Safety Plans Should Include:

- Emergency procedures and information needed to plan for an emergency. This includes, but is not limited to:
 - designating a person responsible to call 911
 - alerting other workers of a fire and
 - designating exit routes and muster points (meeting places).
- Training off-site personnel on evacuation procedures.
- Providing site orientation, making sure fire safety is included in safety meetings and simulating fire drills when applicable.
- Assigning site personnel to carry out fire safety duties such as controlling combustibles, making sure vehicles and trucks are not blocking fire exits and fire department access, and designating escape routes and keeping them clear of waste material and excess storage.
- Making sure firefighting services (hydrants, sprinklers, access routes) are installed, tested and activated at the start of construction.
- Making sure there is a sufficient quantity of fire extinguishers and that they are serviced and up-to date and mounted with proper signage.
- Making sure flammable and combustible liquid are properly stored and handled and out of the way of hot works operations.
- Making sure all electrical installations, storage and the use of petroleum gases comply with the requirements of the WHS Act and Regulations.

Hot Works Operations:

When working on hot works operations such as welding, make sure that:

- The area is clear of flammable and combustible materials.
- There is a fire watch assigned during, and for 60 minutes after the hot works operation.
- That a final inspection of the area is done 4 hours after completion.
- There are no combustible or flammable materials located near the hot works operation.
- Provisions have been made to protect these materials by using a non-combustible/thermal barrier.
- A fire extinguisher is present at all times.
- Proper ventilation is provided if necessary

Other Important Information:

- Make sure you take note of the type of on-site security that is provided around the site and that security personnel have knowledge of, and understand their role in the fire safety plan.
- Keep a list of names and telephone numbers of the person(s) who will be contacted during and after normal operation hours or in the event of an emergency.
- Review and update the fire safety plan as construction progresses. Make sure all staff is familiar with any changes that occur to the fire safety plan throughout construction.
- Make sure workers are taking their smoking breaks away from dry and combustible materials.

Construction Safety Excellence™

Information taken from the BCFC Fire Safety for Construction and Demolition Sites, revised 2013

Training Schedule

May

COR™ Leadership in Safety Excellence	May 16 -17	MHCA Office
COR™ Principles of Health & Safety Management	May 18	MHCA Office
COR™ Auditor	May 19 - 20	MHCA Office
Flagperson (1/2 Day AM)	May 24	MHCA Office
Committee/Representative Training (1/2 Day PM)	May 24	MHCA Office
Excavation & Trenching (1/2 Day AM)	May 27	MHCA Office
Train the Trainer	May 30	MHCA Office

June

COR™ Leadership in Safety Excellence	June 13-14	MHCA Office
COR™ Principles of Health & Safety Management	June 15	MHCA Office
COR™ Auditor	June 16-17	MHCA Office
Flagperson (1/2 Day AM)	June 27	MHCA Office
Committee/Representative Training (1/2 Day PM)	June 27	MHCA Office
Traffic Control Coordinator	June 28-29	MHCA Office
Excavation & Trenching (1/2 Day AM)	June 30	MHCA Office

For the full calendar of upcoming training schedules, visit www.mhca.mb.ca/worksafely

UCN Hosts North American Occupational Safety and Health Week Kickoff

Written by Kacper Antoszewski for the Thompson Citizen on May 11, 2016

Industry and city leaders gathered in the University College of the North's (UCN) main lobby May 3 to kick off North American Occupational Safety and Health (NAOSH) Week, led by Manitoba Heavy Construction Association (MHCA) WORKSAFELY™ chair Peter Paulic.

Throughout the week, NAOSH partners organized workplace programs in order to "focus the attention of employers, employees, the general public and all workers in occupational safety and health, of the importance of preventing injury and illness in the workplace," said Paulic, who was joined by guest speakers Mayor Dennis Fenske, Wescan Mechanical's Chris Henry, Vale Manitoba Operations vice-president Mark Scott, and UCN's Dan Smith.

Paulic recalled how safety culture has changed rapidly in recent years. "I can remember back in '96, Ted Smook talking to us saying that we're going to start a safety program. There were six or seven of us, and of those seven I was the only one that was not injured at the time. And yet we were questioning Ted over why we were doing this." Henry had similar sentiments: "We relied on a lot of luck back then."

Paulic noted proudly that Smook Contractors today carries the lowest Workers Compensation Board (WCB) costs in its industry, and has not experienced a lost-time accident in over a year. "One of the most gratifying feelings as someone running a business is that everyone gets to get home, with their families, without issues."

Fenske remarked on the City of Thompson's SafeOperations framework, based on Vale's own SafeProduction program. In February, the city credited the program with a two-thirds reduction in the city's WCB costs. "It's important topic in the city of Thompson, as an employer, and as a mayor as well."

But for Henry and Scott, it was critical to remember that safety wasn't about the savings. "The amount of money somebody's life is worth immeasurable. I'm sure an insurance company could tell you what that value is, but seeing someone not go home to their family is something that would hurt me forever," said Henry. Scott agreed: "Safety is a moral imperative, not a financial one."

Smith acknowledged the role of education in fostering a culture of workplace safety. "Ensuring safe work is a critical managerial responsibility at UCN, and it's a critical curriculum outcome for UCN as an educational institution."

Several speakers also reminded Thompsonites of the ongoing spring cleaning in the city, which will mean machinery and reduced visibility in working areas.

Western Canada Roadbuilders & Heavy Construction Association 2017 Convention

SEE PAGE 3 FOR REGISTRATION



HOLD THE DATE

Sunday, January 29, to Wednesday, February 1, 2017

JW Marriott Los Cabos Beach Resort & Spa
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