



The Heavy News Weekly



KEEPING INFRASTRUCTURE UPFRONT

Investment in infrastructure, and the city's budget, continues to be the hot topic at City Hall. Last week, the MHCA spoke to the delays in getting the shovels into the ground and how that is affecting our industry. Below we are printing another take on infrastructure planning; The Sun's Tom Brodbeck looks specifically at how 2017 is shaping up now because there is less money budgeted next year for local streets and roads. The MHCA will be speaking about this again in weeks to come, so watch this space for updates.

Paying it Backward for Road Work

Written by Tom Brodbeck for the Winnipeg Sun and posted on July 04, 2016

The good news is the city of Winnipeg is speeding up road repair by \$8 million this year.

The bad news is the 2017 capital budget for local and regional street reconstruction -- which was already set to drop 10% -- will fall by a corresponding amount.

So, by the end of 2017, the city really won't be any further ahead in fixing Winnipeg's donkey path roads.

A city committee agreed Monday to increase spending this year on local roads by \$8 million due to favourable pricing in the construction market. However, since the money will be taken from next year's capital budget, the total road repair budget for 2016 and 2017 won't change much. The only potential benefit for the city is it may capitalize on slightly better pricing in 2016 compared to 2017, although that's far from a certainty.

"The additional 2017 local street renewal works undertaken in 2016 will reduce the amount of tendered work in 2017 under the Regional and Local Street Renewal program," says an administrative report that went to the public works committee.

Nevertheless, it's still a good idea for the city to speed up whatever road construction it can this year. Our roads are a mess and an embarrassment to this city. They've never been in worse shape. Despite record amounts of funding for local and regional roads over the past few years, the city is still underfunding road repair by tens of millions a year.



In This Edition:

Paying it Backward for Road Work	1-2
Canada And Manitoba Invest in Water Management Solutions for the RM of Bifrost-Riverton	4
MHCA Welcomes New Policy Analyst and Front Office Administrator	5
Attn: Central and Eastern MB COR Companies	8

Upcoming MHCA Meetings

Education, Training and Gold Seal - August 04, 2016 - MHCA Office

Which makes it much more surprising that the city is planning to reduce the street renewal budget by 10% in 2017, down to \$94.4 million from a budget of \$105.2 million this year.

When you consider -- according to the city's own estimates -- that a sustainable level of funding for local and regional streets in Winnipeg is about \$160 million a year, it's easy to see why our streets continue to deteriorate.

Part of the reason street funding is expected to drop next year is the city is reducing its base funding -- called "cash to capital" -- in 2017. According to the city's six-year capital project summary for local and regional streets, cash to capital funding is set to drop to \$13.9 million in 2017 from \$22.9 million this year. That base funding will drop to only \$7 million by 2020.

What the city is doing is reducing its base funding for road renewal while increasing funding from the annual 2% property tax increase that's earmarked for local and regional street repair.

So while it's true the 2% property tax increase is being used solely for road construction, the city is also quietly cutting back on its base funding. It's an accounting manoeuvre to redirect money from street repairs into general revenues while raising taxes.

What the city should do is not only speed up \$8 million worth of road construction this year -- and do more if it can -- it should also, at the very least, maintain base funding for road construction next year and in subsequent years. Better still, base funding should grow each year so total funding approaches the \$160-million level required to start making progress on the overall condition of our roads.

Under the current six-year plan, local and regional road funding will only hit \$125 million by 2021.

Naturally, the money is there to do it without raising taxes. Redirecting wasted funding from the failed Bus Rapid Transit project would be a good place to start. Getting the city's skyrocketing labour costs under control is another low-lying fruit, especially when four collective agreements representing three-quarters of city hall's workforce are up for renegotiation this year.

City council has options to substantially speed up the reconstruction of Winnipeg's disastrous roads, which are used not only by cars and trucks but by buses and cyclists, too. Unfortunately, they don't seem too interested in seizing those opportunities.



2016 MHCA Annual Golf Classic

Team Captains:
please submit the
names of the golfers on
your team ASAP to
christine@mhca.mb.ca
Thank you

Wednesday, August 10, 2016 | Elmhurst & Pine Ridge Golf Courses

SOLD OUT

All incoming registration forms will be placed on a wait list. If an opening becomes available, we will contact the company by phone.

Please note only registrations cancelled prior to July 20, 2016 will be refunded.



2016 MHCA Annual Golf Classic

SPONSORSHIP OPPORTUNITIES

Wednesday, August 10, 2016 | Elmhurst & Pine Ridge Golf

Let us advertise your company, products and/or services at one of the largest and most popular golf tournaments for the heavy construction industry in Manitoba! Don't miss out!

MHCA MEMBERS
FIRST COME... FIRST SERVED

HOLE SPONSORSHIP

\$450 ^{+GST}

DUAL HOLE SPONSORSHIP

\$725 ^{+GST}

LONGEST DRIVE

\$450 ^{+GST} (includes prize & sign)

CLOSEST TO THE LINE

\$450 ^{+GST} (includes prize & sign)

CLOSEST TO THE PIN

\$450 ^{+GST} (includes prize & sign)

CHIPPING CONTEST

\$450 ^{+GST} (includes prize & sign)

FREE PUTTING CONTEST

\$450 ^{+GST} / per course (includes prize & sign)

BUS TRANSPORTATION

\$425 ^{+GST} / two buses

- Donation towards bus shuttle between courses

"TOURNAMENT BALL" CONTEST

\$975 ^{+GST} plus prize donation in excess of \$250 per course

- Will hold one team entry per sponsorship until June 16. *Team registration fees extra.*
- Each team will use your corporate golf ball.

BEVERAGE CART / DRINK SPONSORSHIP

\$1,250 ^{+GST} / per course

- Will hold one team entry per sponsorship until June 16. *Team registration fees extra.*
- Windshield signage on each golf cart.

GOLF CART SPONSORSHIP

\$1,250 ^{+GST} / per course

- Will hold one team entry per sponsorship until June 16. *Team registration fees extra.*
- Windshield signage on each golf cart.

TEAM ENTRIES:

- Team registration forms and fees still need to be completed and sent to the MHCA
- If you forfeit your team entry, please notify the MHCA

SPONSOR RECOGNITION INCLUDES:

- Networking at one of the largest golf tournaments in Manitoba
- Exposure to over 380 private sector decision makers in the heavy construction industry
- Recognition throughout the facility, on the golf carts, and in the dinner programs
- Recognition in the MHCA's Heavy News Weekly, which is circulated to over 1,000 companies plus stakeholders, associations, MP's, MLA's, City Councillors, and agencies, at all three levels of government, across Manitoba

NOTE:

- Sponsors wishing to have representatives on the hole are subject to approval by the Events Committee and must notify the organizer of representation prior to **July 20, 2016**.
- Sponsor reps are responsible for payment of their own meal(s) - **\$50/person.**

Company: _____ Sponsorship Package: _____
 (one or both courses)

Contact Person: _____ Phone: _____ Fax: _____

Special Instructions: _____

Please send completed form to Christine Miller at christine@mhca.mb.ca

Canada And Manitoba Invest in Water Management Solutions for the RM of Bifrost-Riverton

News release from the Province of Manitoba and the Canadian Government; sent out on July 04, 2016

The governments of Canada and Manitoba will invest \$1 million in a pilot project to improve drainage and address other water-related issues affecting agricultural producers in the Rural Municipality (RM) of Bifrost-Riverton, Federal Agriculture Minister Lawrence MacAulay and Manitoba Agriculture Minister Ralph Eichler announced today.

“Dealing with excess moisture from extreme weather events has created many challenges for Manitoba farmers in recent years,” said MacAulay. “This investment will help find ways to effectively manage and improve water-related issues ensuring long-term sustainability of the land and economic prosperity for farmers.”

Over the next three years, Bifrost Agricultural Sustainability Community Service Cooperative Inc. (BASIC) will use this funding to increase profitability and competitiveness of area producers by:

- examining the effects of artificially induced excess moisture, varying seeding rates and varietal differences on several crops, through innovative field research;
- identifying alternative crops for the region that might be suitable and economically viable with improved water management;
- researching ways to mitigate soil erosion and maintain water quality on agricultural lands; and
- rehabilitating more than 330 kilometres of municipal drainage.

“We are committed to finding effective solutions to deal with chronic excess moisture, to help reduce the devastating effects on farm families and the rural economy,” said Eichler. “This project supports on-farm competitiveness and profitability and may offer lessons that can be applied in other parts of the province dealing with similar challenges. It may also help reduce the demand on business risk management programs by dealing with the root causes of the issue.”

The field research will utilize innovative water management infrastructure such as tile drainage and irrigation developed at the Prairies East Sustainable Agricultural Initiative diversification centre near Arborg. Soil erosion and water quality work will be completed through partnership with the East Interlake Conservation District, with contributions from local area farmers.

“Our farmer-members are very excited about the opportunities presented by this project,” said Eric Fridfinnson, BASIC chair. “This cooperative effort will allow us to begin capturing the advantages of farming in a higher rainfall area, instead of having chronic problems. This project recognizes that effective risk management can be based on unique, local needs.”

Ministers noted between 2008 and 2010, significant rains resulted in producers triggering over \$10 million in payments from the AgriStability program alone. This project, to be led by the cooperative and the municipality, is based on the results of a feasibility study focused on land and water management options for the area.

The cooperative was formed in 2008 to help find solutions for crop and livestock farmers dealing with excess moisture. Today, it includes 90 per cent of farmers in the RM of Bifrost-Riverton as members. Farmers in the municipality will contribute \$4 million to this initiative through a levy on agricultural land administered by the rural municipality.

This pilot project will be funded under Growing Forward 2 – Growing Actions, which advances industry-led initiatives to increase competitiveness and create innovative solutions for agricultural organizations, including market development, trade advocacy, research projects, adopting best business practices and attracting investment.

The federal and provincial governments are investing \$176 million in Manitoba under Growing Forward 2, a five-year, federal-provincial-territorial policy framework to advance the agriculture industry, helping producers and processors become more innovative and competitive in world markets. For more information, visit www.gov.mb.ca/agriculture under Growing Forward 2.

For more information on Manitoba’s agricultural programs and services, follow the Twitter account at www.twitter.com/MBGovAg.

MHCA Welcomes New Policy Analyst and Front Office Administrator



Catherine Mitchell
MHCA Policy Analyst



Jocelyn Martens
MHCA Front Office Administrator

The Manitoba Heavy Construction Association is pleased to welcome two new members to our staff, Catherine Mitchell and Jocelyn Martens.

Catherine joined Manitoba Heavy Construction Association (MHCA) as its Policy Analyst on July 04, 2016. Before joining the MHCA, Catherine worked at the Winnipeg Free Press for over 30 years, the last 16 of which were spent as an editorial writer. She has spent many years working in public policy, covering municipal, provincial and federal policy, legislation and budgets.

Catherine first got a taste of journalism in high school at one of Lord Thomson of Fleet's first radio stations (CJKL) and was a stringer for high school sports to the Northern Daily News in Kirkland Lake, ON. She later went on to study at Carleton University where she received her Bach. of Journalism (Hons.) degree.

Catherine is excited to begin working with the MHCA and its involvement in Manitoba's growth.

Outside of the office, Catherine is a self-proclaimed "outdoor's woman" who enjoys camping, cycling and reading historical fiction.

If you would like to contact Catherine Mitchell in regards to MHCA policy and procedures, she can be reached at catherine@mhca.mb.ca or by phone at 204-947-1379 ext. 16.

Jocelyn joined the Manitoba Heavy Construction Association (MHCA) on July 04, 2016 as its new Office Administrator.

Jocelyn has been working in the administration field for 9 years. She first got her Office Technician Certificate from Red River College in 2007, and since then has worked with companies like Ken Palson Enterprises, and later Rocky Road Recycling.

Jocelyn is excited to begin working with the MHCA, and to apply her skills and experience to the position.

When she isn't at work, Jocelyn enjoys fashion, traveling, cooking, and spending time with her nieces and nephew.

If you would like to get a hold of Jocelyn, she can be reached at jocelyn@mhca.mb.ca or on our main office line at 204-947-1379.



Canada's Future Growth Zones

By Peter G Hall, Vice President and Chief Economist



If the science of economics is truly dismal, then now must be its heyday. Six sub-standard post-recession years have birthed a glut of gloom. Few forecasters – in Canada or elsewhere – brave the high side, either run down by repeated retreats, or fearing the ‘heretic’ moniker. Now, there’s a close cluster around consensus, and a general acquiescence to ‘new-normal-nomics’.

It sure sells well in Canada. Cautious at the best of times, we’ve more to worry about now. We have debt-saddled consumers and an overbuilt housing sector. Exports, seen as the way forward, are now swallowing the commodity price plunge. Soft resource markets, many say, reinforce the view of a weak world, dimming export prospects. As such, analysts are questioning traditional pillars of growth and contemplating new ones.

While never a wrong approach, it may yield limited payback. What if the double-length global growth cycle that culminated in five-plus years of excess, setting up the Great Recession, has actually required all of the subsequent years to use up those excesses? That would not only explain for stagnation, but label it temporary. The pent-up demand evident in the U.S. and now more clearly in Europe strongly suggests that we could be on the verge of an ‘old normal’ growth spurt.

Perhaps that, together with a weaker Canadian dollar, is why exports of auto-sector, consumer product and aerospace exports are surging, among other key manufactures. And why European Union demand for Canada’s higher-valued exports is strong. And pent-up demand exists, then future growth beckons. Canadian manufacturing is proving that it is far from a bygone industry, a fact underlined by recent significant investments.

Emerging market hiccups have muddied the picture, but even so, most expect them to double the growth of the industrialized world. At current growth, emerging economies are adding tens of millions to the middle- and upper-class ranks annually in the largest markets, cohorts thirsty for more of the kinds of things – a broader range of higher- value goods, and increasingly, services – that we produce and export. A crystal clear example is the scorching emerging market demand for Canadian food products, which is only just beginning. And if developed-market momentum is on the rise, our prospects there will only brighten further.

Demands of these economies don’t stop at higher-value-added exports, though. Developing economies’ need for resources is undiminished, and as a result, demand for Canada’s primary products will continue well into the long-term future. Our supplies are even more attractive considering that geopolitics is and will be compromising vast quantities of global resources for some time to come. Canada’s resource industries are far from passé, whether or not emerging markets ‘come back’ quickly.

Thus far, it looks like our traditional strengths remain our greatest opportunities. Even so, success will require new approaches. Increasingly, labour constraints will necessitate more capital intensive production at home, and foreign-sourced production. Already a substantial economy beyond our borders, direct investments abroad will only rise in importance as time goes on. It will require increased risk appetite and the savvy to succeed in less familiar settings – but Canadians are already proving we have the moxy for this. It will also require us collectively realizing that this activity is not job-killing; it’s actually job-preserving.

Too good to be true? Maybe. Populism’s rise – most notable in the recent Brexit vote – presents the greatest existential threat to date to the benefits brought on by the current and future global reach of business. Frustration with the past cycle’s structural weaknesses and the current one’s sluggishness has prompted numerous backlashes against globalization and the institutions and enterprises that support it. Tragically, the movement seems to be gaining momentum, and among its greatest proponent-nations, at just the moment the economy is due for a rebound.

The bottom line? There’s a lot at stake. But in the mayhem, there’s more than a glimmer of hope for Canada. Our global footprint is extensive, our exports are growing, we’re diversifying globally, and our banking system is solid. We have the means to run into the global business void left by those who are backing off at precisely the wrong moment. And we can do all this by doing what we already do well, but on a wider front.

Toronto considers litigation provision on bids



A City of Toronto staff recommendation to disqualify suppliers who are in ongoing litigation with the city from bidding on projects is being described by several industry stakeholders as a “heavy hammer.”

Written on June 30, 2016 by Lindsay Cole for the Daily Commercial News website and published in the CCA weekly newsletter

According to a city report, staff are recommending changes to the city’s purchasing bylaw and procurement processes policy, with a major change including the adoption of a Supplier Code of Conduct. Part of this includes a recommendation that the city treasurer has “the authority to disqualify a supplier who is in ongoing litigation with the City related to a contract awarded by the City.”

City staff state the focus of the provision is to address suppliers with a history of “bringing vexatious or frivolous litigation against the City” and not to stop suppliers who have legitimate issues from addressing them through the courts.

The recommendation was brought to the Broader Construction Association Consultation Group (BCACG), a city advisory group comprised of various industry representatives, at the end of May, explains Geoff Wilkinson, executive director of the Ontario Road Builders’ Association (ORBA), which “came up as a big surprise to all of the industry associations that are supposed to be consulted.”

Wilkinson, along with Ontario General Contractors Association president Clive Thurston and Ontario Sewer and Watermain Construction Association executive director Giovanni Cautillo, told the Daily Commercial News during the Canadian Construction Association spring board meeting in Halifax, N.S. that they felt they were not properly consulted on this issue.

“Our opportunity to provide any input is negligible and in our opinion the city staff are doing this in a very rushed way, in order to avoid industry consultation. It should be every contractor’s right to pursue a claim through litigation,” Wilkinson says, adding it appears the City of Toronto is saying, “If you want to do business with us, and you have a claim and you want money from us, too bad.”

But Michael Pacholok, Toronto’s chief purchasing official and director of purchasing and materials management, says the intent behind the recommendation is not to stifle proper litigation.

“To be clear, it’s not necessarily a ban. It might be a disqualification with respect to a particular procurement. The treasurer will have to consult with the city solicitor on determining whether they would disqualify a supplier for a particular procurement,” he explains. “We’ve listed some non-exclusive factors in the report, which will be a guideline, and then we’re going to develop procedures to help flush that out and to make it clearer. We want to make procedures that are very clear on how we will make a decision and get their (the industry’s) input on that.”

The report went to the city’s Government Management Committee on June 13 and is slated to go to council in July for approval.

“Rather than become more efficient, they, like some other owners, believe that it’s better to become more punitive. Let’s penalize the people who work for us,” says Thurston. “These clauses are intended to intimidate contractors from accessing their due process, their rights under the law. They have no other purpose.”

“Industry consultation occurs before something is put into motion,” adds Cautillo. “This is a matter of control and the city is using a very archaic way of control.”

Pacholok, however, states there is still plenty of time for industry consultation.

“There will be more opportunity for consultation with respect to the procedure of how it would actually work,” he explains, adding interested stakeholders can also provide written comments to council. “If council approves the report, we will definitely be working with the industry to work on those procedures, late summer into the fall, so we get good consultation with respect to how it will work before it turns on in January.”

For Wilkinson, the litigation provision issue is all too familiar. In 2015, Ontario’s Minister of Transportation (MTO) Steven Del Duca announced that the litigation provision was being removed from the exclusion clause in government contracts. It was a move ORBA had been pushing for since 2007. Prior to that, MTO contracts had a provision that stated the ministry could exclude vendors from bidding on future contracts under specific conditions.

“We just had this removed from MTO,” Cautillo says. “The MTO had the foresight and understood the restrictions.”

“We’re not going to keep taking this from owners,” Thurston adds. “There is going to be a response from the industry.”

A June 24 letter to the city from the Construction and Design Alliance of Ontario expresses disappointment with the proposal and states “should the City continue to proceed with such onerous and unfair proposals, we will have no choice but to reconsider the value of working within the BCACG.”

Pacholok states he hopes the industry will work with the city on this process.

“From our perspective it’s not going to impact what goes to court. This is really about should we work with supplier on a particular case given certain factors in play. We’re trying to narrow it to the situation where were its frivolous and vexatious lawsuits that we’re dealing with,” he explains. “If a supplier is in litigation and they win the litigation against the city, that shouldn’t be something we hold against them, they legitimately won. If we’re going to exercise such discretion, we have to do it in good faith and that’s why we need to establish this very transparent decision-making process.”

But Wilkinson says it’s not up to the city to make those decisions.

“The courts will define themselves what is frivolous and vexatious,” he says. “They’ll throw out a court case that is frivolous. Why should a public owner think that they have more power than the court?”

EXPO South 2017 Needs Survey

A survey will be sent out at the the week of June 27, 2016 to MHCA members and industry regarding courses being offered at EXPO South

- What education and training do your employees need to most make them more informed and productive?
- What education and training do your employees need to make your organization more competitive and successful?

Please take a moment to complete the short survey prior to **July 15, 2016**. If there is someone else in your organization who is in charge of training, please forward the survey to them to complete.

Your feedback is important to us, thank you for your participation!

WORKSAFELY 

**THE HOTTEST SUMMER
IN HALF A CENTURY.**



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2017

canadagames.ca/2017

FUNDING PARTIES

Canada   

50  WINNIPEG
—JEUX DU—
CANADA
—GAMES—
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Attention Central and Eastern Manitoba COR™ Companies

Effective July 04, 2016, **Randy Olynick** will be taking over all the Eastern region COR™ companies as Safety Advisor.

All Central region companies will be transferred over to **Trevor Shwaluk**.

This means that any COR™ company who had Randy as their Safety Advisor will be administered by Trevor, and all companies who had Trevor as their Safety Advisor will be administered by Randy.

If you have any questions about this switch you can contact Randy at randy@mhca.mb.ca or Trevor at trevor@mhca.mb.ca

Thank you for your patience and understanding while we make this transfer.

 **WORKSAFELY**
MHCA™

WORKSAFELY™ Hosts eCOR™ Workshop

On July 06, 2016, WORKSAFELY™ hosted an eCOR™ workshop in the MHCA offices. The workshop was open to all companies who are currently using eCOR™, a digital platform that stores, organizes and submits company documentation in workplace health and safety.

The workshop focused on utilizing the filtering system, creative form building, creating training forms with embedded training video links, and maintaining COR™ certification with eCOR™/SiteDocs.

The companies who had representatives in attendance at the workshop included Voltage Power Ltd., Great Plains Rail Contractors Inc., Pfund Trucking, Earth Max Construction Inc., Glenat Enterprises Ltd., Maple Leaf Construction Ltd., and Sigfusson Northern Ltd.

If you would like to learn more about eCOR™ you can visit <http://www.mhca.mb.ca/cor/e-cor> or <http://www.sitedocs.com>.

WORKSAFELY™ has plans to host another workshop in the fall.



Pictured Right: WORKSAFELY™ and companies attending the eCOR™ workshop on July 06, 2016.



a digital health & safety program with  SiteDocs
DIGITAL WORKPLACE SAFETY

efficient
Controlled
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Real Time

Truly defined. Truly easy.



**TO REGISTER,
PLEASE CONTACT:**
Kristen Ranson
kristen@mhca.mb.ca

Training Schedule

July

COR™ Leadership in Safety Excellence	Jul 11 - 12	MHCA Office
COR™ Principles of Health & Safety Management	Jul 13	MHCA Office
COR™ Auditor	July 14 - 15	MHCA Office
Flagperson 1/2 day AM	July 19	MHCA Office
Committee/Representative Training 1/2 day PM	Jul 19	MHCA Office
Traffic Control Coordinator	Jul 20 - 21	MHCA Office
Excavation & Trenching 1/2 day AM	Jul 26	MHCA Office
Train the Trainer	Jul 27	MHCA Office

August

COR™ Leadership in Safety Excellence	Aug 15 - 16	MHCA Office
COR™ Principles of Health & Safety Management	Aug 17	MHCA Office
COR™ Auditor	Aug 18 - 19	MHCA Office
Flagperson 1/2 day AM	Aug 23	MHCA Office
Committee/Representative Training 1/2 day PM	Aug 23	MHCA Office
Traffic Control Coordinator	Aug 24 - 25	MHCA Office
Excavation & Trenching 1/2 day AM	Aug 30	MHCA Office

September

COR™ Leadership in Safety Excellence	Sep 19 - 20	MHCA Office
COR™ Principles of Health & Safety Management	Sep 21	MHCA Office
COR™ Auditor	Sep 22 - 23	MHCA Office
Flagperson 1/2 day AM	Sep 26	MHCA Office
Committee/Representative Training 1/2 day PM	Sep 26	MHCA Office
Traffic Control Coordinator	Sep 27 - 28	MHCA Office
Train the Trainer	Sep 29	MHCA Office
Excavation & Trenching 1/2 day AM	Sep 30	MHCA Office



Skin Hazards - Allergic Contact Dermatitis (ACD)

Just the Facts:

- After prolonged or repeated skin contact with some materials, you may become `sensitized`. Your skin will break out and become red, dry, itchy with blisters, and swollen.
- Once sensitized, your body will not tolerate contact with the material, even when touching small amounts. Sensitization usually lasts a lifetime, meaning you may never be able to work with the material again.
- Search for 'skin sensitization' or 'skin irritant' on the label of any controlled product.
- Use protective equipment (gloves/masks/etc) when handling controlled products that cause skin sensitization

Risk Assessment/Hazards

Common causes of ACD on the jobsite include

- organic solvents in paints;
- epoxy resins (especially the hardener);
- coal tar;
- chromium in wet concrete;
- formaldehyde; and
- natural rubber latex.

You can be at risk of developing ACD from substances that

- land on your clothes and seep through to your skin;
- fall into your boots and stay there;
- land on your skin and mix with sweat;
- rub against your skin in tight spots such as under your wrist watch; and
- splash and land onto your face and neck.

Control Measures /Safe Guards:

- Know the skin hazards on the jobsite. Read the label or material safety data sheet (MSDS/SDS) for a controlled product before using it. Look for phrases such as 'skin sensitization' or 'skin irritant'.
- Use gloves and other protective equipment specific to the hazard (consult the MSDS/SDS).
- Avoid activities that may degrade your skin and increase the risk of sensitization.
- Don't use solvents when washing your hands.
- Apply hand cream to prevent your skin from drying out.
- Inspect your clothing throughout the shift for contamination, in particular your knees, forearms and boots. If contaminated, change into dry clothing and wash the affected area.

Demonstrate:

Show workers the proper types of gloves and how to prevent materials from coming in contact with their skin or getting trapped in clothing.

Western Canada Roadbuilders & Heavy Construction Association 2017 Convention



HOLD THE DATE

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

JW Marriott Los Cabos Beach Resort & Spa
Los Cabos, Mexico

Proudly hosted by:



arhca
alberta roadbuilders &
heavy construction
association



www.wcrhca.org