



Highlights from the MHCA 2016 Golf Classic

Katherine Pfeiffer August 11, 2016

Another year, another great Golf Classic for the Manitoba Heavy Construction Association's members and guests. To say that the MHCA Golf Classic is one of the most anticipated events of the season would be an understatement. This year the classic sold out 90 minutes after registration opened!

The MHCA's Golf Classic was held on August 10, 2016 at the Elmhurst and Pine Ridge golf courses where the golfers were treated to sunny weather all day long. The courses were in excellent shape and made for a thoroughly enjoyable day of golf.

Throughout the day, the golfers competed individually and as a team for various prizes which were generously provided by sponsors. And of course, teams brought their A-game to see who would win first place this year.

The MHCA would like to thank our event sponsor, Aon Reed Stenhouse for sponsoring breakfast and dinner. We would also like to thank our other major sponsors including Pitblado Law for sponsoring the tournament ball on both courses; Marathon Drilling Co. Ltd for sponsoring the beverage carts at both courses; and Hitrac (1974) and Titan Environmental Containment Ltd. for sponsoring the golf carts at both courses.

Congratulations goes out to the Bituminex Paving Ltd. team, Dennis Cruise, Rob Borody, Karl Loder and Dale Amodeo for placing first at the tournament this year with a score of -14 under par on the Elmhurst Course. Second place went to the ISCO Industries Ltd team – Brian Melville, Craig Penner, Jason Sorenson and Russ Arnason.

To view a full list of contest winners, tournament sponsors and pictures from the golf classic, turn to pages 6-13 of this week's Heavy News Weekly newsletter.

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MHCA and WORKSAFELY™ on Locates

The Manitoba Heavy Construction Association (MHCA) and WORKSAFELY™ are working with utility partners to ensure that the Click Before You Dig & locate process runs smoothly and efficiently for the heavy construction industry.

We are currently working with partners to develop workshops to train and assist members in working with Click Before you Dig and to improve response times.

If you have any questions or concerns regarding the utility locate process, please contact Jackie Jones at jackie@mhca.mb.ca, or by phone at 204-947-1379 ext 17.



Thank you,

Jackie Jones
WORKSAFELY™/COR™ Program
Education and Training Advisor

Upcoming MHCA Meetings

MHCA Executive Committee Meeting -
MHCA Office
September 07, 2016 - 12:00 Noon

MHCA Board of Directors Meeting -
Fort Garry Place
September 14, 2016 - 12:00 Noon

SAFE Roads Meeting -
MHCA Office
September 20, 2016 - 12:00 Noon

MHCA Executive Committee Meeting -
MHCA Office
October 19, 2016 - 12:00 Noon

MHCA Annual General Meeting -
RBC Convention Centre
November 18, 2016 - 9:30 am

MHCA Board of Directors Meeting -
RBC Convention Centre
November 18, 2016 - 11:00 am

MHCA Executive Committee Meeting -
MHCA Office
November 30, 2016 - 12:00 Noon

MHCA Executive Committee Meeting -
MHCA Office
January 18, 2017 - 12:00 Noon

MHCA Board of Directors Meeting -
Location TBD
January 25, 2017 - 12:00 Noon



New Normal, or Not?

Peter G Hall, Vice President and Chief Economist



‘Dismal’ is no longer the exclusive moniker of economists. The label can now be attached to the popular media, to pundits of all stripes, maybe even to those in the religious realm with an apocalyptic bent – and increasingly, to the general public. It seems that everyone is resigned to a ‘so-so’ world that has failed to get decent economic lift seven years beyond the Great Recession. Moments of strength, and the upbeat predictions they gave rise to, have repeatedly been dashed by abrupt reversals, thinning the ranks of the optimists considerably. So is this it – are we all now resigned to perpetually low growth?

See that? It’s a smile curling up on the mouths of the original ‘dismalians’ – the ones who said early on that we were entering a phase of gloom. They’re looking good at the moment, as the data seem to put a lock on their logic. And their ranks are swelling as the low-growth trend continues. This is the WYSIWYG crowd, the ones that see the data, weigh it against the arguments, and agree that this is all we are going to get. Of all arguments about the state of the world economy, this is perhaps the easiest to make. If the data go in the same direction for long enough, just call it a ‘new normal’.

Proponents have a lot of grist for their grief. Many point to things like fiscal deterioration, the distortions created by exotic monetary policy, banking woes and the ensuing re-regulation, demographic decline, attitudes of the new generation, hangover fears from the recession and the like, as explanations for the slow-go world we are in. It pre-supposes that these constraints are enough to stymie the economic cycle. Truth is, we in Canada have seen it all before in the sluggish post-recession recovery of the 1990’s, complete with the fancy ‘new normal’ explanations – only to see a huge rebound from the late-1990s to 2008. A key question is, can the world pull off what an isolated country did?

That’s one view. Others – ourselves included – have held that the ups-and-downs of the economic cycle are still intact, with one significant difference: they are wildly exaggerated this time – in fact, in Biblical proportions. It’s almost as if we had the seven fat years ahead of the recession, and seven lean ones afterward. Egypt saw it coming, and Joseph engineered cyclical smoothing millennia before Keynes. And this likely enabled them to get on their feet afterward. In our case, though fundamentals are primed and ready, recent growth is our worst enemy; resignation or fear could easily condemn us to a ‘psycho-cycle’ of low growth.

There’s a third possible explanation. At the same time, there is a technical revolution going on. Yes, it has been with us for decades; but crisis does something to accelerate the application of technology in ways that enhance profits in down-times. Perhaps that’s why companies complain that they can’t find the right kinds of skilled workers, when there seem to be an abundance of lesser-skilled ones. And why there’s a growing wedge in the incomes of the two groups that has the world up in arms about inequality. Brexit and the US election are just two of many manifestations of this worldwide neo-frustration.

Elements of all three views are conditioning current global growth, and fueling the popular existential debate on the economy’s future. What’s more important is what it means for business activity. Caught in this intellectual but very practical conundrum, businesses the world over are in a quandary about investing. Typically, firms wait until order books fatten up to the point of crisis, then invest to keep up with activity. When growth fails to ignite, businesses can adjust, tweak, find efficiencies and such, without the normal big, splashy outlays. Profits are there, but there’s a great hesitation to part with them for new projects.

It might be safer to follow the crowd, but it’s equally likely that the herd mentality of hesitation keeps funds from flowing to good opportunities. It is a tricky environment, but it doesn’t mean that savvy companies should stop sniffing the globe for good deals and opportunities that in different circumstances wouldn’t even be a possibility. If fundamentals are lined up the way we think they are, there could be more such opportunities than ever.

The bottom line? Regardless of the state of the world economy, there are always opportunities. Just ask the Canadian exporters that are enjoying double-digit growth this year, and not for the first time. In everyone else’s investment hesitation, it’s time to seek and find what they’re not seeing.

Winnipeg rapid transitway estimate reduced by \$120 million



*Myron Love for the Journal of Commerce
Published in the Canadian Construction Association newsletter*

In an era of rising cost estimates for major civic construction projects, it is highly unusual for cost estimates to actually decrease. One such case, however, is the proposed second stage for the City of Winnipeg's Southwest Rapid Transitway.

Stage two of the transitway will involve adding 7.6 kilometres to the existing system's 3.6 kilometres and nine new stations to link the city's downtown to the University of Manitoba's Fort Garry campus. The project is one phase of a transportation master plan that calls for establishing four of six transit corridors in the city by 2031.

It was initially reported the upfront construction and servicing costs for the project were estimated to be around \$587 million. However, on June 28 the City of Winnipeg announced a new estimate that reduced the project cost of construction by 20 per cent, or \$120 million.

A press release states that "with a revised cost estimate of \$467.3 million the project is on track for on-time delivery well within the original budget amount."

The cost savings, according to the release, were realized through the refinement of the final design and a competitive public-private partnership (P3) bidding process that allowed for project innovations and lower construction costs. In addition, "the project was also advertised during very favourable market conditions that included lower interest rates and a reduction in the volume of work currently in the national marketplace."

Plenary Roads Winnipeg was selected as the preferred bidder to construct the Southwest Rapid Transitway (Stage 2) and Pembina Highway Underpass project following an RFP process that concluded in March 2016. Plenary Roads Winnipeg scored highest for its combined technical and financial submission for the project.

The Plenary group is led by Plenary Group Canada, PCL Constructors Canada Inc. and Alberta Highway Services Limited. Plenary Roads Winnipeg had also been the private partner in the city's P3 Disraeli Bridges reconstruction project, which was completed in 2012.

Winnipeg councillor Janice Lukes backed up transit director Dave Wardrop's comments in a recent media report that three main design changes to the corridor resulted in the bulk of the savings: the elimination of an active transportation tunnel through the new Jubilee overpass; replacing the transitway tunnel at the Letellier crossing with an overpass; and eliminating the need to relocate the CN Rail Letellier line as it crosses Bishop Grandin to make room for an active transportation bridge.

The city release also reports that "a key component of the Southwest Rapid Transitway (Stage 2) and Pembina Highway Underpass P3 Project is that the private partner will maintain it over a 30-year concession period from 2019 until 2049, at which point it will be turned back over to the City in a condition acceptable to the City."

Construction of the Southwest Rapid Transitway (Stage 2) and Pembina Highway Underpass is expected to be completed in late 2019.

Following a period of testing, training and commissioning, operations on the new transitway are expected to start in April 2020, the city explains.



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Congratulations to our Winners!

1st Place Low Gross - Bituminex



Players from L-R: Dale Amodeo, Karl Loder, Dennis Cruise and Rob Borody.

2nd Place Low Gross - Isco Industries Ltd.



Players from L-R: Craig Penner, Brian Melville, Russ Arnason and Jason Sorenson

Contest Ball Sponsored by Pitblado Law

Prize: Cocktail Package

Pine Ridge - Arthur J. Gallagher

Elmhurst - Hitrac



Pine Ridge Contest Winners:

Closest to the Line Sponsored by SMS Equipment
Prize: Fitbit
Winner: Ryan Mitchell

Longest Drive Sponsory by Grant Aggregate
Prize: Wholesale Sports Gift Card
Winner: Kevin Griffit

Longest Drive Sponsored by Arthur J. Gallagher
Prize: North Face Package
Winner: Brent Yanchishyn

Chipping Contest Sponsored by WORKSAFELY™
Prize: Golf Package
Winner: Darren Iwanchysko

Closest to the Pin Sponsored by Elrus Aggregate Supply
Prize: BBQ Package
Winner: Justin Gerardy

Closest to the Pin Sponsored by Lawson Consulting
Prize: Staycation Package
Winner: Terry Danter

Closest to the Line Sponsored by Kal Tire
Prize: Joeys Gift Card
Winner: James Kaskiw

Closest to the Pin Sponsored by E.F. Moon Construction
Prize: Sono Speaker
Winner: Kurt Chekosky

Longest Drive Sponsored by BP Group
Prize: Miller's Meats Gift Card
Winner: Mark Olafson

Hole in One Sponsored by Investors Group Financial Services
Prize: \$10,000
Winner: N/A

Closest to the Pin Sponsored by ChangeMakers
Prize: Water Tube
Winner: Darren Blackburn

Putting Contest Sponsored by Hitrac
Prize: Food & Wine Package
Winner: Sison Blackburn Consulting

Elmhurst Contest Winners:

<p>Chipping Contest Sponsored by WORKSAFELY™ Prize: Golf Package Winner: Len Magnusson</p>	<p>Closest to the Line Sponsored by Assiniboia Downs Gaming and Event Centre Prize: Water Tube Winner: Chris Parker</p>	<p>Longest Drive Sponsored by Arthur J. Gallagher Prize: North Face Package Winner: Ryan Matthews</p>
<p>Closest to the Pin Sponsored by RBC Convention Centre Prize: Sono Speaker Winner: Kyle Devisser</p>	<p>Longest Drive Sponsory by Intact Insurance Prize: Miller's Meats Gift Card Winner: Nick Hildebrand</p>	<p>Closest to the Pin Sponsored by Elrus Aggregate Systems Prize: BBQ Package Winner: Bob Watson</p>
<p>Closest to the Line Sponsored by Manitoba Institute of Trades and Technology Prize: Joeys Gift Card Winner: Rob Boyenchko</p>	<p>Longest Drive Sponsory by Sitch Mid Canada Prize: Wholesale Sports Gift Card Winner: Cody Brown</p>	<p>Closest to the Pin Sponsored by HUB International Insurance Prize: Staycation Package Winner: Chuck Davidson</p>
<p>Putting Contest Sponsored by Hitrac Prize: Food and Wine Package Winner: Roy Vadeboncoeur</p>		

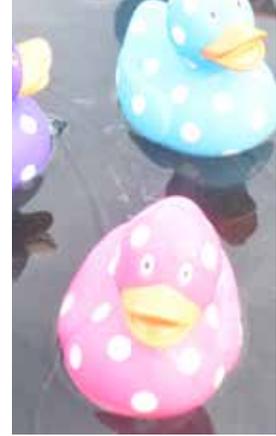
Pine Ridge Door Prize Draw Winners

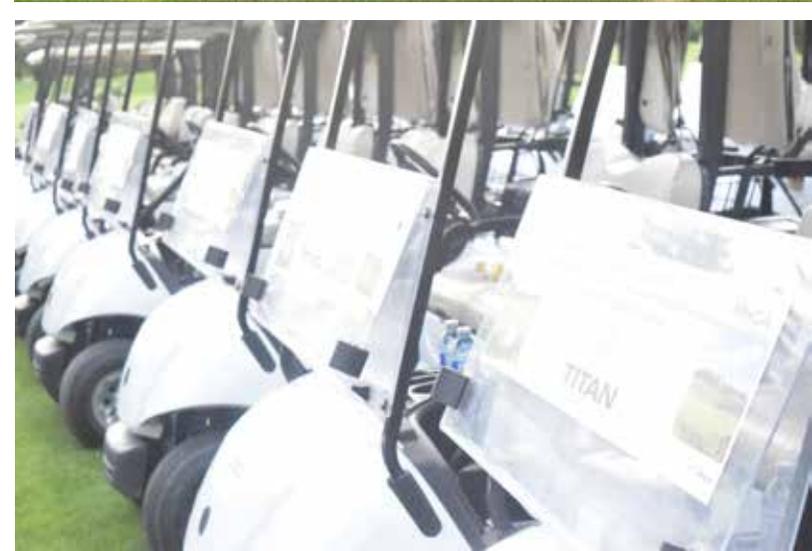
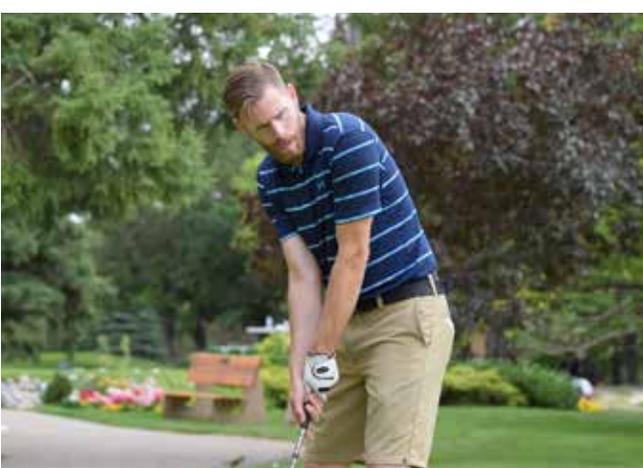
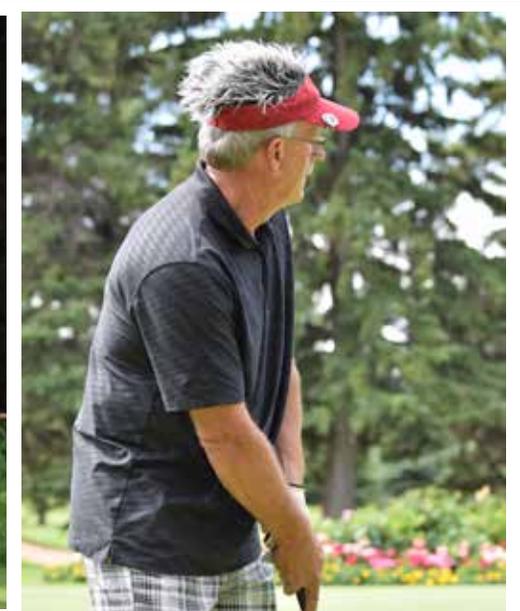
<p>TV Sponsored by AON Reed Stenhouse Winner: Bill Corbett</p>	<p>Home Depot Gift Card Winner: Shawn Stewart</p>	<p>Travel BBQ Winner: Alex Gray</p>	<p>GPS Sponsored by Wanless Geo Point Solutions Winner: Tony Janisch</p>
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Elmhurst Door Prize Draw Winners

<p>TV Sponsored by AON Reed Stenhouse Winner: Dan Bouvier</p>	<p>Home Depot Gift Card Winner: Leonard</p>	<p>Travel BBQ Winner: Juice Lambert</p>	<p>GPS Sponsored by Wanless Geo Point Solutions Winner: Bob Hinkleman</p>
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2016 MHCA Annual Golf Classic



SPONSOR THANK YOU

Thank to the event sponsors for the 2016 MHCA Golf Classic

Breakfast and Dinner sponsored by Aon Reed Stenhouse



Tournament Ball Sponsored by Piblado Law



Beverage Cart Sponsored by Marathon Drilled Co. Ltd.



Golf Cart Sponsorship by Titan Environmental Containment Ltd. & Hitrac (1974)



Thank you to all our Tournament Sponsors

Dual Hole Sponsors

ATS Traffic Services	Lehigh Inland Group
Bayview Construction Ltd.	Maple Leaf Construction Ltd.
/ Rocky Road Recycling Ltd.	Mazergroup Construction Equipment
Borland Construction Inc	SAFE Work Manitoba
Brock White Canada Company	Toromont CAT
EMCO Waterworks	WD Industrial Group
IPEX Inc	Westcon Equipment & Rentals Ltd
Lafarge Canada Inc.	

Dual Contest Sponsors

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Hole Sponsors

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Canada Culvert	The Supply Post
Flocor Inc.	The Victoria Inn & Conference Center

Contest Sponsors

Assiniboia Downs Gaming & Event Centre	Intact Insurance
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Grant Aggregates & Industrial Supply Inc.	Manitoba Institute of Trades & Technology
HUB International Horizon Insurance	RBC Convention Centre
	SITECH Mid-Canada Ltd.

Bus Transportation: Merit Contractors Association



**TO REGISTER,
PLEASE CONTACT:**
Kristen Ranson
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Training Schedule

August

COR™ Leadership in Safety Excellence	Aug 15-16	MHCA Office
COR™ Principles of Health & Safety Management	Aug 17	MHCA Office
Train the Trainer	Aug 17	(Brandon) St. John's Ambulance
COR™ Auditor	Aug 18-19	MHCA Office
Committee/Representative Training 1/2 day AM	Aug 18	(Brandon) St. John's Ambulance
Prime Contractor 1/2 day PM	Aug 18	(Brandon) St. John's Ambulance
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	(Brandon) St. John's Ambulance
COR™ Leadership in Safety Excellence	Sep 19-20	MHCA Office
COR™ Principles of Health & Safety Management	Sep 21	(Brandon) St. John's Ambulance
COR™ Principles of Health & Safety Management	Sep 21	MHCA Office
COR™ Auditor	Sep 22-23	(Brandon) St. John's Ambulance
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

KNOW YOUR WORKSAFELY™ ADVISOR

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To contact your WORKSAFELY™ Advisor assigned to your area, please see <http://www.mhca.mb.ca/worksafely/know-your-advisor>



Eye Protection

Just the Facts:

Wearing the right eye protection can prevent most workplace eye injuries. Safety glasses with sideshields are the most common form of eye protection on the jobsite. These glasses can be prescription or non-prescription. They should also include some form of UV protection.

For welding, eye protection must also be marked with the shade number.

Causes of Eye Injuries:

There are many potential eye hazards on a construction worksite. These include:

- flying dust and grit;
- welding arcs;
- sparks and slag from welding and cutting;
- abrasives from sandblasting;
- chemical splash; and
- sun and wind

While dust and dirt occasionally flying into the eye is common, larger pieces of wood, stone and concrete coming at quick speeds can leave you temporarily or permanently blinded.

Identify Controls:

Most eye injuries can be prevented by wearing the correct protection.

- Never wear contact lenses on site. Dust and other particles can get under the lens. If you must wear contact lenses for medical reasons, wear appropriate eye protection as well.
- Keep your safety glasses on when you wear other protection such as a welding helmet or faceshield. When you lift up the visor or shield you may still be exposed to flying chips, dust or other hazards.
- Match eye protection to the hazard. Goggles that protect you from dust may not protect you from splash or radiation.
- Make sure your eyewear fits properly.

Demonstrate

Take a look at eye protection used by your crew. Point out any cracked or broken frames and scratched or pitted lenses that should be replaced.

Review the company policy on providing and replacing eyewear.

Review any special requirements for welding helmets, sandblasting hoods, faceshields, etc.



Above: Chris Lorenc at the 2016 MHCA Golf Classic, August 10, 2016



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