



How do Western Canada's inland ports stack up?

MHCA Message to Members

Manitoba can be proud of what's happening at CentrePort, which has already leveraged \$400 million in investment. Twenty-four new companies alone have invested \$240 million in the Capital Region. But it's not done yet; there are millions more to come.

How can CentrePort and Western Canada's other inland ports be best positioned to grow, to prosper and to get the most out of the trade opportunities on this country's doorstep?

Those are just some of the questions on the table at the Van Horne Institute's first ever Inland Ports Conference. The conference is being held on September 20 and 21 at the Fort Garry Hotel. Canada's inland ports will be measured against some of the best in the world at the kickoff panel featuring international and Canadian speakers that asks: Is Canada Far Behind? What Would It Take for Canada to Catch Up?

Manitoba Heavy Construction Association's President, Chris Lorenc, will be part of a panel to talk about the future for inland ports that tie marine, trade corridors and airports as the hubs that get the goods in, through and out of Canada - how getting to that action plan will take a collaboration of like-minded organizations, and public and private partners. Following up, the shippers, producers and railways will have their say about what they need from the future port development.

Keynote speakers include Minister of Infrastructure Blaine Pedersen and senior manager of CN corporate development James Auld.

Chris Lorenc invites all members to register. For more information and to register visit the Van Horne Institute website use the promotional code "speakers" to get a 20% discount on registration, or contact Gail at 403-220-8455 or vanhorne@ucalgary.ca.

Early registration discounts are in effect until August 22.

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Germany: Europe's Hot-Spot?

Peter G Hall, Vice President and Chief Economist



Germany has hit the headlines incessantly in the post-recession period. Under the circumstances, they'd probably have preferred not to. It was at the center of the existential debates surrounding the implosion of the Greek economy and the severe weakening of its southern neighbours. It took the lead in moments of crisis. Its solid fundamentals, prudent management of policy and ability to create solutions placed it at the forefront of the issues that continue to dog the zone. Is Germany still the region's hot-spot?

Recent data are impressive. The second-quarter flash estimate of GDP was above expectations, rising by 0.4% at quarterly rates. That followed solid first-quarter growth, and bucked a sudden stalling in France. In fact, things were slower in a lot of other places, including the US. Germany's growth is coming from a blend of strong household consumption and robust net exports, which have doubtless benefited from the lower Euro.

Superior growth for Germany is not a new thing. Its growth has consistently outpaced its large Continental counterparts in the post-recession period. Since 2011, annualized growth has on average been 0.5 per cent above France's growth numbers, and the gap with Italy is more like 1.5 percentage points. On average, Germany is well above Spain since 2011, although recently Spain's resurgence has put it in the lead. While this has made Germany a needed engine of regional growth, higher average growth has also been a source of irritation between economies. Germany has clearly capitalized on weakening of the Euro, largely caused by weakness elsewhere, but not enough to counter-balance it.

Germany also stands tall when it comes to labour market performance. Using harmonized data, the recent unemployment rate is at a record-low 4.2 per cent in June, which falls under the very impressive US and UK numbers. At the same time, France has just dipped below double-digits, while Italy is still dealing with double-trouble, and Spain is still at 20 per cent.

That's probably enough evidence to call Germany an 'engine' economy. But the hot-spot? Actually, at the same time, the UK economy has been able to generate higher growth during the reference period – in fact, close to a full percentage point higher. Harmonized unemployment might be at a lower rate in Germany, but the rate of decline in the unemployment rate has been a lot faster in the UK since 2011. At the same time, US growth has also outpaced Germany's, and by a similar magnitude. If not the hot spot, Germany still is a hot spot.

This is important news for Canadian exporters. Germany is a top-10 destination for Canadian goods, second only to the UK among European economies. However, Canada's track record in the market hasn't been stellar. Average annual growth in merchandise exports has been a mere 1.1 per cent over the past decade, and was even weaker in the post-recession period. It is a lucrative market for sales of a wide variety of Canadian equipment and aerospace products (our number two export to Germany), but on the whole, recent growth has been weak, with a few key exceptions. It's clearly a market with a lot of potential, but at the moment, it's not a push-over for our sales.

If there's a cloud on the immediate horizon for Germany, it's probably the outcome of the British referendum. Surveys are indicating increased nervousness among business investors in Germany following the Brexit vote. With 7.5 per cent of Germany's exports headed to the UK before the vote, there is a fair amount of activity that will depend on what the future deal between the UK and the continent really looks like. In the meantime, German businesses face the same dilemma that all businesses active in the European market face: the uncertainty of how to deploy investment in plant and equipment from now until the negotiators hammer out a new trade and political arrangement between the two parties. While some basic investment activity will be necessary for maintaining business flows, the more substantive and strategic projects are likely to be delayed, deferred or even cancelled.

The bottom line? Germany is a European mainstay, and has helped to navigate the economic zone through one of its most trying economic episodes. It will no doubt continue to outperform, but will be dogged by uncertainty for some time yet. For Canada, sales opportunities remain strong, if approached with care.

Construction looks to meet demand for female mentors

*Peter Caulfield, Journal of Commerce August 10, 2016. Published in the Canadian Construction Association newsletter.
Visit <http://journalofcommerce.com/> to read the full article.*

“According to a CAWIC survey, about half of female construction workers say they have no access to a mentor,” says Lisa Brown.

To improve their access to mentorship, the Mississauga, Ont.-based organization is revitalizing its current mentorship program

“Until now we’ve been collecting applications from prospective mentors and mentees and trying to pair them up,” Brown says. “But we have more mentees than mentors, which is a challenge for the program.”

Brown says the association expects to relaunch its mentorship program sometime in the next 12 months.

Mentorship is important because, in a new work environment, young workers need to learn what she calls the informal rules of engagement of the work site.

“They find out quickly that the job site is not like school,” she says. “To help them make the transition, they need someone who’s more experienced to show them the ropes.”

A not-for-profit organization that was founded in 2005, CAWIC has a membership “in the mid-hundreds and a mailing list in the thousands.”

“Most of our members are in the GTA (Greater Toronto Area) in Ontario,” says Brown. “But we plan to set up chapters around the country.”

Emma O’Dwyer, vice-president market development and corporate affairs with The Matcom Group in Toronto, has been a CAWIC mentor for four years.

“I’ve mentored a total of six or seven women over the years,” she says. “And I’m mentoring three right now.”

O’Dwyer says she works with mentees in a number of ways: face to face, via email and conference calls.

“We discuss a variety of subjects,” she says.

“They include challenges with male co-workers, what courses to take in college and which trade to go into. I’m also a shoulder to cry on when things get rough.”

O’Dwyer says the construction job site is more accepting of women than it was when she was hired 18 years ago as a construction labourer for a summer job.

“It’s less of a guy’s culture than it used to be and it’s easier to prove yourself if you’re a woman,” says O’Dwyer.

One of O’Dwyer’s recent mentees is Latifa Karimi, a BIM (Building Information Management) specialist in the Mississauga office of EllisDon.

“Emma was my mentor when I was writing my graduating thesis for my Bachelor of Technology degree,” Karimi says. “She helped me to develop questions for a survey of women in construction.”

She says the education system doesn’t prepare young women for the reality of the male-majority construction work site.

“At the beginning, I was shocked,” Karimi says. “I wasn’t prepared at all and I had to figure out a lot by myself, without any support.”

Rosemary Sparks, executive director of BuildForce Canada, says mentorship programs for both male and female young workers benefit the entire construction industry.

“It’s knowledge transfer that makes workers more productive in a relatively short time,” she says. “In a skilled trade, 80 per cent of learning takes place on the job.”



WORKSAFELY™ Safety Advisor Terry Didluck is bringing Traffic Control Coordinator (TCC) Training Week to Thompson, Manitoba

Traffic Control Coordinators are considered leaders in our industry. Become familiar with standards and requirements used to create and maintain construction zones on our highways and provincial roads and be educated in the legal, safety, and functional requirements of setting up and coordinating traffic control measures.

REGISTER NOW - SPACE IS LIMITED!
Contact **Kristen Ranson** at
204-594-9056 or **kristen@mhca.mb.ca**

LOCATION:
University College of the North
55 UCN Drive
Thompson, MB R8N 1L7

From September 19-21, 2016,
training will include:

1/2 day Flagperson Training
1/2 day Confined Space Awareness
2 days TCC Training



Meet Terry Didluck: your WORKSAFELY™ Safety Advisor within the Western Region of Manitoba.

Terry is here to help you achieve COR™/SECOR Certification with professional education, training, and a structured audit package that's customized to your company.

WORKSAFELY™ requires at least six (6) people registered to deliver the course. WORKSAFELY™ policy states course cancellation must be made at least 48 hours in advance, otherwise full course fee charge will apply.

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.

We are asking industry to please come forward with any questions or concerns regarding the utility locate process to assist MHCA with identifying industry needs. 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

CLICK BEFORE YOU DIG Training Workshop

When: August 25, 2016
12:00 Noon

Where: MHCA Office
3-1680 Ellice Ave
Winnipeg, MB

To register email jackie@mhca.mb.ca

Lunch will be provided

Note: Due to limited seating a maximum of 20 people will be admitted into the workshop



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

Training Schedule

September

COR™ Leadership in Safety Excellence	Sep 12-13	(Brandon) St. John's Ambulance
COR™ Principles of Health & Safety Management	Sep 14	(Brandon) St. John's Ambulance
COR™ Auditor	Sep 15-16	(Brandon) St. John's Ambulance
Flagperson Training 1/2 day AM	Sep 19	(Thompson) UCN
Confined Space Awareness 1/2 day PM	Sep 19	(Thompson) UCN
COR™ Leadership in Safety Excellence	Sep 19-20	MHCA Office
COR™ Leadership in Safety Excellence	Sep 19-20	(Thompson) UCN
Traffic Control Coordinator	Sep 20-21	(Thompson) UCN
COR™ Principles of Health & Safety Management	Sep 21	MHCA Office
COR™ Principles of Health & Safety Management	Sep 21	(Thompson) UCN
COR™ Auditor	Sep 22-23	MHCA Office
COR™ Auditor	Sep 22-23	(Thompson) UCN
Confined Space 1/2 day AM	Sep 26	(Dauphin) Canway Inn
Fall Protection 1/2 day PM	Sep 26	(Dauphin) Canway Inn
Flagperson 1/2 day AM	Sep 26	MHCA Office
Committee/Representative Training 1/2 day PM	Sep 26	MHCA Office
Excavation & Trenching 1/2 day AM	Sep 27	(Dauphin) Canway Inn
Committee/Representative 1/2 day PM	Sep 27	(Dauphin) Canway Inn
Traffic Control Coordinator	Sep 27-28	MHCA Office
Hazard Assessment 1/2 day AM	Sep 28	(Dauphin) Canway Inn
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>



WORKSAFELY™ Safety Advisor Terry Didluck is bringing COR™ Training Week to Brandon, Manitoba

From September 12-16, 2016, training will include:

- 2 days COR™ Leadership in Safety Excellence
- 1 day COR™ Principles of Health and Safety Management
- 2 days COR™ Auditor

REGISTER NOW - Space is limited!

Contact **Kristen Ranson** at
204-594-9056 or **kristen@mhca.mb.ca**

LOCATION:

St. John's Ambulance
Shoppers Mall (1570 18th St.)
Brandon, MB R7A 5C5

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LOCATION:
University College of the North
55 UCN Drive
Thompson, MB R8N 1L7



SAFETY TALK

Head Protection

The hard hat is one of the oldest, most widely used and important pieces of personal protective equipment (PPE) on the job. However, the hard hat is not able to do its job when it is not properly worn, maintained, and replaced when needed.

Explain dangers

Head protection must be worn if any of the following apply:

- Danger of objects falling from above
- Possibility of accidental head contact with electrical hazards
- Chance of head bumping against fixed objects

Identify controls

To get the proper protection from your hard hat please follow these key points.

- Use the correct type of hard hat for the job. The hard hat should be labeled with the CSA or ANSI **Type** and **Class** of protection.
- Approved hard hats protect against impact and penetration. **Type I** hard hats protect only the top of the head; **Type II** hard hats protect both the top and sides of the head.
- A **Class E** hard hat is required for construction and utility projects. It provides electrical protection up to 20,000 volts.

Proper care and wear:

- Inspect your hard hat every day before you use it. When you see holes, cracks, tears or other damage - replace it!
- Always keep your hard hat properly adjusted.
- A hard hat should normally be worn facing forward.
- Only wear products, such as winter liners and sunshades that are designed to specifically work in conjunction with hard hats.
- Never drill holes or paint a hard hat.

Demonstrate

As a crew, inspect your hard hats.

- Check the shell for cracks, dents, deep cuts or gouges.
- Check the suspension for cracks or tears. Make sure the straps are not twisted, cut or frayed.
- Remove the hard hat from service immediately if any signs of damage are found.

Print and review this talk with your staff, sign off and file for COR™ / SECOR audit purposes.

Date: _____

Performed by: _____

Concerns:

Employee Name:

Supervisor: _____

Location: _____

Corrective Actions:

Employee Signature:

