

## Good news for trade infrastructure investment

### *MHCA Message to our Members*

A speech by federal Transportation Minister Marc Garneau Nov. 3 shows the Trudeau government is apparently listening to the wealth of evidence in Canada about the critical role that trade and transportation investment plays in the national economy, says MHCA President, Chris Lorenc.

Garneau laid out the blueprint for the government's Transportation 2030 plan to the Chamber of Commerce of Metropolitan Montreal. The speech described legislative changes to increase rail safety and boost the foreign ownership allowed in airlines, and focused heavily on hiking investment in trade corridors, rail lines and ports.

"I know I am speaking to a room full of the converted when I say that Canada's transportation system is critical to the well-being of our economy," Garneau told the crowd. "It is the lifeblood that transports our goods and our people within Canada and to the world."

Lorenc noted there have been numerous reports, especially recently, calling for heightened federal investment in trade corridors, including in the West, to position Canada for new trade deals on our doorstep.

Garneau's speech and his vision for Transportation 2030, in fact, echo and affirm Trade Team West, an initiative proposed in August by the Western Canada Roadbuilders and Heavy Construction Association. TTW proposes a private-public partnership to strengthen Western Canada's highway/rail/port/air connections to boost the region's trade profile and productivity.

"Min. Garneau's language effectively reiterated the message of TTW," Lorenc said. "We look forward to working with federal and provincial governments to move TTW to the next stage."

Trade is the bedrock of Canada's economy, accounting for 60% of its GDP, and 50% of Manitoba's GDP. If trade were hobbled, 3.3 million jobs in Canada and 240,000 jobs in this province -- \$3.3 billion in annual payroll -- would be jeopardized.

Standard and Poors said in 2015 that increasing investment by 1% in GDP produces an economic return as high as 2.5 times over three years.

"The blood of our economy runs through the veins of Canada's transportation system," Garneau said.

*Please see Page 2 for an excerpt of Garneau's speech*

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AFTER THE VOTE

# Trudeau government lays out transportation agenda

*Transportation Minister Marc Garneau rolled out the Trudeau government's vision for transportation investment on Nov.3. Along with highlighting changes to airline ownership rules and a need to advance environmental policy, Garneau stressed trade corridors and assets underpin Canada's economy. Here is an excerpt:*

...Our long-term prosperity as a nation depends on our ability to compete in the world and to create jobs. By investing in our trade corridors, we invest in our own future.

As announced two days ago, we will invest \$10.1 billion in transportation infrastructure initiatives to support projects that will help keep people and goods moving as efficiently as possible at gateways, along corridors and across the wide expanse of our country, east, west and the North.

In total, the Fall Economic Statement proposes an additional \$81 billion through to 2027–28 in public transit, green and social infrastructure, and transportation infrastructure that supports trade, and rural and northern communities.

The government will also establish the new Canada Infrastructure Bank, an arm's-length organization dedicated to increasing investment in growth-oriented infrastructure, transforming the way we plan, fund and deliver infrastructure across the country.

Our government has made a priority of focusing on the middle class – and those working hard to join it. Investing in trade and transportation infrastructure delivers on that commitment – by creating jobs, making our companies more competitive and establishing Canada as a favourable destination for new investment and the employment that it brings.

Working in partnership with other levels of government and the private sector, we will be investing in trade-critical improvements of national priority such as addressing railway bottlenecks that slow traffic in important export corridors...

As most of you know, we live in a country in which a fifth of all goods are shipped by rail. Demand continues to grow. There are more rail cars than ever on the tracks – at a time when speed of delivery has never been more important.

We need our railways to be efficient and competitive. We need goods to get where they're going – be it here in Canada, across the border to the United States, or to a port for shipment overseas, in order to better support our economy.

Over the past 30 years, the volume of goods travelling by rail has doubled. Marine traffic has gone up by 50%. Cargo is loaded and unloaded at speeds that would boggle the minds of past generations. Meanwhile, some of our infrastructure is out of date. Some of our supply routes can't handle the capacity.

But when we invest in improvements, we see the benefits. For instance, the expansion of the Roberts Bank Rail Corridor in British Columbia has increased the flow of trade between Canada's largest port and the continental rail system. And improvements at the Port of Halifax allow it to accommodate the next generation of container ships, while improving facilities for value-added trade.

We must build on these investments to support ongoing economic growth.

This is crucial for small- and medium-sized businesses, which make up about 90% of all Canadian exporters. Inefficiencies and disruptions within transportation networks can mean lost opportunities and higher costs.

Further details of our \$10.1-billion plan for infrastructure will be forthcoming...

The Transportation 2030 plan I've outlined today represents a major renewal of transportation policy in our country.

More details will be revealed in the weeks and months ahead...

## MHCA welcomes new member

Manitoba Heavy Construction Association is pleased to welcome its newest member **Poly-Mor Canada Inc.**

Poly-mor Canada Inc. is located in Edmonton, AB. The services that they offer include lift settled concrete pavement void-fill. They also leak-seal and stabilize weak base soils using an array of expanding polymer resins.

To learn more about Poly-Mor Canada Inc. contact:

Casey Moroschan  
10543 - 35 Ave.  
Edmonton, AB. T6J 2M1  
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C: 780-413-7861  
F: 780-413-0913  
E: caseym@poly-mor.ca  
www.poly-mor.ca



## Upcoming MHCA Meetings

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

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

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

**Rental Rates Committee**  
MHCA Office  
December 07, 2016 - 12:00 Noon

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



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## Liberal government to spend \$32 billion over 10 years on infrastructure

*The Canada Press November 01, 2016*

OTTAWA - The Trudeau Liberals are swinging open the doors to the federal treasury to push some \$32 billion more out the door in the coming decade for infrastructure projects.

That includes \$15 billion in cash for a new infrastructure bank designed to lend out private and public cash to cities and provinces for large transit project, energy grid improvements and trade corridor projects like ports, bridges and roads.

On top of that, the government aims to add extra billions in seed capital for the new bank, money which would come in the form of equity or debt and would not affect the government's bottom line.

In all, the federal government is expecting to spend \$81 billion over the coming 11 years on an infrastructure program that the Liberals see as a cornerstone of their economic agenda.

Finance Minister Bill Morneau said the extra cash and new infrastructure bank are part of the government's way of facing up to a challenging economic situation.

"This plan is about how we can make a real difference for the middle class and Canadian families over the long-term," he said.

"It's about knowing that one, two, and three decades from now we can have a more productive economy. We're going to get this going in the near-term so we can create good jobs."

The Liberals vowed in last year's election to spend \$60 billion in new infrastructure money over the coming decade on projects ranging from new roads, bridges, seniors' homes, social housing, as well as water and waste water projects.

The first tranche of money in this year's budget, about \$11.9 billion, was aimed at getting money out the door quickly to refurbish and renovate aging and crumbling infrastructure across the country. Provinces and cities were asked to submit projects that were shovel ready or could be done in the next two years.

So far, some 760 projects have been approved for funding with about two-thirds either started or completed.

The remaining funds, about \$48 billion, are to flow to provinces and cities to build what the government calls transformative projects, such as large-scale transit projects designed to alleviate congestion on clogged highways.

The specifics of how the expanded plan will work are to be outlined in next year's federal budget.

Tuesday's expansion of the infrastructure plan extends the spending time frame by two years to 2028, adds two new funding streams for rural communities and trade projects, and creates the infrastructure bank.

The bulk of the new money is forecasted to be spent in 2027 and 2028, by which time the country will have gone through three more federal elections.

Morneau's economic advisers recommended the government create an infrastructure bank to attract private sector dollars for major projects, possibly generating \$4 to \$5 in private funding for every \$1 of federal money.

The government plans to infuse the arm's-length bank with \$15 billion in cash, taken from the extra money outlined in the economic statement, to pay for projects that may not turn a profit.

The government also plans to provide \$20 billion in capital that the bank would provide in loans, with the repayments preventing a hit to the government's bottom line. Federal capital, backed with private investments, would target projects that generate profits like water and hydro rates, and road tolls.

Government officials hope the new bank, which Morneau said would be up and running next year, will prod cities and provinces to look for a private sector partner for projects that are on the cusp of being commercially viable, such as mass transit projects.

Morneau said the government will begin work immediately to create a pipeline of projects for the bank to fund. The bank will formally come into creation after budget legislation is passed, Morneau said.



## Highway to trade: our roads are the arteries of our economic heart

*MHCA Insert, Winnipeg Free Press, November 09, 2016*

### **The Manitoba Heavy Construction Association builds roads, but it also says it helps build a strong economy, how so?**

We tend to only really think about our roads when they are under construction. In fact, roads are the arteries that keep our economy's heart – trade --pumping. There is clear economic evidence in a series of reports – from Canada West Foundation, the Canadian Chamber of Commerce, the World Economic Forum -- showing the link between sustained investment in core infrastructure and economic growth. And there's a growing body of research out of academic, business investment, banking and trade union circles, all calling for a nation-building, trade enabling infrastructure investment strategy. This is why the Trudeau government's long-term budget plans call for trade-enabling infrastructure investment. These are lofty goals, but the business gets done at the ground level – on the roads we use daily to get to the office, to school, or to our weekend golf or soccer games.

### **How does Manitoba play into this?**

Manitoba is a prolific trading economy: \$33 billion of our GDP (45%) is tied to trade – larger than healthcare; 5,300 employers are involved in trade; 240,000 direct and indirect jobs in Manitoba are tied to trade; \$19 billion of trade moves north/south on Highway 75 making Emerson the busiest border crossing by volume in Western Canada. Western Canada accounts for 42% of Canada's total trade volume. Manitoba has to position itself to capitalize on that and the new trade deals in the making. We should become a leading member of the New West Partnership Trade Agreement. We need to raise the profile of trade, and trade infrastructure. There is little point in Canada signing on to trade agreements if we don't have the infrastructure to move products to market and people to work.

### **How does Manitoba position itself to elevate trade?**

Manitoba must be seen to be championing a panwestern trade investment strategy. A new Western Canadian trade initiative can make the case to Ottawa that national infrastructure projects must be nationbuilding.

Leveraging is key to such investment. In the Asia Pacific Gateway and Corridor Initiative, federal investment was about \$1.4 billion. It leveraged roughly \$14 billion of additional private- and public-sector

investment. The private sector must play a key role in shaping a new trade strategy: Its products hit the global market every day. It knows where are the key bottlenecks and congestion points that inhibit the movement of goods and services. It knows which regulations must be harmonized.

And we can't forget the value that Northern Canada brings not only in resource development but in exports. Churchill, Canada's only northern deep-sea port, must be key to a national strategy.



**This Western Canadian Trade Initiative sounds intriguing, but how does it work and how does it actually make a difference to the cattle rancher in the Interlake, or the IT specialist in a small start-up in the Exchange District?**

It focuses on a couple of basic strategies: moving product to market and people to work. Those engaged in resource, manufacturing or food production know that exports move to where the logistics of trade are cost-effective. Without hosting such advantages, Canada loses and with that loss so, too, go the jobs in the sectors you have identified. A growing economy generates revenues to fund our healthcare, education and social programs that underpin our quality of life. Without economic growth sustaining those revenues, discussion around funding all those programs are moot.

**On a 'local' level, though, we still have our highways and streets that need work - how do we find the money to do that?**

It's all about growing the economy and prioritizing, with a strategy that underpins our infrastructure program. We advocate for six organizing principles to prioritize and stick to a plan: the program must be permanent, no less so that healthcare, education; it must focus first on investments that grow the economy, without ignoring the needs of existing roads; we need to embrace innovation in design, construction, maintenance.

New products can extend the life of a bridge, for example, from 35 to 70 years; we need to partner with the private sector; we need to dedicate revenue streams to the plan so that the public sees where it is being invested, not spent; and we must review the program annually to adjust based on what is learned and to ensure discipline to purpose.

**How do you see Manitoba in a decade? Where do you think we'll be in terms of our quality of life, our employment rate, health status?**

If we could harness a pan-western trade strategy, a nation-building effort, we would not be worried about whether our children and grandchildren have careers or jobs. We would relish in being able to leave, as our legacy, a sustainable, green economy to further enhance our quality of life. We would benefit by provincial and federal budgets getting back to surpluses that pay down debt while being able to strategically invest in an even stronger Canada. What we want is to build the Canada where our children can prosper, too. A country that inspires pride. A world-class quality of life. That is what we should aspire towards.

*To view the full MHCA Free Press insert go to [mhca.mb.ca](http://mhca.mb.ca).*



# Awards Breakfast & Annual General Meeting

Friday, November 18, 2016 8 am - 11:30 pm  
RBC Convention Centre, room 2EF (second floor)

**Keynote Speaker:** Honourable Blaine Pedersen,  
Minister, Manitoba Infrastructure

*Awards, Year in Review, Membership and Future Priorities presentations*

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

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

## MHCA Annual Chairman's Gala *Under The Sea*

Friday, November 18, 2016

RBC Convention Centre  
York Ballroom  
Winnipeg, MB

Deadline to  
order tickets  
is Thursday  
November 10.

**Cocktails** 6:30 pm

**Dinner** 7:30 pm

**Tickets** \$205 +GST per person  
*(all inclusive)*

*Tickets available as individual or tables of 10*

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

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**Delta Winnipeg, reservations:** 1-844-294-7309 - room rates starting at \$135

**Quote:** Manitoba Heavy Construction Association

Fill out this form in full and fax it to Christine Miller at the MHCA office at 204-943-2279 or email christine@mhca.mb.ca  
To request a special meal, to accommodate any food allergies and/or dietary restrictions, please call or email Christine at 204-947-1379

## After the vote: Former premier optimistic on Trump presidency

'Sometimes the odds look just too good.' That, in essence, was Gary Doer's opening line to a sold-out Winnipeg Chamber of Commerce lunch about how the U.S. election turned out. What seemed for some people to be Hillary Clinton's ride to the White House became a stunning Donald Trump victory.

MHCA President Chris Lorenc was at the head table at the event Wednesday and participated in a by-invitation roundtable discussion with the former premier and Canadian ambassador to the U.S. following the luncheon.

"The New York Times had Clinton at 85-93% chance of winning," Doer told the crowd. That same story, however, said the likelihood of Clinton losing was about the same as an NFL kicker missing a field goal from the 25-yard line. Last week, a Minnesota Vikings kicker did just that.

While there's an obvious message in placing bets in a volatile election campaign, Doer said he feels on firmer ground in his predictions for some of what Trump's presidency means for Canada.

His speech dealt specifically with top-of-the-mind business issues between the U.S. and Canada, both of which represent the other's top trading partner. Doer said he is among those who believe the combination of a Trump presidency and a Congress of Republicans holds hope.

"I believe he will, in my view, exceed expectations. I am an eternal optimist," Doer said. "He perceives himself and markets himself as a deal maker."

Doer said there has been virtual gridlock in Washington due to a Democratic presidency (Obama) and a Republican Congress. That is going to change. "I know there's a huge desire to move ahead."

So, yes, Obamacare will be repealed. Yes, the "wall" between the U.S. and Mexico will be built – there is the start of a wall already, Doer noted. Yes, immigration will tighten with the adoption of even more "extreme vetting" rules.

But it won't all be about creating barriers. Doer said President-elect Trump's transition team includes voices that support trade with Canada, the efficient flow of goods and people across the border, and oppose protectionism. New Jersey Gov. Chris Christie, who leads that team, has worked in the past to halt protectionist measures that would have penalized Canadian goods, for example.

It remains to be seen, however, how Trump's avowed opposition to TPP and to reopen NAFTA will shake out, or affect the Canada-U.S. trade deal with its reciprocal energy agreement. Trump, in fact, has stated he is in favour of easing access to the energy market and of the Keystone XL pipeline.

"How that works out remains to be seen," Doer said.

Ultimately, Canada can work in its economic interests by asserting that the rule of law must prevail and that reciprocity be respected. It should hammer home the message it is America's biggest trading partner.

"We should talk as customers," he advised, "over and over again to get through to Washington."

# BEYOND ★ THE ★ ★ F ★ ★ BALLOT

*The U.S. election's impact on Manitoba*

NOV. 16<sup>TH</sup> 2016

WINNIPEG ART GALLERY  
WINNIPEG, MANITOBA  
5:30 PM

The U.S. elections will inevitably alter our relationship with Manitoba's neighbour and most important trading partner. With nearly \$100 million in goods flowing back and forth over the Manitoba – U.S. border a day, changes in the White House, Congress and state governments will be crucial to the province's economic health.

## JOIN US

Join us as we bring expert American analysts and commentators to Winnipeg for a deep dive into what happened in federal and state elections, and what it means for Manitoba and the West in the near and longer terms.

### RECEPTION

5:30-6:30 PM

### PROGRAM

6:30-8:30 PM

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### SPEAKERS



**Ambassador  
David H. Wilkins**

*Former U.S. Ambassador  
to Canada (2005-09)*  
Analysis of U.S./Canada relations



**John Rash**

*Senior Editor*  
Minneapolis Star Tribune  
Analysis of border state elections



**Sylvia Manzano**

*Principal*  
Latino Decisions (Pollster)  
Insights into key states



### MODERATOR

**Shannon Sampert**

*Perspectives and Politics Editor*  
Winnipeg Free Press

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## The great hesitation

*Peter G Hall, Vice President and Chief Economist*



Global growth is just about to take off. To most, that sounds like some kind of sick joke, about as likely as Linus' Great Pumpkin showing up last Monday. We've already gone through the ritual mid-year writedown of economic forecasts, and pundits are now slicing points off next year's markers. Seven years beyond global recession, can we not just get real and admit that there has been some big structural shift that has permanently lowered growth everywhere, that serial shocks to the system are entrenched, and that the job of every entrepreneur is to fight hard for an increasing share of a diminishing pie?

Actually, the Great Moderation of recent years was predictable. The last growth cycle was unusually long, about double the normal span. It gave rise to a five-year, super-sized period of excessive growth at the end of the cycle that thanks to the advent of globalization was exported everywhere. This bubble burst in spectacular fashion in late 2008, inciting panicked leaders the world over to throw a coordinated mountain of cash at the economy. It worked, but only for a few months. With five years' worth of excesses to use up, the global economy quickly slumped into the sluggish pace that has become all too normal. But is it? Not if you see this as a standard economic cycle that globalization and technological revolution simply exaggerated.

If so, we should be entering the growth phase anytime now. There is one ingredient critical to recovery that has been absent for most of the post-recession period. It's now back, and it is actually swelling every day that growth remains sub-par. It's called pent-up demand, and it's very evident in the US economy. Its housing market was an icon of excess in the pre-recession period, and it crumpled as the economy crash-landed. It recovered, but to levels well below normal. Why? Because millennials – the next wave of household-formers – were left behind by the recession. After seven long years, there's now a millennial comeback. 72 successive months of impressive job gains stateside have created enough pressure in the job market that millennials are flooding back in, and in short order will more fully reboot the housing market. As this is a key leading indicator of the US economy, other sectors will in time mimic this growth.

Like America, Europe's doldrums have also created significant pent-up demand. After a long hibernation, the construction sector – both residential and non-residential – seems to be firing up. Employment is also growing steadily, and the region-wide unemployment rate is falling at the same pace as America's, although about two years behind. If we are right about this, then it seems that the twin engines of the world economy are revving up again. If so, emerging markets, and in particular, the BRICS, should also see near-term improvement. These are, in fact, critical elements of EDC's Fall 2016 Global Export Forecast, released to the public on Tuesday.

Unfortunately, the story doesn't stop here. At the very moment that those left behind by the recession's ravages are being welcomed back into the market, it seems they have collectively run out of patience. Seven years is a long wait, and voters are finally speaking out. Brexiteers stunned the world by prevailing in the June UK referendum, and 'outing' Continental discontent. Americans – the ones who brought and taught modern globalization to the rest of the world – are now gorging on anti-trade electioneering banter. Uncertain of how all this will turn out, business is taking a 'wait-and-see' approach that is expected to delay, defer or drop key investment projects, with Europe's outlook taking the biggest hit. The timing could hardly be worse – we may be on the cusp of a new phase: the Great Hesitation.

Canada's exporters are expected to fare decently next year. Pent-up demand will favour sales to the US market, where the auto sector, consumer goods and wood products have done well. Export growth will occur on a broad base in 2017, helped by US demand, a subdued currency and reviving demand in other key markets. However, this outlook presumes that the negative rhetoric on trade does not turn into an ugly reality of wall-building, tariff-raising and the attendant and destructive reprisals.

The bottom line? Hesitation may mark the near-term outlook. But it's happening in a context of significant pent-up demand, not mounds of excess. If so, others are running from opportunities that could be the best ones we've seen in years. Any takers?



# SAFETY TALK

## PPE for Cold Weather

### Explain hazards

Cold weather brings increased hazards for those working outdoors.

- Exposure to the cold can lead to frost bite and hypothermia
- Ice, snow, slush, wet surfaces, and mud (during thaw) can cause slips and falls

### Identify controls

Follow these safe work procedures to prevent injury:

- Wear multiple layers of clothing to provide better protection
- Wear a waterproof outerlayer when working in wet conditions
- A wool toque or a liner under a hard hat can reduce excessive heat loss

- Felt-lined, rubber bottomed, leather-topped boots with removable insoles are best suited for warmth and traction in slippery conditions
- Wear one pair of thick, wool socks or two pairs - one inner sock of silk, nylon, or thin wool and a slightly larger, thicker outer sock
- Choose gloves that are insulated and water resistant to keep hands warm and dry
- Keep your safety eye wear from fogging up in the cold. Use anti-fog coatings and wipes that are appropriate for your eye wear

### Demonstrate

Ask workers to describe any winter-related problems they have had with wearing proper clothing and personal protective equipment.

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

Date: \_\_\_\_\_

Performed by: \_\_\_\_\_

Concerns:

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\_\_\_\_\_

Employee Name:

\_\_\_\_\_

\_\_\_\_\_

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\_\_\_\_\_

Supervisor: \_\_\_\_\_

Location: \_\_\_\_\_

Corrective Actions:

\_\_\_\_\_

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Employee Signature:

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**TO REGISTER,  
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kristen@mhca.mb.ca**

# Training Schedule

**WINNIPEG - MHCA Office  
3-1680 Ellice Ave.**

**BRANDON - St. John's Ambulance  
Shopper's Mall, 1570 8<sup>th</sup> Street**

## NOVEMBER

- 21-22 **COR™ Leadership in Safety Excellence**
- 23 **COR™ Principles of Health & Safety Management**
- 24-25 **COR™ Auditor**
- 29 Train the Trainer
- 30 Excavation & Trenching 1/2 day AM
- 30 Auditor Refresher 1/2 day PM

## NOVEMBER

- 14 Train the Trainer
- 15 Committee Representative 1/2 day AM
- 15 Flagperson 1/2 day PM
- 21-22 **COR™ Leadership in Safety Excellence**
- 23 **COR™ Principles of Health & Safety Management**
- 24-25 **COR™ Auditor**

## DECEMBER

- 12-13 **COR™ Leadership in Safety Excellence**
- 14 **COR™ Principles of Health & Safety Management**
- 15-16 **COR™ Auditor**
- 19 Flagperson 1/2 day AM
- 19 Committee/Representative Training 1/2 day PM
- 20-21 Traffic Control Coordinator
- 22 Excavation & Trenching 1/2 day AM

## DECEMBER

- 2 Supervisor - Team Leader 1/2 day AM ★
- 2 Human Resource Practices 1/2 day PM ★
- 8 e-COR Account Management Fundamentals – Getting Started 1/2 day AM
- 8 e-COR Creative Form Building 1/2 day PM
- 9 Written Communication 1/2 day AM ★
- 9 Verbal Communication 1/2 day PM ★

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## Click Before You Dig

### WORKSAFELY™ Back to You with Don Hurst

The MHCA has heard concerns from industry about the Click Before You Dig (CBYD) process as well as the lengthy response times for utility locates, that can delay excavation work.

In response to these complaints, the MHCA hosted a stakeholders meeting in June to discuss CBYD and utility locates which include representation from Manitoba Hydro, Manitoba Common Ground Alliance (MCGA), CBYD and the MHCA. Following this meeting a working group was formed to identify solutions about timely, consistent service. Throughout the summer Manitoba Hydro assisted the MHCA in several workshops to help industry with the CBYD process. It is recognized that more work is needed in the educating and promoting of:

- The inherent dangers of disturbing the ground
- The need to "Call or Click Before You Dig"
- The need to "Dig Safely"

In addition, the Manitoba Common Ground Alliance Board of Directors has been enhanced with representation from our industry and the MHCA including Todd Turner (EF Moon), Matthew Neziol (Bayview Construction) and Jackie Jones. The purpose of the MCGA is to prevent damage from ground disturbance activities by identifying, validating and promoting the adoption of damage prevention best practices among all stakeholders. The MCGA will be key in fostering a cooperative approach to the resolution of issues among all stakeholders in the buried facility damage prevention process as well as promote education and training programs related to the prevention of damage to buried facilities and safe ground disturbance activities.

For more information on this issue, please contact Jackie Jones @ 204-947-1379.

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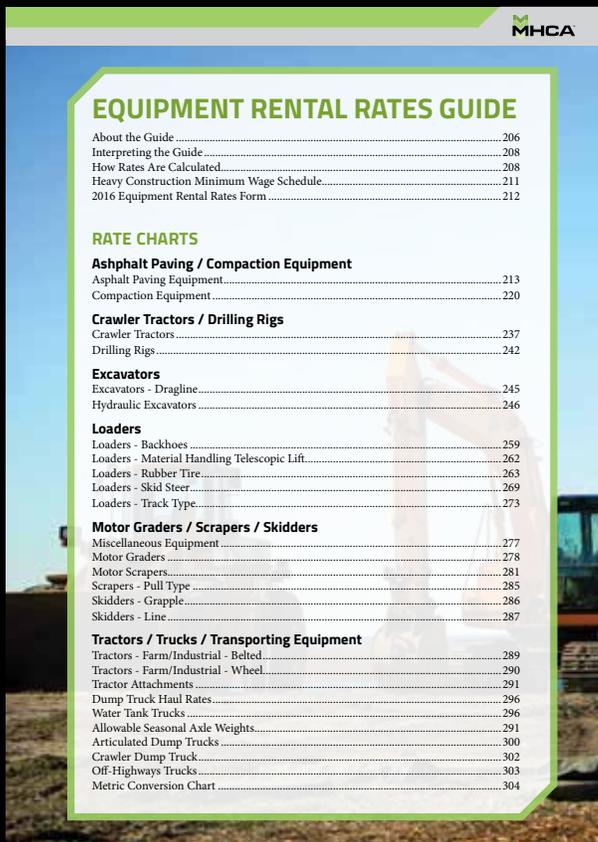
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To contact your WORKSAFELY™ Advisor assigned to your area, please see [mhca.mb.ca/worksafely/know-your-advisor](http://mhca.mb.ca/worksafely/know-your-advisor)

**Q:** What is an inland port?

**A:** Inland ports provide **industrial land** connected to **multi-modal transportation**, and help businesses efficiently manage their supply chains and connect them to markets around the world.

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**It's time to get your rates in!**

Development of the 2017 Rental Rates and Directory has begun.

If you know of any new rates that should be in this guide, please email them to [katherine@mhca.mb.ca](mailto:katherine@mhca.mb.ca)

by **November 30, 2016.**

**Note:** Due to publication deadlines, we cannot guarantee that rental rates received after November 30 will make it into the 2017 guide.

**Western Canada Roadbuilders &  
Heavy Construction Association  
2017 Convention**



**Visit [MHCA.MB.CA](http://MHCA.MB.CA) to view the preliminary  
program for this event**

**Los Cabos, Mexico**

**January 29 to February 1, 2017**

**JW Marriott Los Cabos Beach Resort and Spa**

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