

INSIDE

4

GETTING SUSTAINED INVESTMENT IN CORE INFRASTRUCTURE ON THE BOOKS  
WINNIPEG FREE PRESS SUPPLEMENT

6

MI SET TO TAKE BIDS, BID BONDS ONLINE

6

DEADLINE EXTENDED FOR PUBLIC INPUT ON CLIMATE-CHANGE POLICY

7

BUDGET 2017: MORE URGENCY NEEDED TO CLOSE CANADA'S COMPETITIVENESS GAP

## Federal budget falls short of infrastructure challenge

*New details on investments focus on marine ports*

The Trudeau government's budget for 2017/18, released Wednesday, puts the price tag on its funding for transit, social and "green" infrastructure over the next five years, but reserves much smaller investments to target critical infrastructure necessary for trade and transportation across Canada.

"Canada is a trading nation – economic prosperity pivots on getting the highways, ports, border crossings and rail lines all up to speed and seamlessly connected," said MHCA President Chris Lorenc. "There is commitment to improving primarily marine ports in the federal budget, including on the West Coast, but there is no new money to invest in the other pieces, without which we will continue to see the movement of goods bottle-necked and clogged."

Finance Minister Bill Morneau's budget sets out continuing deficits over the decades – \$28.5 billion this year alone, declining to \$18.8 billion in 2021/22.

Last fall, the Trudeau government committed \$11 billion in new investments for trade and transportation. Combined new and existing funding is expected to amount to \$186 billion for infrastructure broadly, over the next decade. This includes multi-billion dollar budgets for initiatives such as adding 40,000 day care spaces across the country.

Morneau's budget on Wednesday detailed \$2 billion in funding in the next five years on a variety of transportation initiatives, with just \$618 million earmarked for national trade corridors. Funding over the next five years will focus heavily on marine ports in Vancouver and Montreal and on high-traffic rail lines and the highways around the Greater Toronto Area.

The investment plan was decried as falling far short of the need for new investment, given the scale of the work required to ready the country for both trade opportunities and risks. "The (budgeted) amount is small compared to the need," Canadian Chamber of Commerce President Perrin Beatty said (see the Chamber's report on Page 7)



Photo: Adam Scotti

## Federal budget falls short cont'd.

Morneau put a little meat on the bones of the new infrastructure bank, first announced in fall 2016. The bank will put up \$35 billion over 11 years in loans, loan guarantees and equity across the broad range of infrastructure priorities; \$20 billion will be in the form of equity or debt held by the bank. The investment is expected to leverage \$4 to \$5 in private funding for every \$1 of federal money.

On Wednesday, Morneau said at least \$5 billion provided through the Canada Infrastructure Bank will address trade and transportation initiatives.

"These investments will be made strategically," he said, "with a focus on large, transformative projects such as regional transit plans, transportation networks and electricity grid interconnections."

The bank is to be operational by the end of the year and will help create a data collection and analysis initiative to better plan and track investments, and their achievements, among the three levels of government.

Further, the government proposes to establish the Canadian Centre on Transportation Data to serve as the authoritative source of multi-modal transportation data and performance measures, to "support innovations that will move goods more efficiently across supply and distribution chains."

The efforts do not make full use of the expertise that exists now in the private sector on trade-enabling infrastructure, investment and transportation innovation, Lorenc said.

"What's missing is a clear statement that the federal government wants to closely partner with the private sector, not just to have access to informed, strategic and real-time market analysis, but to harness that information to leverage significant private-sector investment that extends the 'nation-building' value of public sector funds."

He pointed to a Canada West Foundation report that outlined the clear advantage to governments and the public through deploying the market knowledge developed by private sector, which owns a huge proportion of infrastructure assets in the country.

"The challenge is not a lack of data, but of capacity to translate that data into information that can be used to make decisions," said the CWF report *Strategic Trade Infrastructure Roundtable Summary*, issued in January.

*"What's missing is a clear statement that the federal government wants to closely partner with the private sector, not just to have access to informed, strategic and real-time market analysis, but to harness that information"*

Chris Lorenc, MHCA president

Other items of Budget 2017:

- Employment Insurance premiums will rise to \$1.68 for \$100 in wages, from \$1.63. The revenues will help pay for new labour force adjustment and training programs.
- New greenhouse gas regulation for heavy-duty vehicle retrofit and off-road vehicles
- A clean-fuel standard to reduce emissions from fuels used in transportation, building and industrial sectors
- No changes to capital gains tax – this budget deferred moving on taxation issues the government has been reviewing, in anticipation of changes to border and personal taxes in the U.S.

# QUEREL TRAILERS

1585 Niakwa Rd, Winnipeg, MB R2J 3T3

Winnipeg, MB • Saskatoon, SK

Toll Free:

(888) 572-7045

www.quereltrailers.com



## CANADA'S ONLY STOCKING ETNYRE OIL DISTRIBUTOR DEALER

We Are One of The Top Global Dealers For 

- Call Bruce Querel or Richard Wiebe To Discuss Availability Of In Stock Units & Custom Orders
- Many Different Sizes, Specs & Options Available



COMING SOON FOR EARLY MAY DELIVERY

NEW 2018 Kenworth T370 Equipped With NEW  2000 Gallon Oil Distributor





## Getting sustained investment in core infrastructure on the books

*Chris Lorenc. Winnipeg Free Press supplement, March 23*

**S**omeone once said you know when you've got a budget in your hand because it's a whole lot of numbers. Hit snooze.

Yes, if you've cracked a budget you've likely experienced a "near-drowning" — slipping under, amid the pages upon pages of budget lines and columns. Expenditures, revenues. Forecasts. It's tough to discern the 'narrative' as the figures clog the mind.

But, there is a story being told within the spending plans. In fact, we see a budget as a report card on a government's performance, achievement and its vision. The public and the heavy construction industry anxiously

await what the Pallister government will tell Manitobans about itself in the numbers in its 2017/18 budget, April 11.

This provincial government has been clear on its primary goal — to make Manitoba the most improved province while wrestling down the provincial deficit. The Manitoba Heavy Construction Association (MHCA) is all for that.

Sustained deficits — almost \$1 billion in 2016 — do real damage to a province's finances and its services because in adding to debt, deficits ratchet-up the cost of debt servicing. That debt servicing, at \$874 million in 2016/17, is money that can't be invested in critical services and programs here, in Manitoba.

Finance Minister Cameron Friesen has been firm with a lot of sectors. This has sparked talk of 'austerity' but really, his conversations to date have been about 'restraint.' It's an important distinction — these entities are getting less of an increase to their budgets, they have not been delivered severe cuts.

The Manitoba heavy construction industry knows restraint. Historically, it has had to fight to get infrastructure the respect it deserves at all levels of government — including federally. The federal government has greater capacity, revenue-wise, to do more of the heavy lifting for moving Canada's transportation system to a place it can help us compete, globally, for trade.

The public needs to see that reflected in Ottawa's budgets, and in the tri-governmental funding agreements, such as the New Building Canada Fund, under the Trudeau administration.

In Manitoba, the budget for roads and other infrastructure moved to an historic high in 2015-16, an election year, which is unsustainably high in this period of deficit reduction.

While the Pallister government has to make tough decisions to avoid another drubbing with the credit-rating agencies — another adjustment downward would see higher interest rates paid on debt — Manitobans also need another sense of security. That is, that their infrastructure funding programs become a permanent, sustained fixture in budgets.

The province has committed to investing no less than \$1 billion annually in core infrastructure, and \$500 million annually in Manitoba Infrastructure's highways capital program. Core infrastructure, as defined in the policy upon which the new point of PST was raised, means: highways, bridges, flood protection, municipal roads, water and sewer, and strategic transportation infrastructure.

At a minimum, those levels must be in place to grow the economy, preserve our transportation assets, and to sustain the capacity of the heavy construction industry, which by the way is marshalled on the spot to respond to emergencies — flooding is a real risk this spring, again.

Good roads mean good transportation, the foundation of a seamless, efficient trade network and a good trade policy. Trade is the heart of Manitoba's economy.

Trade generates 50 per cent of Manitoba's \$64-billion GDP each year; it engages 5,200 employers and 240,000 jobs. It supports \$3.3 billion in provincial payroll, or 16 per cent — larger than health care.

That is why the MHCA, on its own and with other business organizations, has been advising the Manitoba government to look upon infrastructure not as spending, but as a necessary investment in the economy and Manitoba's future prosperity.

Delayed maintenance or construction of infrastructure becomes exponentially more expensive in future years. More critically, perhaps, is the effect on our economy: Delaying investment in trade-enabling infrastructure acts as a dead weight on the province's ability to meet the challenge and the opportunity of shifting realities of global trade.

The MHCA has long held six organizing principles to guide infrastructure investment. Last year, prior to the provincial election, six organizations — MHCA, Business Council of Manitoba, Canadian Manufacturers and Exporters, Manitoba Chambers of Commerce, Manitoba Home Builders' Association and the Winnipeg Chamber of Commerce — produced 7 Pillars to Growing Manitoba's Economy.

We hope to see in Budget 2017/18 recognition that the six principles and the seven pillars can support the goals of making Manitoba the most improved province and getting the deficit under control.

We hope the budget returns to incremental sustainable increases in the highways programs targeted to investment — not spending — in economic growth. We hope to read of provincial strategies that leverage investment-sharing with federal programs to target nation-building, trade-enabling assets. Trade investment — harnessing, for example, the potential of the New West Partnership Trade Agreement and CentrePort Canada — will help our economy to become the most improved in the country.

Infrastructure investment provides the quickest economic growth return and, by extension, revenues returned to the general treasury.

*Chris Lorenc is the President of the Manitoba Heavy Construction Association.*



INFRASTRUCTURE  
**DRIVING  
GROWTH**

Visit [mhca.mb.ca/winnipegfreepress](http://mhca.mb.ca/winnipegfreepress) to read our March 2017 supplement.

## MI set to take bids, bid bonds online

**M**anitoba Infrastructure has announced it is set to receive online bids and bid bonds for the bonded construction and maintenance contracts.

MI's first online bidding tender will be for Bituminous Pavement – PTH 3 (South Junction of PTH 34 to North Junction of PTH 3A), which will be issued on April 4, said Dustin Booy, director of contract services at MI. Bids for all bonded construction and maintenance tenders issued after this date will be received online through [www.merx.com](http://www.merx.com).

Bidders are reminded that new Bidding Procedures (No. 90) and revised General Conditions (no. 100) will be in effect and can be found at: <http://www.gov.mb.ca/mit/contracts/manual.html>.

All bidders are strongly encouraged to submit bids well in advance of the submission deadline so as to avoid any technical difficulties in the last few moments of the bid period.

"As with any transition, there is bound to be some period of adjustment, so I would ask all of your membership to please be patient if any issues are encountered as move ahead with online bidding at MI," said Booy.

Any concerns with the MERX website and using the online interface maybe directed to the MERX help desk at: 1-800-964-MERX (6379).

Any concerns with the tender documents or the procurement process itself may be redirected to Booy, at:

**Dustin Booy, M. Eng., P. Eng.**  
Director, Contract Services Branch, Manitoba Infrastructure  
1630-215 Garry Street  
Winnipeg, Manitoba, R3C 3P3  
W: 204-945-0018  
M: 204-918-0229  
E: [Dustin.Booy@gov.mb.ca](mailto:Dustin.Booy@gov.mb.ca)

## Deadline extended for public input on climate-change strategy

**T**he Pallister government has extended the time in which Manitobans can have their say about the province's climate-change strategy, which will include carbon-pricing that starts in 2018.

MHCA President Chris Lorenc encouraged members to register their thoughts and concerns, by going online to the survey that has been developed by the government.

"There are real implications for the industry in this strategy, particularly in carbon pricing which will likely mean an increase to the fuel tax at the pump," Lorenc said. "Heavy construction - as the name implies - is energy-intensive as fuel is an input cost in almost every aspect of our work. We need to feed into the government's plan so we can adjust and remain competitive."

Launched on March 3, the online survey was due to end March 19. Submissions will now be accepted until March 31, Sustainable Development Minister Cathy Cox said.

"In this short period of time, we've received overwhelming interest with nearly 5,000 responses to date," said Cox. "We are pleased the survey has attracted so much attention and therefore want to give Manitobans more time to provide input."

Manitoba's plan will include measures to reduce greenhouse-gas emissions and adopt energy-saving technologies. The survey asks for Manitobans' suggestions on what initiatives potential carbon-pricing revenue could be directed toward.

This is commonly referred to as "revenue recycling" - returning to individuals or industries financial assistance to blunt the effect of carbon pricing or to make changes and adopt energy-saving technologies that are available.

The strategy will focus on:

- reducing carbon emissions causing climate change
- adapting to climate change impacts
- preserving wetlands and vulnerable ecosystems
- integrating water and land use
- building new clean economy growth
- fostering sustainable living opportunities for people and communities

The survey is available at: [www.manitoba.ca/climateandgreenplan](http://www.manitoba.ca/climateandgreenplan).

# Budget 2017: more urgency needed to close Canada's competitiveness gap

*Guillaume (Will) Dubreuil, March 22, Canadian Chamber of Commerce*

Ottawa – More urgency is needed in reducing business costs and improving competitiveness says the Canadian Chamber of Commerce.

"While we welcome specific measures in the budget on skills and innovation, our international competitors are racing ahead," said the Hon. Perrin Beatty, President and CEO of the Canadian Chamber of Commerce. "The U.S. election was a game-changer, yet the budget is written as if nothing has changed. As our number-one trading partner rolls back regulation and cuts taxes, Canadian businesses face more regulation and increased costs imposed by all levels of government for fees, taxes and essential inputs like electricity."

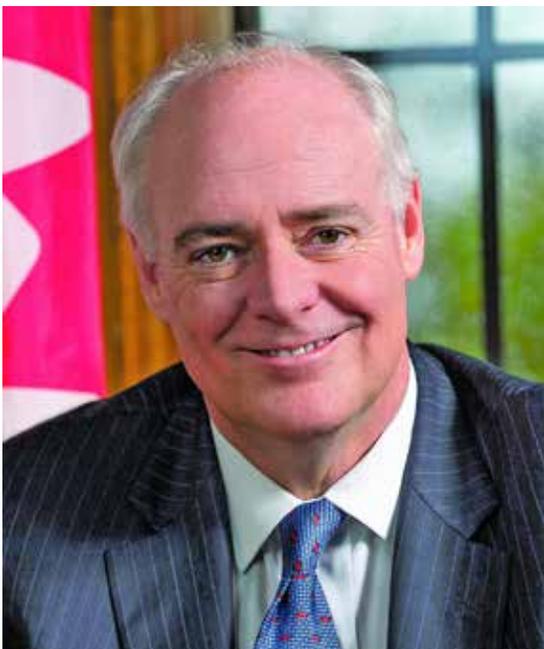
The budget foresees Canada remaining in the low-growth trap at least until 2021. Beatty called upon the federal government to meet urgently with the provinces to identify specific measures to cut the cost of doing business in Canada. "The Canadian economy is fueled by trade, yet there has been nearly no export growth in the past two years, and business investment has decreased for nine straight quarters. Despite this, governments still don't seem to recognize the problem," said Beatty. "We need a national strategy, and it should be announced in the fall economic update at the very latest."

"Investment crosses borders like light through glass. If we continue to allow a growing gap between what it costs to do business in Canada and the costs our competitors face, businesses will be forced to locate their activities elsewhere."

The commitment to skills training is welcome. "Business needs a modern, well-trained and constantly-evolving workforce to compete in the economy of the 21st century," said Beatty. "We commend the government for its measures on skills, but urge it to do more to ensure our businesses can compete on all levels."

"We are an innovative nation but we are falling behind in turning research into products," said Beatty. "Support for clusters and late-stage venture capital are good elements that will help existing companies. We need concrete steps to make it easier for companies and individuals to transform ideas into commodities and services. In turn, these new businesses will support more high-tech jobs and foster further innovation. Canada needs to become an innovation leader to make sure new technologies and new jobs are created here, not in Silicon Valley."

"The U.S. government is moving quickly to attract new investment," Beatty. "Unless all levels of government work together to ensure Canada is a desirable place to invest and do business, we will see business and investment taking place across the border instead of here. This is not simply a federal issue, but an urgent national concern."



*Photo courtesy of Canadian Chamber of Commerce website.*



## Singapore is on the move!

*Peter G Hall, Vice President and Chief Economist*



That title should grab some attention! Why? In a world where most are convinced that we are straining to generate so-so 'new normal' growth, anything that's 'on the move' is an eye-catcher. And when it's Singapore we are talking about, it's even more exciting. As a key regional trade center, Singapore's stats are a critical gauge of what's going on in the surrounding economies, and also in the broader global arena. We pointed out the budding growth in Singapore about eight months back, and recent figures seem to confirm it. What are the numbers telling us?

Let's start with the most recent GDP number. In stark contrast to trend performance, growth leapt by 12 per cent at annual rates in the final quarter of 2016. By any standard, that's impressive. The causes? Exports posted a decent gain, although it was swamped by a surge in imports that weakened net trade. Those imports caused inventories to swell. That helps GDP today, but usually harms it tomorrow as the inventories are worked down. Add to this a hefty contribution from government consumption, and the actual sources of growth are not that inspiring. But there's a glimpse of underlying activity on the investment front: spending on equipment, a volatile series, was up sharply in the fourth quarter to reach its highest post-stimulus level.

Is this sustainable? A lot depends on core economic activity, essentially on two fronts. Singapore has a significant manufacturing sector that produces mainly for export. Data for industrial production has been climbing rapidly since the middle of last year, and is currently at its highest levels since 2010. Electronic products are the key driver of this growth, with semiconductors leading the charge. The chemicals sector is also doing well, as is precision engineering and medical products. In almost every case, there is a clear renewal of growth that has been absent for several years.

As expected, this is showing up in export data. The 'big five' electronic products are on the up and up, with integrated circuits showing the most dramatic gain. Petrochemicals and electrical machinery are also contributing solid, sustained growth. Again, it's the departure of recent activity from long-standing flat performance that is most exciting. What is also interesting is that these domestic exports are being driven by the regional economy – China, India and Taiwan in particular – and not by increased demand in the US and EU.

Singapore's second growth front is re-exports – that is, the significant amount of trade that passes through the nation-state on its way to somewhere else on the planet. This doubles the overall trade count every year, and after a shocking drop in the early-going last year, has risen smartly to levels that rival the highest points in the post-recession period.

Canada has generally fared well in the Singapore market. Exports of higher value-added goods, like aerospace products, engines, jewelry, electronic products and other equipment, have seen double-digit annual increases since the recession. More recently, exports of all goods have posted notable increases, in line with Singapore's recent trade-boost. Canadian investment in Singapore is also significant. Measured at \$3.7 billion in 2015, it has risen 83 per cent in just three years – a positive signal of things to come.

With all this good news, there is increased concern. Trade-intensive economies like Singapore's are threatened by the rise of populism and its clear anti-globalization overtones. Add to that the significant doubt thrown at TPP and the future of regional and global trade integration, and there's more than casual pause for thought. Our sense is that globalization's significant gains will justify themselves, and that this moment of hesitation will prove a great moment of opportunity for those who persist.

Canada's success in Singapore, together with the importance of this economy to Asian trade both now and in the future, are key reasons behind today's official opening of EDC's Singapore office, the first international location where transactions can be processed offshore.

The bottom line? Singapore's data points to a significant increase in activity that separates it from the long, tepid post-recession trend. As a bellwether economy, this is not just good news for Singapore, but for the region – and the world-.



Canadian  
Construction  
Association

## CCA makes headway on federal prompt payment initiatives

*Angela Gismondi, Daily Commercial News, March 17*

A joint Canadian Construction Association-government working group on prompt payment has made headway on a number of issues around moving toward faster remuneration on federal construction projects.

A CCA progress report highlights “more than a dozen potential areas of solutions,” CCA president Michael Atkinson said.

One such initiative is the commitment by Public Services and Procurement Canada and Defence Construction Canada to develop a tool to post the dates on which they issue payments to their prime contractors on a public website for construction contracts above \$100,000.

“Essentially the thinking behind this is once the supply chain knows that a payment has been made by the owner, in this case the federal government to the prime contractor, they at least know that the payment has been made and then can take the recourses within their own contract and their own bailiwick to ensure payment is made promptly,” said Atkinson. “Anyone, not just suppliers and contractors on that project but pretty well anyone...if you have the project number or the contract number you would be able to go to a public website and see the dates on which payments have been made on these contracts.

“We identified more than a dozen potential areas of solutions to look at prompt payment on federal construction projects, some of which are contractual and some of which are non-contractual. We’re just a little more than halfway through them so the interim status report summarizes where we are to date but we still have a number of other items on our agenda.”

The working group was formed in April 2016 between the CCA and PSPC and DCC -- the two authorities on government construction contracts. It includes task force chair Ray Bassett, trade contractors, specialty contractors, general contractors and services providers.

The current priorities outlined in the interim report include transparency, a statement of principles, fair payment terms, government services standards and education.

Last year, CCA also passed policy statements endorsing a number of principles, many supporting prompt payment. PSPC and DCC have done the same, adopting principles advocating for a prompt payment culture in government and with industry participants.

PSPC and DCC are going to insert these principles in all of their front end documents for their construction tenders, said Atkinson. “That doesn’t necessarily mean it has any force and effect but it’s something that they’ve committed to do.”

In terms of fair payment terms, PSPC and DCC have reviewed their standard contracts for consistency and alignment with the Canadian Construction Documents Committee (CCDC) standard documents, explains the report. PSPC is also reviewing internal processes to identify any opportunities for improvement affecting the timing of payment.

According to the interim report, the working group will also be developing education content around contract terms, service standards, frequent bottlenecks, remedies for delayed payment and payment best practices on federal construction contracts.

“We both sort of made a commitment that we need to do a better job of educating contractors working on federal construction projects,” said Atkinson.

He advised that the working group is still holding meetings and considering several other initiatives including a review of holdback requirements and a review of the dispute resolution process.

## Upcoming MHCA Meetings

MHCA Events Committee  
MHCA Office  
March 30 - 12:00-1:30 PM

Rental Rates Committee  
MHCA Office  
August 25 - 12:00-2:30 PM

Rental Rates Committee  
MHCA Office  
November 3 - 12:00-2:30 PM

SAFE Roads Committee  
MHCA Office  
April 11 - 12:00-1:30 PM

MHCA Executive Committee  
MHCA Office  
September 6 - 12:00-4:00 PM

MHCA Board of Directors  
RBC Convention Centre  
November 17 - 10:00-12:00 Noon

MHCA Executive Committee  
MHCA Office  
April 20 - 12:00-4:00 PM

MHCA Board of Directors  
Location TBD  
September 13 - 12:00-4:00 PM

MHCA Executive Committee  
MHCA Office  
November 21 - 12:00-4:00 PM

MHCA Board of Directors  
Location TBD  
April 26 - 12:00-4:00 PM

SAFE Roads  
MHCA Office  
September 27 - 12:00-1:30

Rental Rates Committee  
MHCA Office  
December 1 - 12:00-2:30

MHCA Executive Committee  
MHCA Office  
May 17 - 12:00-4:00 PM

Rental Rates Committee  
MHCA Office  
October 6 - 12:00-2:30

MHCA Executive Committee  
MHCA Office  
January 17, 2018 - 12:00-4:00 PM

MHCA Executive Committee  
MHCA Office  
June 13 - 12:00-4:00 PM

MHCA Executive Committee  
MHCA Office  
October 25 - 12:00-4:00 PM

MHCA Board of Directors  
Location TBD  
January 24, 2017 - 12:00-4:00 PM

## SAVE THE DATE

be sure to read future Heavy News Weeklys for event registration dates and information



Awards Breakfast | Annual General Meeting | Chairman's Gala  
**Friday, November 17, 2017**



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

# Training Schedule

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

### APRIL 2017

- 4-5 **EXPO 2017\*** (Victoria Inn and Convention Centre)
- 10 Flagperson 1/2 day AM
- 10 Committee Representative Training 1/2 day PM
- 11-12 Traffic Control Coordinator
- 17-18 **COR™ Leadership in Safety Excellence**
- 19 **COR™ Principles of Health and Safety Management**
- 20-21 **COR™ Auditor**
- 24 Train the Trainer
- 25 Auditor Refresher 1/2 day PM (no charge)

### MAY 2017

- 3 Prime Contractor 1/2 day AM
- 9 Flagperson 1/2 day AM
- 9 Committee Representative Training 1/2 day PM
- 10-11 Traffic Control Coordinator
- 12 Excavation and Trenching 1/2 day AM
- 12 Auditor Refresher 1/2 day PM (no charge)
- 15-16 **COR™ Leadership in Safety Excellence**
- 17 **COR™ Principles of Health & Safety Management**
- 18-19 **COR™ Auditor**
- 30 Train the Trainer

### JUNE 2017

- 9 Transportation of Dangerous Goods 1/2 day AM
- 12 Flagperson 1/2 day AM
- 12 Committee Representative Training 1/2 day PM
- 13-14 Traffic Control Coordinator
- 15 Excavation and Trenching 1/2 day AM
- 15 Auditor Refresher 1/2 day PM (no charge)
- 19-20 **COR™ Leadership in Safety Excellence**
- 21 **COR™ Principles of Health and Safety Excellence**
- 22-23 **COR™ Auditor**
- 27 Train the Trainer

## BRANDON - St. John's Ambulance Shoppers Mall, 1570 18th St.

### APRIL 2017

- 17 Flagperson 1/2 day AM
- 17 Committee Representative Training 1/2 day PM
- 24-25 **COR™ Leadership in Safety Excellence**
- 26 **COR™ Principles of Health & Safety Management**
- 27-28 **COR™ Auditor**

### MAY 2017

There is currently no training in Brandon for May.

### JUNE 2017

There is currently no training in Brandon for June.

★ Leadership Certificate Program/Gold Seal

⚡ e-COR™ training and information session

\* EXPO 2017 is held at the Victoria Inn and Convention Centre, 1808 Wellington Ave. For more information visit [www.mhca.mb.ca/EXPO](http://www.mhca.mb.ca/EXPO).

# Construction Safety Excellence™



## Hearing Protection

*WORKSAFELY™ Back to You with Don Hurst*

**E**xposure to high levels of noise or prolonged exposure to moderate levels of noise can result in permanent hearing loss. But damage to your hearing can be prevented. Harmful levels of noise can come from work that involves heavy equipment, power tools, and blasting.

Hearing loss can affect more than how you do your job. It can affect your quality of life by interfering with your ability to interact with your children or grandchildren, or even socializing with friends, and participating in other activities.

When noise levels are high in your workplace, the first step is to try to effectively reduce the noise. When it is not possible, you must provide personal hearing protection to your employees.

Permanent hearing loss cannot be corrected through surgery or hearing aids.

Also important to note is that hearing loss usually occurs gradually, so you may not realize it is happening until it is too late.

In this week's newsletter, our safety talk is aimed at hearing protection. This safety talk is a great tool for educating your employees on identifying the dangers and how to prevent hearing loss.

## KNOW YOUR WORKSAFELY™ ADVISOR

### **Don Hurst, B.A., M.A. (Econ.)**

Director, WORKSAFELY™ Education and Training  
E: don@mhca.mb.ca T: 204-594-9051 C: 204-291-4740

### **Ed Gregory, NCSO, OH&S Cert.**

WORKSAFELY™ Safety Advisor, Southern Region  
E: ed@mhca.mb.ca T: 204-594-9058 C: 204-227-6932

### **Randy Olynick, CRSP**

WORKSAFELY™ Safety Advisor, Eastern Region  
E: randy@mhca.mb.ca T: 204-594-9057 C: 204-295-3876

### **Trevor Shwaluk, B.P.E**

WORKSAFELY™ Safety Advisor, Central Region  
E: trevor@mhca.mb.ca T: 204-594-9061 C: 204-871-0812

### **Dave McPherson**

WORKSAFELY™ Safety Advisor, Northern Region  
E: dave@mhca.mb.ca C: 204-271-2088

### **Phil McDaniel, OH&S Cert., P. GSC, NCSO, CRM**

COR™ Program Development & Quality Control Advisor  
E: phil@mhca.mb.ca T: 204-594-9059 C: 204-997-5205

### **Jackie Jones, CAE**

WORKSAFELY™ COR™ Program, Education and Training Advisor  
E: jackie@mhca.mb.ca T: 204-594-9054 C: 204-509-0384

### **Sarah Higgins, OH&S Cert.**

WORKSAFELY™ Client Services Advisor  
E: sarah@mhca.mb.ca T: 204-594-9060 C: 204-979-3971

### **Kristen Ranson**

WORKSAFELY™ Administrative Assistant  
E: kristen@mhca.mb.ca T: 204-594-9056 C: 204-330-3520

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)



# SAFETY TALK

In the heavy construction industry, workers can be exposed to noise levels that can damage their hearing.

## What's the danger

Hearing loss prevents you from hearing other hazards on the job. It also causes problems in your personal life.

- It interferes with how you hear normal speech
- It prevents you from socializing
- ***It is permanent***

## How to protect yourself

Hearing loss is preventable. The best prevention is hearing protection.

- Employers are responsible for providing hearing protectors
- To monitor the effectiveness of hearing protection, workers must have their hearing tested every year

## Hearing protection

### Demonstrate

Show two types of hearing protectors:

- Ear plugs
- Ear muffs

Show how to insert ear plugs:



Reach one hand around back of head, pull ear upwards to straighten S-shaped ear canal, then insert plug with other hand according to the manufacturer's instructions

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:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# THE ROAD TO PROSPERITY

## SEVEN PILLARS TO GROWING MANITOBA'S ECONOMY

In today's globally competitive business environment it is imperative that government create a climate that attracts new business and allows existing businesses to grow and thrive.

For Manitoba to reach its full potential there are seven key public policy pillars that must lead economic and investment policies in the province:

### FISCAL COMPETITIVENESS

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

### VENTURE CAPITAL

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

### GLOBAL TRADE

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

### INFRASTRUCTURE INVESTMENT

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

### ABORIGINAL ENGAGEMENT

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

### SKILLED WORKFORCE

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

### "NEW FISCAL DEAL" FOR MUNICIPALITIES

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

## THIS COULD BE YOUR AD

Advertising in the Heavy News Weekly gets your message out to our powerful and influential audience in the heavy construction industry across Manitoba

Contact  
Katie Pfeiffer  
for advertising  
options and rates at  
[katherine@mhca.mb.ca](mailto:katherine@mhca.mb.ca)

We offer special advertising rates for members

