March 30, 2017

MHCA™
MANITOBA HEAVY CONSTRUCTION ASSOCIATION
Presence. Profile. Impact.

The Heavy News Weekly

INSIDE

MHCA seeks provincial update on plans for federal funds

Worrisome signals that federal infrastructure funds are getting tied up in Ottawa sparked a letter of concern from the MHCA to Manitoba Infrastructure Minister Blaine Pedersen this week.

MHCA President Chris Lorenc said the association wants to draw Pedersen's attention to the fact that there is money on the table which may be lost to provincial infrastructure priorities if funding agreements are not signed – and applications for projects not submitted – by *April 1, 2018*.

"We are told that there is funding that has not been identified for use from the New Building Canada Fund and there are priorities here in Manitoba that need attention," Lorenc said.

The Canadian Press reported March 27 that Infrastructure Canada's website says the New Building Canada Fund's national and regional project stream still has $6.6 billion of the original $8.8 billion in funding that has yet to be allocated.

The deadline for provinces and territories to prioritize projects for funding is April 1, 2018. Following that, Ottawa will "shift unused infrastructure money to the gas tax fund, which allows cities to spend on roads, highways, transit, water and sewer systems."

The New Building Canada Fund was put in place by the former Harper government. The funding committed for identified projects, combined with the new Trudeau government's 2016 commitment, is expected to see $186 billion flow to infrastructure over the next 11 years. About $10 billion of that is for trade and transportation projects.

A senate committee last month released a review that found the money was getting tied up in the bureaucracy, dispersed across many departments with varying priorities, and the federal government lacks a clear national strategy for infrastructure investment.

The letter to Pedersen asks that the minister ensure Manitoba makes full use of the funds available to it from the federal program, and seeks an update to the status of its project applications.

MI releases new Bidding Procedures, updates specifications

Manitoba Infrastructure has made a number of specification updates, primarily to the standards of construction practice and contract administration that have been in place for years.

"They simply replace older clauses in the specifications so that many of our current special provisions will not be needed in tender documents," said Dustin Booy, director of the Contract Service Branch.

MI is also releasing the new Bidding Procedures document (No. 90), which is required for the online bidding initiative. MI's General Conditions have also been revised/updated to remove previous tendering language that would conflict with the Bidding Procedures document.

The updated specifications can be found at http://www.gov.mb.ca/mit/contracts/manual.html . Previous versions of the specifications will be archived at http://www.gov.mb.ca/mit/contracts/manualarchive.html

New versions of the specifications will be referenced and will apply to new contracts. Contracts awarded prior to this release will still be governed by the specifications and General Conditions in effect at the time those contracts were tendered.

The MHCA has posted on its website MI's spec-book index and an overview summary of pertinent changes. Booy noted that the "overview is just for informational purposes and cannot be relied upon as official contract language.

"I strongly encourage your membership to read through these documents and their changes so you have a complete understanding of the conditions/specifications."

Chris McNally Elected 2017 Chair of CCA

Canadian Construction Association press release, March 23

OTTOWA, March 30, 2017 — The Canadian Construction Association (CCA) has appointed Chris McNally as chair of the 2017 board of directors at its annual general meeting, held in conjunction with the 2017 CCA annual conference. Chris takes over the position from Gilbert Brulotte, senior vice-president, civil division, of EllisDon Corp.

Chris is director of C & M McNally Engineering Corp., a sewer and watermain tunnelling contractor started in 1979 in Hamilton, Ontario. Before co-founding the family firm, he worked for Bechtel and PCL Construction in a variety of different capacities. A mining engineer by training, Chris is a graduate of Queens University.

Chris joined the CCA board in 2003 and has chaired the CCA Civil Infrastructure Council and the CCA Industry Advocacy and Regulatory Affairs Committee. He joined the CCA executive in 2009, serving as the Second National Vice-Chair/Honourary Secretary and as the First National Vice-Chair/Treasurer prior to his chairmanship. Chris was also the driving force within CCA behind the development of the Canadian Infrastructure Report Card, the first of which was published in 2012. Prior to joining CCA, Chris served as president of the Ontario Sewer and Watermain Construction Association in 1999, and was a founding member of the Ontario Construction Careers Alliance.

In his address to the annual general meeting, Chris spoke about how CCA can support our industry as it adapts new management techniques and integrates new generations of workers into all levels of our workforce. "One concrete way how CCA can support the industry is to expand our role in supporting the efforts of our partners in the delivery of training and educational services," said Chris. "Regarding the new generations of workers, one of my goals is to work with our partners across the country to better identify, recruit and integrate that next generation of leaders in our respective associations."

Budget 2017 – let's not "wait and see"

Hendrik Brakel, 5 Minutes for Business, March 28

The funniest line on Budget 2017 officially goes to John Ivison who said reading the federal budget was like being "relentlessly flogged with warm lettuce." The runner-up comes from one of our NDP friends who described it as the "Seinfeld Budget" (a show about nothing), and Andrew Coyne gets the honourable mention for "a wealth of bafflegab and buzzwords." Why is everyone so harsh?

For starters, the Liberals built massive expectations. Since November, they had been telling everyone in Ottawa this was to be the Innovation Budget, with big, bold ideas to transform Canada. Of course, every government in the past 50 years has tried to transform Canadian innovation, and it's near impossible at the best of times, even harder to do on the cheap (with just $800 million set aside). So, with the innovation agenda disappointingly thin, they shifted to skills and the familiar territory of "Building a Strong Middle Class."

It was a fairly thin document: of the $5.4 billion of new spending, $4.2 billion is reallocated from other programs or sourced from the existing framework. The Strategic Innovation Fund sounds exciting, but it's really just a consolidation of four existing funds. And, the tax changes were so modest—removing the public transit credit while raising the tax on alcohol and tobacco—most observers could only conclude the government was in wait-and-see mode. With Mr. Trump promising huge cuts to corporate tax rates, the government must be waiting to see what the U.S. does.

Never mind Mr. Trump. Canada's budget is so thin because the money had already been spent. The deficit has increased five times and is now at $28 billion. Polls show Canadians have been generally tolerant of rising deficits because they believe investment would generate growth. There's little evidence of incremental growth, and the Canadian economy is showing distinct signs of weakness.

Canada's business investment has fallen nine (9!) quarters in a row. We've had two years of zero (0!) export growth. And, when we talk to businesses, they complain about rising costs—CPP increases, electricity rates in Ontario, carbon taxes, new regulations and the deferral of the small business deduction.

Improving our competiveness is the best way to boost growth and create jobs. That's why U.S. conservatives want to reduce the corporate tax rate from 35% to 20% and slash regulations by 75%. But, it's crazy to try to change Canadian tax policy based on what might happen in the U.S., and why would we want to wait?

Now that President Trump's first important legislation, the Obamacare "repeal and replace," ended as a calamitous debacle, there's good reason to believe tax reform would be even harder to pass through Congress. Firstly, the repeal of Obamacare was supposed to generate $1 trillion of savings that could be used to pay for tax cuts. This isn't going to happen. Secondly, tax reform is extremely complex. The statutory corporate rate of 35% is massively reduced by a web of deductions so that the effective rate is actually closer to 12%. Each deduction has a dedicated constituency and lobbyists, so no one agrees on how to fix them. Finally, the only source of revenue the GOP has discussed is the nonsensical border tax that would start a trade war.

The point is that waiting for U.S. tax reform could be like waiting for Godot. It's time to go ahead with our own competitiveness drive. A Made in Canada approach to reduce business costs and improve regulation would go a long way to generating growth.

For more information, please contact :
Hendrik Brakel
Senior Director, Economic, Financial & Tax Policy
613.238.4000 (284) | hbrakel@chamber.ca

Upcoming MHCA Meetings

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Breakfast with the Minister of Infrastructure

The MHCA is hosting a 'Breakfast with the Minister of Infrastructure', the Hon. Blaine Pedersen on April 24, 2017 – see below – and MHCA members are invited to attend.

This is an opportunity to hear the minister speak overall to the 2017-18 Provincial Budget to be tabled in the Legislature on April 11, 2017, and in particular what it commits to the Manitoba Infrastructure highways/capital budget program.

The Pallister government has committed to investing at least $1 billion annually in core infrastructure, and no less than $500 million annually in the highways capital budget. The MHCA has asked for confirmation that 'core' infrastructure continues to be defined as – highways, bridges, flood protection, municipal roads, water and sewer, and strategic transportation infrastructure.

This is your chance to hear from and speak directly to Minister Pedersen, to talk about the challenges facing industry, your business in 2017, and the foreseeable future.

When: April 24, 2017
Where: Ellice Room
Holiday Inn Winnipeg Airport Polo Park
1740 Ellice Avenue
Cost: $30 + gst / person
– includes a hot breakfast

Agenda:
7:30am – doors open
8:00am – welcome and breakfast is served
8:20am – Minister Pederson's presentation followed by Q & A

To register, please contact MHCA Operations Manager Christine Miller, by email christine@mhca.mb.ca or by phone 204.947.1379

Pits and quarries: 'foundational' to infrastructure

Manitoba must protect access to these finite, unique resources

Brian Bailey, Winnipeg Free Press supplement, March 23

The term 'infrastructure' always seems to be in the news these days, and appropriately so. Our economy is based on the infrastructure that previous generations have built, and our economic future will be largely dependent on our maintenance and expansion of that infrastructure. But here's a trick question. What is our infrastructure based on?

Quite literally, gravel and crushed stone, mineral commodities that are jointly referred to as 'aggregates.' Millions and millions of tons of gravel and crushed stone. In 2015 alone, over 23 million tonnes of aggregate minerals were mined in Manitoba. That works out to more than 950,000 truckloads.

For centuries, builders have prepared a few inches (sometimes now a few feet) of stone and sand into a base to support enormous weight. The stone particles interlock when packed, and yet allow water to drain away, creating a stable pad to support our roads and highways, train tracks and airports, sidewalks and driveways, our houses and offices.

Further, aggregate minerals are used to manufacture the concrete and asphalt that comprise much of the infrastructure itself, all over Manitoba. Also, think of the basement floors and walls of our homes and offices, and the piles and beams in our super structures.

Virtually everything we build requires aggregate minerals — in very large quantities. There are no known substitutes. Without it, we cannot build or maintain our infrastructure. It is safe to say that mineral aggregate – sand, gravel and crushed stone — is as important to modern society as clean water and energy.

Now here is the rub: We don't find sources of mineral aggregate everywhere. Sand and gravel comes from unique geologic features created by ancient glaciers, where the fast-flowing melt waters sorted and washed the fine clay and silts out of the till material. Geologists identify these as kames, eskers or old beach ridges (along what was once a glacial lake).

In many rural municipalities in Manitoba, there are no such sources of gravel. Winnipeg and the Capital Region was fortunate to have the Birds Hill kame moraine complex just east of the city, and this topographic high in the RM of Springfield has been a primary source of aggregate for the city's development since the 1800s.

In the 1960s, entrepreneurs in the RM of Rockwood took advantage of another unique geologic feature to develop a second major source of aggregate. Just north of Stonewall, a dolomitic limestone bedrock formation protrudes close to the surface, and can be economically accessed by quarrying. Almost half of the Winnipeg and capital region's aggregate requirements now come from this small area, and that proportion is increasing as the gravel reserves in the Birds Hill area are depleted.

Just like any other mineral commodity, aggregate is a non-renewable resource. Once it has been extracted from the closest locations, we'll have to look for sources farther from construction sites. The increased hauling distance has serious economic and environmental consequences: It drives up the cost of construction projects, many of which are publicly funded. The carbon footprint of the trucking industry is also expanded, as more fuel is required.

Given the broader public good, it only makes sense to make the most of the few available aggregate deposits close to our infrastructure projects. In Manitoba, this policy objective was enacted by regulation under The Planning Act in the 1980s, and implemented through municipal development rules.

The Mines & Minerals Act requires that once these locations are depleted, the landscape will be rehabilitated. Aggregate producers pay an environmental levy in proportion to the tonnage produced each year. That fund pays for rehabilitation.

Since 1991, over $40 million has gone to rehabilitate over 9,600 hectares. This made-in-Manitoba solution, supported by industry, guarantees timely and efficient rehabilitation of depleted pits and quarries.

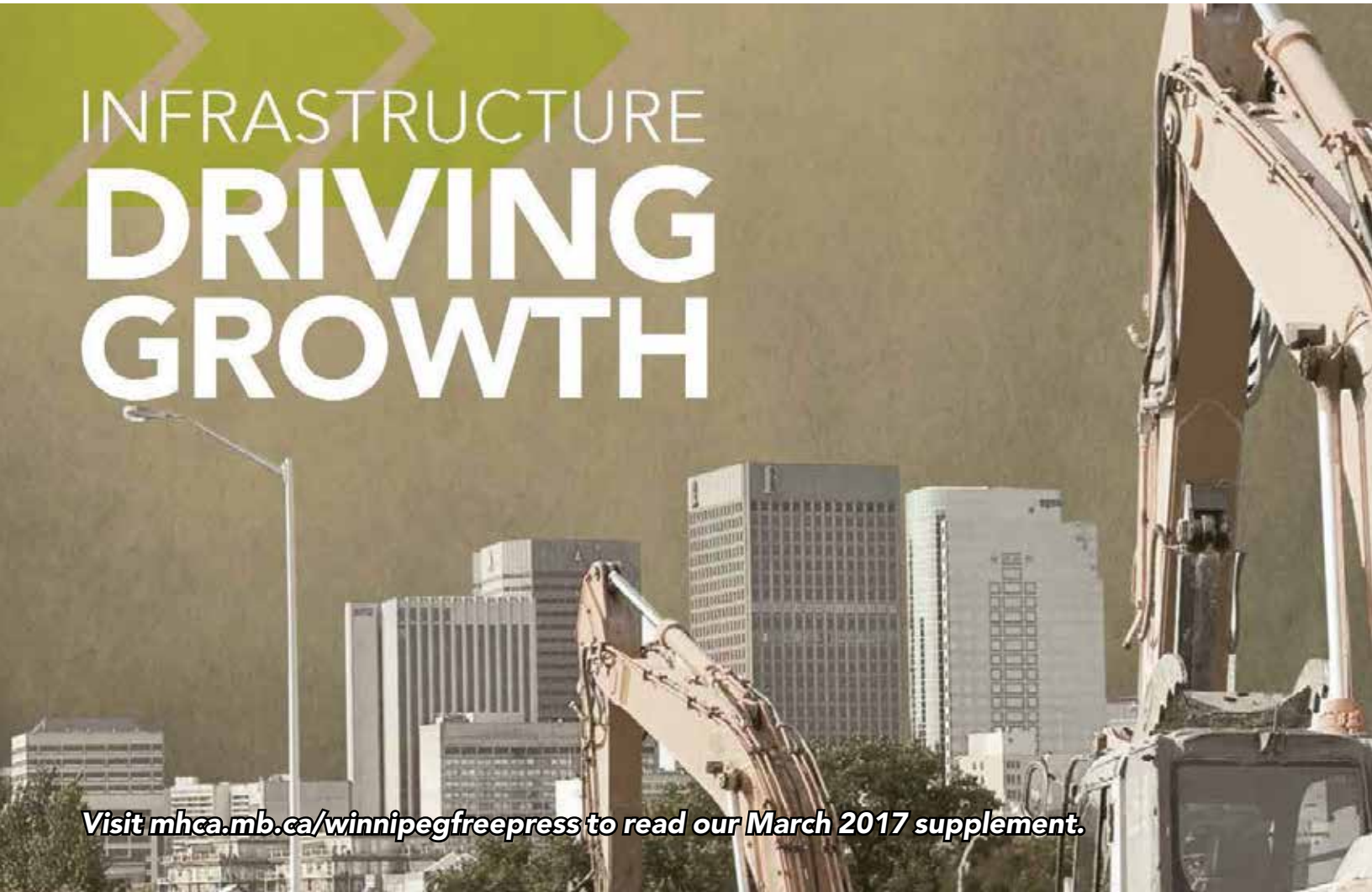
Now gravel pits and quarries are heavy industrial operations — noisy, dusty and involving truck traffic. As such, they are regulated provincially and municipally to hold to environmental standards.

But you can't make an omelet without breaking eggs, and some consequences of mining are inevitable. As Winnipeg grows, we see rural residential developments expand, too. This leads to increased conflicts with pit and quarry operations, and stronger local opposition to opening new pits and quarries. Local residents and neighbours may acknowledge the broader public benefit for infrastructure development, yet still feel they suffer the immediate consequences.

Concessions are needed from all sides to reconcile conflicting interests. We must find a way to respect the needs of residents, but it makes no sense, environmentally or economically, to disallow all pit and quarry operations.

Among the possible solutions, the Manitoba Heavy Construction Association (MHCA) has proposed a Community Enhancement Levy (CEL) in conjunction with the existing rehabilitation levy collected by industry. The funds from a CEL could be used by a local municipality to build amenities offsetting neighbours' concerns over the interim impact of mining pits and quarries.

The best solution at the end of the day will come from thoughtful dialogue, a little imagination and a lot of good will at all levels. Manitobans have a pretty good track record in this regard.



India's golden moment

Peter G Hall, Vice President and Chief Economist

Excitement is building around India's economy. With the other BRICS economies mired in challenges, India's growth has moved to top spot, and there's no real challenger. Cynics can be forgiven; modern India has had episodes that looked promising, only to see them fizzle. There are certainly factors, some of them age-old issues, that could play the spoiler this time. But is it possible that today's conditions make a more compelling case that 'this could be it'? Consider these six stage-setting factors:

1. **Global growth -** The world economy is poised for further growth, and for some years to come. The US market has taken its time, but business finally appears ready to engage large groups left out of the post-recession economy. This will extend and enhance its growth phase, and give Europe more runway to get going. This is a needed backdrop for emerging markets in general, as even the big ones are still 'follower' economies, and for India in particular, as generalized growth is a necessary precondition for leveraging India's other budding opportunities.

2. **Aspirations -** Indians want more than they currently have. Programs are leading to significant progress on the poverty front. It's a good thing, as prosperity is far more visible to a greater number of Indians than in the past. They can more easily see the prosperity of other countries through increasingly-present media and smart communication devices. They can also see it on their own doorstep: the evidence of India's recent growth is hard to hide, especially the excesses of neo-wealth. All this is feeding a more broadly-based desire for a better life, and as the movement hits critical mass, there's inevitability to it.

3. **Reform -** India itself has long since realized the inefficiency of many of its internal systems, and the difficulty that poses for investors both inside and outside of the country. That gives it a 2017 ranking of 130 among the 190 countries in the World Bank's Ease of Doing Business rankings. But the number is improving; India moved up one spot last year, due to significant improvements in getting electricity and enforcing contracts. Reforms are steadily occurring, as evidenced by the progress of the GST, greater inclusion of people and the expanding coverage of the biometric ID system. There is clearly still a lot more work to do on this front, but momentum is building.

4. **Infrastructure -** Long a nemesis of the subcontinent, this category is also on the up and up. An oft-cited improvement is transportation networks that together with an increase in cold-storage facilities, are increasing the amount of foodstuffs that make it to market before spoiling. India also appears to be turning very backward infrastructure into an advantage: the ability to leapfrog generations of technology, moving to the forefront of systems like smart cities, the next-generation Aadhaar ID system and the like - and the marketable home-grown innovation it is spurring.

5. **Openness -** For a large emerging market, India has traditionally been far less open. The key measure is trade as a share of GDP, which was extraordinarily low in the 1960-2000 period. More recently, the number has doubled, great progress indeed, but the overall number remains low. Even so, India is a part of 14 FTAs, and pursuing 14 more. There's a longer list of double taxation treaties, and a dated list of investment protection agreements, mostly inked in the 1990s. On balance, India is steadily embracing greater openness – and reaping its benefits.

6. **Future engines -** This is why openness is critical. In a world facing shrinking populations, India has a large, available and growing labour force. In the coming years, the rest of the world will increasingly be making its way to India in search of spare labour. China is already active on this front. A second wave of growth comes from the increased wealth of these newly-employed masses. As this tide rises in the economy, their increased consumption activity will fuel growth in domestic Indian business and also direct investment from foreign businesses wanting to access the market. In many ways, this dynamic is key to the view that India is the China of the next growth cycle.

The bottom line? Is this all the stuff of dreams, or is it in the works? With growth consistently above 7% annually, India is already on the march. EDC is seeing large gains in Canadian business there as we speak. But the best is yet to come. And much depends on how these six key factors are harnessed.

Infrastructure funding road map still needed, say stakeholders

Lindsey Cole, Daily Commercial News, March 23

The federal government's 2017 budget wasn't filled with any surprises, but rather assurances it is still committed to infrastructure funding and boosting Canada's economy one way or another, stated several national construction industry stakeholders.

"Not a heck of a lot new in this budget from an infrastructure point of view," Canadian Construction Association (CCA) president Michael Atkinson pointed out while attending the CCA's 99th annual conference in Mexico. The event happened to correspond with Finance Minister Bill Morneau's budget speech March 22. "Frankly the economic statement last fall was more of a budget for us in terms of infrastructure."

Atkinson stated the government's continued commitment to spend a total of $180 billion for projects rolling out through to 2027-28 was encouraging but light on the details.

John Gamble, president and CEO of the Association of Consulting Engineering Companies – Canada, echoed his comments.

"The direction is right but we've been hoping for a clearer road map to that destination," he said of the funding, which also included an additional $81.2 billion over 11 years to support public transit, green infrastructure, social infrastructure and transportation that supports trade.

However, when it comes to infrastructure dollars, affordable housing was the main newsmaker in Budget 2017, which was coined Building a Strong Middle Class. As part of a new National Housing Strategy, the federal government will invest more than $11.2 billion over 10 years towards building, renewing and repairing Canada's stock of affordable housing. Included in this is $225 million to improve housing conditions for indigenous people not living on-reserve.

Budget 2017 also proposes to invest $300 million over the next 11 years to support northern housing by helping territorial governments offset the higher cost of construction in the north, the budget reads. Approximately $24 million will be provided to the Yukon, $36 million to the Northwest Territories and $240 million to Nunavut.

"Many of our members do things like community housing and those types of projects," said Gamble, adding the funding was welcome news. "But I think there needs to be some priority to those projects that actually generate revenue, generate economic activity because that's what gives you the capacity to be able to fund these types of projects."

The Canada Infrastructure Bank may be one method to help fund those projects that generate revenue, Gamble explained. According to the budget, the bank will be responsible for investing at least $35 billion over 11 years, using loans, loan guarantees and equity investments.

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

What's more, the government announced a timeline for the bank's creation, stating it will "begin a process to identify the bank's chief executive officer and chairperson of the board of directors, with the goal of having the Canada Infrastructure Bank operational in late 2017."

Both Atkinson and Gamble stated it was a step in the right direction to get the infrastructure bank moving forward, but added it has to be done right.

Paul de Jong, president of the Progressive Contractors Association of Canada (PCA), said in a statement he too found this news was encouraging.

"PCA welcomes the details that were provided today on the Canada Infrastructure Bank," he said. "We view the acceleration of infrastructure spending as critical to growing our economy."

Tied closely to this is the National Trade Corridor Fund, which according to the budget is geared towards addressing "urgent capacity constraints and freight bottlenecks at major ports of entry, and to better connect the rail and highway infrastructure that delivers economic growth across Canada."

Budget 2017 states it will provide $2 billion over 11 years to support the fund's activities. At least an additional $5 billion will be provided through the Canada Infrastructure Bank to address trade and transportation priorities. Specifically, the budget notes the investments will target marine ports such as Vancouver and Montreal as well as the busiest rail and highway corridors around the Greater Toronto Area and other urban centres across the country.

"The National Trade Corridors Fund, along with the infrastructure bank, is one of the initiatives from the fall financial statement that we're quite glad to see enshrined in this budget," Gamble added.

"This is precisely the kind of infrastructure that grows the economy. It's particularly critical now in the United Sates where NAFTA (the North American Free Trade Agreement) is up for renegotiation, we're seeing a regime that very interested in deregulation. We need every opportunity to be competitive. This is the type of infrastructure that speaks directly to our competitiveness, both with the United States and around the world."

Get ready, get your workers trained

WORKSAFELY™ Back to You with Don Hurst

As the construction season begins, companies may find themselves rushing for last minute training that may be mandatory for them to start work.

Every job has its own unique risks. It is important to devote time before the construction season starts to identify those related training needs, and establish a plan to have workers trained.

What WORKSAFELY™ sees frequently is the request for flagperson or traffic-control coordinator (TCC) training. If you are directing traffic on a roadway your workers must be flagperson certified. If your company will be working on a level 4 or 5 highway, you are required to have a trained traffic-control coordinator on-site. Flagperson certification is a prerequisite for TCC training. It is important to note that TCC and flagperson certifications expire every 3 years.

We are encouraging our companies to get a head start on this season's safety training. WORKSAFELY™ can provide flagperson and TCC training at the contractor's site or here at our MHCA office. Please contact Kristen Ranson at 204-947-1379 to register for training.

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

MHCA Certificate of Recognition COR™ WORKSAFELY MHCA

WORKSAFELY MHCA™

Training Schedule

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

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 ion 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.**

Construction Safety Excellence™

WORKSAFELY MHCA

SAFETY TALK

Eye protection

Each year hundreds of Manitoba construction workers suffer the effects of an eye injury on the job.

What's the danger

Some of the most common eye hazards are:

- Flying particles and debris – dust, concrete, metal and stone
- Welding arcs
- Splash from chemicals
- Environmental elements – wind and sun

How to protect yourself

Safety eyewear is an essential piece of personal protective equipment.

When selecting suitable eye protection, consider the following:

- Specific workplace hazards
- Fit and comfort
- Vision and movement

Types of eye protection:

- Safety glasses – eyeglasses with safety frames constructed of metal or plastic that have impact-resistant lenses
- Goggles – providing higher impact, dust, and chemical-splash protection as they fit snugly around the eyes compared to safety glasses
- Face shields and helmets – considered secondary protectors, they are used in conjunction with other protective eyewear to provide additional full face protection
- Welding goggles – prevent exposure to harmful light rays

We only have one pair of eyes, it pays to protect them. Make a point to wear your safety eyewear as soon as you set foot on the jobsite.

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

Date: _____ Supervisor: _____

Performed by: _____ Location: _____

Concerns:

_____

_____

_____

Corrective Actions:

_____

_____

_____

Employee Name:

_____

_____

_____

_____

Employee Signature:

_____

_____

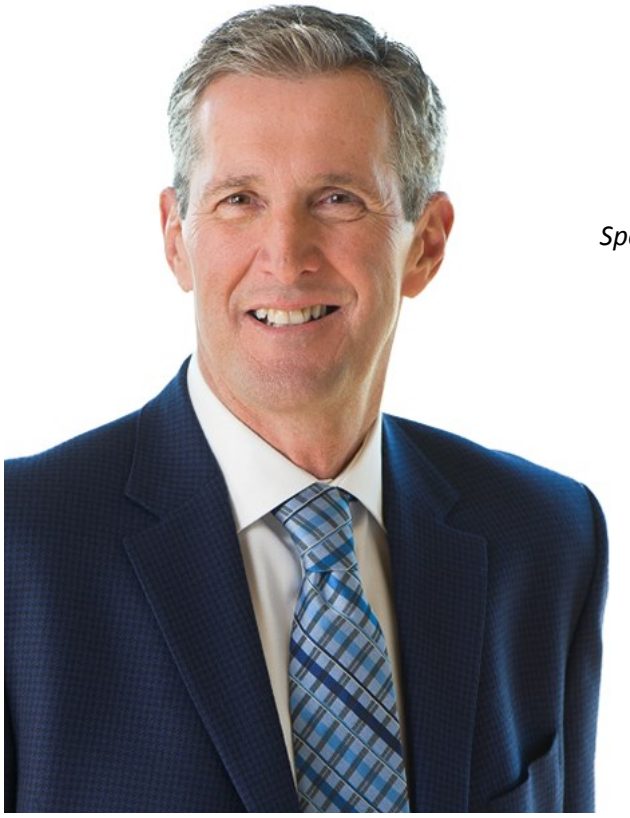
_____

_____

Premier Brian Pallister

The Path to Building a #BETTERMANITOBA

Presented by: Deloitte.



Wednesday, April 19th, 2017
RBC Convention Centre
7:30 am – 9:00 am

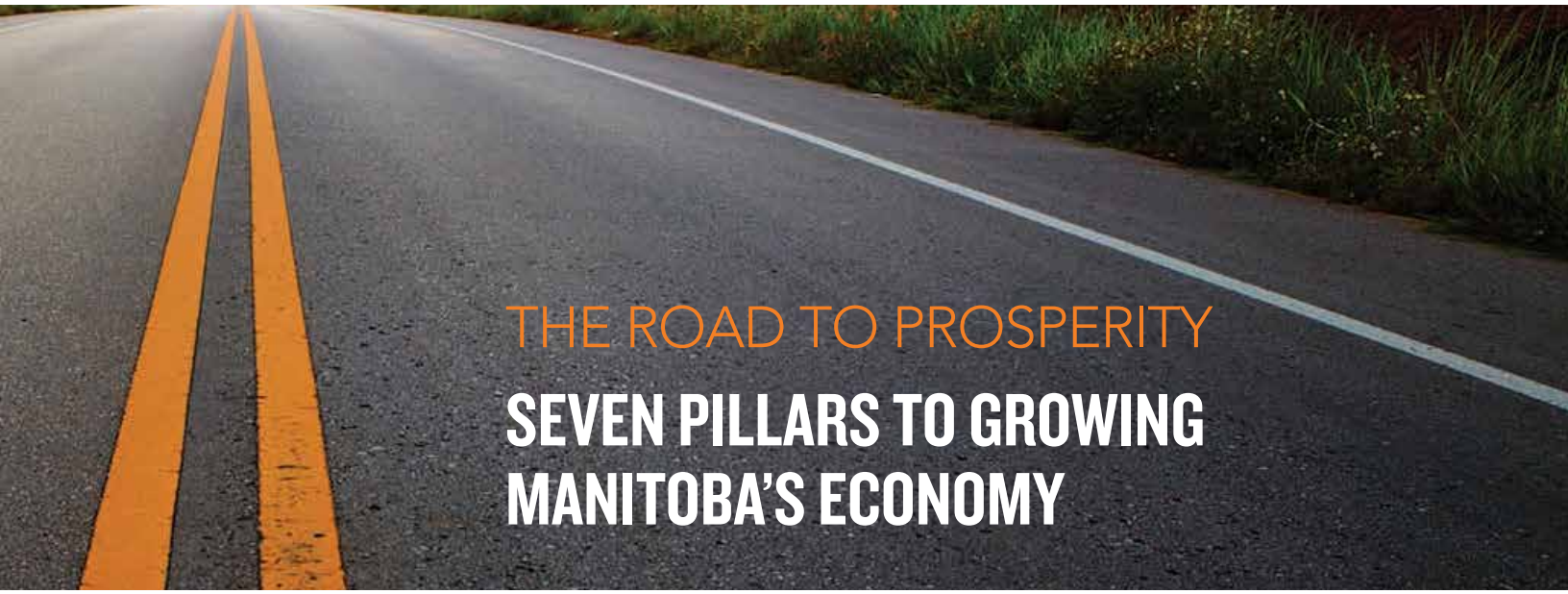
Sponsored by: JAUNT Distinctive Travel Experiences | FastAir Ltd

The Manitoba Chambers of Commerce is proud to offer

MHCA™ Manitoba Heavy Construction Association

Members MCC Member Rate of $47.50 ea for this Special Breakfast!

Call (204) 948-0100 for tickets or more information.



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.

Engineering and Operations Division
Materials Engineering Branch
920 – 215 Garry Street, Winnipeg, Manitoba, Canada R3C 3P3
T 204-945-8982 **F** 204-945-2229
www.gov.mb.ca/mit

March 24, 2017

Summary of Changes for 2017 Spring Road Restrictions (Order #3)

SUMMARY OF CHANGES:

Added Restriction:

- None

Removed Restriction:

- PR 200- PR 305 to PR 210 (St. Adolphe)
- PR 415- PTH 7 to 1.0 km west of PTH 7
- PTH 3- South junction PTH 83 to the Saskatchewan boundary
- PR 256- PTH 2 to 3.2 km north of PR 255

Restriction Level Changed from Level 2 to Level 1:

- PR 311- PTH 59 to PR 206

See www.gov.mb.ca/mit/srr
For further information about the 2017 Spring Road Restrictions

2017 SPRING ROAD RESTRICTIONS (SRR)
ORDER FOR THE START AND END DATES
(March 20, 2017)

RESPECTING THE OPERATION OF VEHICLES ON HIGHWAYS
IN THE PROVINCE OF MANITOBA

Pursuant to *subsections 86(1), 86(2) and 86(3), The Highway Traffic Act (C.C.S.M. c. H60),* I order that **2017** spring weight restrictions will be implemented as follows:

IMPLEMENTATION DATES

A. For the province of Manitoba, south of the virtual line that includes PTH 77, going easterly to include PR 513 (Gypsumville) and the northern tip of Black Island, following the eastern shore of Lake Winnipeg to the north shore of the Winnipeg River, easterly along the north shore of the Winnipeg River to PR 304 and easterly to the Ontario border.

Start Date: 6:00 A.M., Monday, March 20, 2017.

End Date: 11:59 P.M., Wednesday, May 31, 2017.

B. For the province of Manitoba, north of the virtual line specified in A (above), and south of the virtual line that includes Sherridon Road (Sherridon), going easterly to include PR 393, Wabowden Access Road (Wabowden) and Sipiwesk Lake Access Road, and easterly to the Ontario border.

Start Date: 6:00 A.M., Monday, March 27, 2017.

End Date: 11:59 P.M., Wednesday, May 31, 2017.

C. For the province of Manitoba, north of the virtual line specified in B (above).

Start Date: 6:00 A.M., Friday, March 31, 2017.
End Date: 11:59 P.M., Saturday, June 10, 2017.

Please refer to website www.gov.mb.ca/mit/srr for details and updates.

Information is also available by calling the Road Information Line at 511 in Manitoba or at 1- 877- 627-6237 outside Manitoba, and by calling Motor Carrier Permits and Development at 204- 945-3961 or toll free at 1- 877- 812-0009.

BY ORDER

Original signed by

Ron Weatherburn
ASSISTANT DEPUTY MINISTER
ENGINEERING & OPERATIONS

March 20, 2017