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SPRING 2017 COR MEETING DRAWS FROM ACROSS MANITOBA

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MHCA WELCOMES NEW MEMBERS

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COR CERTIFIED – A CLUB WORTH JOINING BACK TO YOU

Infrastructure priorities shift to new Winnipeg manager

The sudden departure of Lester Deane as Winnipeg’s director of public works, while surprising, has not derailed the effort to move the city towards a more efficient procurement process, MHCA President Chris Lorenc says.

This week it was announced that Deane was removed from his position – he no longer is employed with the city – and that Jim Berezowsky, manager of streets maintenance, has been installed in his place.

“We have an excellent working relationship with Berezowsky and I have had contact already with him, sending to him the top issues the MHCA has been working on with Deane for the past months,” Lorenc said.

The city’s procurement process and procedures, in particular, have been an issue of considerable discussion. Earlier this month, the city committed to approving, a year in advance, the issuing of design-engineering work for the regional streets renewal program. That could help speed up tendering of those projects.

The aim is to accelerate budget approval, design and construction in the local and regional streets renewal program, allowing contractors to get on the roads at the start of the season every year. The city’s construction tenders have been especially late this year, losing up to 10 weeks in what is an already truncated construction season.

“We have asked for a meeting with Berezowsky and I expect that will come shortly,” Lorenc said.





Spring Mixer

Wednesday, May 31, 2017

Assiniboia Downs - 3975 Portage Ave.

Reception: 5 p.m. | Dinner: 6 p.m. | Live Racing: 7 p.m.

TICKETS: \$92.50^{+GST} PER PERSON | TABLES OF EIGHT OR TEN

Company: _____

Number of Tickets: _____

Contact Person: _____

PAYMENT OPTIONS

Invoice: _____

Visa/MC/AMEX #: _____

Exp. _____

Signature: _____

**To order tickets or for more information, please contact Christine Miller at
christine@mhca.mb.ca
ph: 204-947-1379 or fax: 204-943-2279**

As per MHCA board policy, only registrations cancelled up to five business days prior to the commencement of this event will be refunded.

Spring 2017 COR™ meeting draws from across Manitoba



Peter Malegus, SAFE Work MB

The 2017 spring COR™ industry meeting held May 16 at the Holiday Inn Winnipeg Airport was attended by a good crowd from across industry and drew faces from all over the province.

Peter Malegus, from SAFE Work MB, reported on 2000-2015 statistics, stating that total injury rates decreased by 42% and that no-time-loss injury rates dropped by 37%. Also highlighted was the fact that eligible employers will receive a rebate of either 15% of their premium or \$3,000 – whichever is greater – to a maximum of 75% of their assessment premium. To receive this rebate, employers must maintain COR certification for a 12-month period based on certification date and have no administrative penalties or convictions under the WSH/WCB Act.

Darren James, from Workplace Safety and Health, reviewed the activities of the WSH division, including types of infractions it has been seeing. James stressed the importance of compliance with improvement orders issued by WSH.

Jackie Jones, from WORKSAFELY™, provided an update on the incorporation of the Manitoba Common Ground Alliance, outlining next steps, which include a first directors' meeting and a call for membership. Jones also explained changes made to the Click Before You Dig Manitoba website.

MHCA WORKSAFELY™ Director Don Hurst gave an update that highlighted the launch of a WORKSAFELY™ E-news. It is expected to be distributed at the beginning of June. He noted that MHCA Board of Directors has decided not to hold the MHCA Expo in 2018. The Board has directed MHCA to look at alternative methods of educating our industry, including customized training in the workplace.

Hurst also welcomed Gerry McCombie, WORKSAFELY™'s new western safety 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.

MHCA welcomes new members

Please join the MHCA in welcoming two new members: **Peter Kiewit Sons ULC.**, and **FMI Corporation.**

Peter Kiewit Sons ULC. has roots dating back to 1884. Its employee-owned organization operates across Canada, the United States, Mexico and Australia. In Western Canada, Kiewit is recognized as a leader in engineering, transportation, water and power construction.

FMI Corporation is a leading investment banking and management consulting firm, exclusively serving the North American construction, engineering, infrastructure and built environment. FMI Capital Advisors is the leading mergers and acquisitions advisor to the industry with more completed industry transactions than any other investment bank.

To contact Peter Kiewit Sons ULC:

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Kiewit

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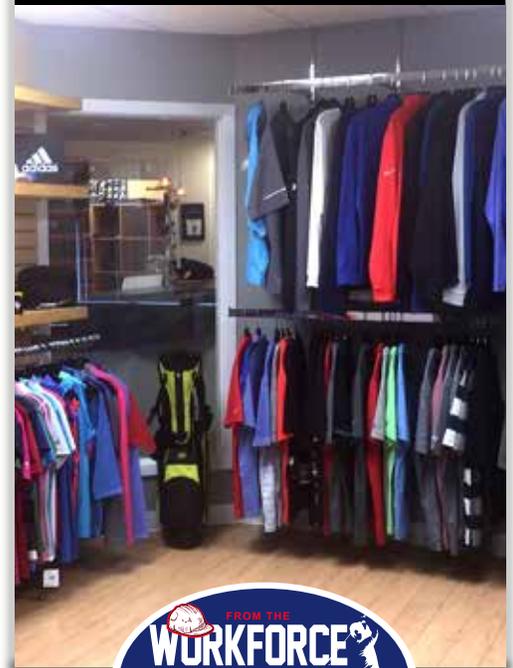


PROMOTIONAL PRODUCTS



**MHCA MEMBERS
RECEIVE 10% OFF**

CORPORATE APPAREL





The crude truth about the oil market



Peter G Hall, Vice President and Chief Economist

Global oil prices are on the move again. Market watchers would be quick to say that that's nothing new, given swings that can occur on a daily or weekly basis. But the recent \$8 drop in West Texas Intermediate crude revived fears that a steeper drop could be in the works. Producers don't seem satisfied that the recent range will hold; no doubt they are jaded by the wide gyrations of the past three years – or longer. At the same time, a broader audience is looking at the effect of crude oil's latest movements on our dollar, and wondering where things are headed. Are prices settling into a range, or can we expect further shifting?

If the past two decades have taught this industry something, it's that price forecasts are very hard to get right. Careers have been established – and obliterated – by crude price calls. Fifteen years of price stability at the mid-\$20 level stretching through 2002 duped analysts into believing the industry had achieved some sort of 'new normal'. The unabated price runup that followed changed that thinking, with the focus switching to the insatiable demand of emerging markets. Zap forward to late 2007, and the 'new normal' was more like \$100. Then it got really wild. Prices rocketed up to \$150 by mid-2008, and the calls for \$200 by year-end started to come in.

The Great Recession put paid to those calls. Red-faced pundits had to concede that the early-2008 spike was momentary, as they drafted together a set of reasons explaining the year-end price of just \$35. Funny thing, for a brief moment, that level was tagged as our new reality. Prices did revive in short order, though, rising to a more defensible \$75 per barrel and staying there for a little over a year. What then happened came as a bit of a shock: despite weakened post-recession demand, prices moved back into the \$90-\$100 range, and stayed there for three-and-a-half years. That kind of stability convinced market watchers that this indeed was the 'true new normal' that had eluded us. Others concluded that if tepid world growth could yield these sorts of prices, that eventual revival would push them even higher. The bulls were out again!

What then happened was, in general, a shocker. Prices plunged precipitously from mid-2014 to a shocking \$25 per barrel in January, 2016. They revived to the \$50 range by mid-2016, a relief for the industry, but a level that still required a lot of adjustment. Prices looked stable until recently (oh no – not another 'new normal'?). So...where to from here?

For some perspective on the two-decade roller-coaster ride, a little history. The price rise in the early 2000's was likely spurred by a combination of emerging market demand and adjustments in developed markets' consumption patterns brought on by low prices. The price spike was fed first by broad fears that supplies were structurally short, with no near-term remedy, and then by market speculation. Recession fixed those fears, but only briefly. Stimulus – initially government spending, and then quantitative easing (QE) – re-ignited prices and kept them artificially high through mid-2014. The return of growth ended the need for QE, and as the taps were turned off, a key support for commodity prices was removed. The market was left to fend for itself, and in the freefall, one by one market attempts to support prices failed.

Why? High prices spurred lots of investment in technology and key projects around the world. As output increased, it became obvious that supply was once again well ahead of demand, as far as anyone could reasonably see into the future. It now seems that US shale is the global swing producer, with lots of supply ready to come back into market at about the \$60 level. Behind that are other global projects and investment plays, delayed for now but ready for the green light if prices rise. That sounds a lot like an argument for the current range being a new normal. Well, it may persist for awhile, but if we are right in thinking that there is near-term upside potential for global growth, then upward revisions to demand – and prices – would naturally follow.

The bottom line? Crude oil prices are likely range-bound in the mid-\$50 per barrel range for now. Our forecast calls for an average of \$54 this year and \$57 in 2018. As such, we believe the recent swoon to be short-lived. But today's range is no new normal. The current upshift in global demand will ultimately do the same for crude prices.

Unreserved Public Consignment Auction

Brandon, MB Jun 1 (Thurs), 9 am



2012 Hyundai HL780-9



2003 Volvo G720B



1 of 2 - 1995 Volvo A25C 6x6



1 of 2 - 2009 Sterling A9500



2009 Haulotte HTL9045 9000 Lb 4x4



2013 John Deere 323D



2007 Bomag BW145D-3



2012 Komatsu WA380-6



2010 Gravhaul 38 Ft



2012 Superior 36X80PRSC Radial



Boliden-Allis Sandvik H3000 Hydrocone Portable



El-Russ M0076 Twin Screen



2008 John Deere 850J



2012 John Deere 250G LC

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Upcoming MHCA Meetings

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

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

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

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

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

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

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

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

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

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

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

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

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

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.

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IN HALF A CENTURY

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**Canadian
Construction
Association**

Canada Prompt Payment Act approved by Senate

Don Wall, Journal of Commerce, May 11

Canada's Senate has unanimously passed Bill S-224, the Canada Prompt Payment Act, regulating payments on federal construction contracts, but a major hurdle remains as the bill now faces the scrutiny of the House of Commons.

Bill S-224 requires that federal government project owners must make progress payments to a contractor on a monthly basis, or at shorter intervals provided for in a contract.

The payment requirement is consistent down the contractual chain, notes a media statement from bill sponsor Senator Don Plett. The bill also accounts for milestone payments, when applicable, and permits contractors the right to suspend work, terminate a contract and collect interest on late payment.

Third reading of the bill was reached May 4. Supporters of the bill issued statements praising the milestone.

"It's a great day for Canada's construction industry. We thank the Senate for their support on this industry priority and we look forward to working with Members of Parliament on the next phase. It's all about doing the right thing," said Del Pawliuk, president of the Mechanical Contractors Association of Canada.

Ed Whalen, president of the Canadian Institute of Steel Construction, commented, "We are one step closer today to solving the construction industry's most critical issue, and to securing millions of Canadian middle-class jobs."

"The Senate has shown incredible leadership by passing this bill," said John Galt, chair of the National Trade Contractors Coalition of Canada. "Trade contractors, tradespeople, suppliers, and any of the 1.2-million Canadians in the construction industry who work on federal government projects will benefit tremendously if the House of Commons also passes S-224."

Plett, a former trade contractor from Manitoba, was forced to introduce amendments at the committee stage to address last-minute concerns. The amendments were adopted unanimously by the committee and approved by the Senate.

Plett issued statements in response to questions from the Journal of Commerce, and indicated the amendments did not change the essential nature of the bill.

"They did not change the substance or intent of the bill, but brought some of the timelines in line with the recommendations from the Reynolds report," he said, referring to Ontario's study proposing reform to the Construction Lien Act. "They addressed some of the concerns of the general contractors, and one dealt with a concern about an efficient timeline for adjudication.

"At the end of the day, all of the amendments clarified and strengthened the legislation. They were all supported by our trade contractors, and they passed unanimously."

Plett said there is bipartisan support for the bill in the House of Commons among backbenchers and that only cabinet could derail it. Liberal MP Judy Sgro is sponsoring the bill in the House of Commons.

"I have every confidence that, unless cabinet gets in the way, this legislation will pass," he said.

Plett acknowledged there is some concern the bill might contravene the constitutional division of powers but said constitutional expert Gerald Chipeur told the Senate committee the legislation is without question within the federal government's jurisdiction.

As for adjudication of claims, Plett explained the British model was reviewed, the Reynolds report recommendations were reviewed and the unique nature of the Canadian system was taken into consideration in drafting the bill and in the end a provision in the Reynolds report was supported. Plett said general contractors and trade contractors both agreed, "a right to suspend should only arise following an adjudication and a failure to abide the adjudicator's ruling."

"We had men in tears here," said Plett. "Passing the Senate was one giant step forward for this legislation and regardless of what happens in the House of Commons, it is clear from the passion of our subtrades, this bill will not go down without a fight."



COR™ certified – a club worth joining

WORKSAFELY™ Back to You with Don Hurst

It is always gratifying when you get tangible evidence that hard work and dedication pay dividends.

MHCA COR™ certified companies saw that reinforcement at the spring 2017 COR™ meeting MHCA held this week, at the Holiday Inn Winnipeg Airport.

Company representatives were told that the return on their investment – in their workers' safety and health and in joining the COR™ club – will be felt on the bottom line, too.

During this week's WORKSAFELY™ COR™ meeting, Peter Malegus, SAFE Work MB's industry liaison, said the SAFE Work Prevention Rebate, which starts in 2018, allows eligible employers (COR™ companies) to receive a rebate of 15% of their premium, or \$3,000 – whichever is greater – to a maximum of 75% of their assessment premium. The MHCA was involved in the introduction of the new SAFE Work Certified program, ensuring the COR™ certified companies were recognized as meeting its standards and qualified for its rebates.

Please keep in mind that to receive this rebate, employers must maintain their COR™ certification for a 12-month period based on certification date, with no administrative penalties or convictions under the WSH/WCB Act.

It is vital that employers diligently comply with any orders issued by Workplace Safety and Health – this is critical to ensuring the safety and health of employees, the primary goal of COR™. And the price of letting down your guard could also include being disqualified from receiving the rebate.

If you have any questions on the Prevention Rebate Program, please contact your WORKSAFELY™ advisor, or Client Service Advisor Sarah Higgins at 204.947.1379.

KNOW YOUR WORKSAFELY™ ADVISOR

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

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Kristen Ranson

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To contact your WORKSAFELY™ advisor assigned to your area, please see mhca.mb.ca/worksafely/know-your-advisor

Training Schedule

WINNIPEG - MHCA Office
3-1680 Ellice Ave.

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

MAY 2017

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

JULY 2017

10 Flagperson 1/2 day AM
10 Committee/Representative training 1/2 day PM
11 - 12 Traffic Control Coordinator
13 Excavating & Trenching 1/2 day AM
17 - 18 COR™ Leadership in Safety Excellence
19 COR™ Principles of Health & Safety Management
20 - 21 COR™ Auditor
25 Train the Trainer

AUGUST 2017

14 Flagperson 1/2 day AM
14 Committee/Representative training 1/2 day PM
15-16 Traffic Control Coordinator
17 Excavating & Trenching 1/2 day AM
21-22 COR™ Leadership in Safety Excellence
23 COR™ Principles of Health & Safety Management
24-25 COR™ Auditor
30 Train the Trainer

SEPTEMBER 2017

8 Transportation Dangerous Goods 1/2 day AM
12 Flagperson 1/2 day AM
12 Committee/Representative training 1/2 day PM
14-15 Traffic Control Coordinator
18-19 COR™ Leadership in Safety Excellence
20 COR™ Principles of Health & Safety Management
21-22 COR™ Auditor
25 Excavation and Trenching 1/2 day AM
25 COR™ Auditor Refresher (no charge) 1/2 day PM
26 Train the Trainer

★ Leadership Certificate Program/Gold Seal
⚡ e-COR™ training and information session

Construction Safety Excellence™



Road Safety

Employers, supervisors, flagpersons and crew members can all ensure the safety of flagpersons and other road construction workers by complying with Workplace Safety and Health regulations.

Employer responsibilities

Employers are required to take all necessary precautions to ensure the safety, health and welfare of workers.

Employers must

- Ensure flagpersons are certified by a recognized organization
- Ensure flagpersons wear and use all required personal protective equipment (PPE), including employer provided:
 - ✓ CSA Class 3 Level 2, high-visibility apparel in fluorescent yellow-green
 - ✓ protective headwear in a fluorescent colour (equipped with retro-reflective tape during hours of darkness)
 - ✓ a STOP/SLOW paddle with reflective surfaces
 - ✓ CSA approved footwear
- Ensure all workers and supervisors are aware of hazards in the workplace
- Ensure workers and supervisors are trained in, and follow, safe-work procedures and necessary precautions
- Provide an effective means of communication with other flagpersons when visibility is obstructed
- Provide a flashlight fitted with a red signalling wand when working during hours of darkness
- Provide workers with competent supervision
- Set up and remove road signage



Worker responsibilities

Workers are required to attend safety and health training, and follow the safety and health rules and safe-work procedures of the workplace.

Workers must

- Care for and use required safety equipment, clothing and devices properly
- Be alert and aware of their surroundings
 - ✓ Use of personal electronic devices, including cell phones and other music or media players while working is prohibited
- Use an effective means of communicating with other flagpersons when visibility is poor or obstructed
- Hold, and carry with them, a valid flagperson's training certificate if performing the duties of a flagperson

Flagperson ahead sign



Fluorescent yellow-green flagperson ahead signs are used to indicate the presence of flagpersons at road or highway construction sites.

This sign must be turned down or covered when no flagperson is on duty.

MHCA SUMMER OFFICE HOURS

Effective May 15 until September 1, 2017

Monday: 7:45 am - 4:30 pm
(lunch 12:00 pm-12:30 pm)

Tuesday: 7:45 am - 4:30 pm
(lunch 12:00 pm-12:30 pm)

Wednesday: 7:45 am - 4:30 pm
(lunch 12:00 pm-12:30 pm)

Thursday: 7:45 am - 4:30 pm
(lunch 12:00 pm-12:30 pm)

Friday: 7:30 am - 12:00 pm

Closed Saturday and Sunday

