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KEEPING OUR SAFETY TRAINING CURRENT, RESPONSIVE BACK TO YOU

Feds stick with July 2018 deadline to legalize pot despite provincial worries

Andy Blatchford, Canadian Press, June 19

OTTAWA - The Trudeau government is sticking with its deadline to legalize recreational marijuana by July 2018, despite provincial fears that there's not enough time to address the legal, social and health challenges of ending Canada's pot prohibition.

The federal Liberals delivered that message Monday after Manitoba's finance minister said he felt rushed by Ottawa's tight timeline and asked for an extension.

In making his argument, Cameron Friesen said the provinces are bearing the bulk of the work involved, as well as the "very real" costs needed to create a regulated cannabis market.

The federal government introduced legislation in April, with a goal of legalizing and regulating the use of recreational marijuana by July 2018.

Friesen insisted there were still many unanswered questions on issues like public safety, enforcement and finding legal supplies of marijuana.

"We have one year on the clock to put all this in place," Friesen said before a meeting in Ottawa with his federal and provincial counterparts.

Friesen said he had already raised the idea of an extension with federal Finance Minister Bill Morneau and would push the issue again. Later in the day, Prime Minister Justin Trudeau himself essentially snuffed out the idea.

"We gave everybody lots of time," Trudeau said in Ottawa. "We've been working for a long time with all the provinces, with the municipalities... It's time for us to move forward on this."

Morneau acknowledged after the meeting that several of the provinces said there's still much work to be done.

For provinces that aren't ready in time for the "fixed date," Morneau said, Ottawa will oversee a mail-order sales program. Consumers would be able to buy pot through a federally licensed producer and receive home delivery.



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Look North for opportunities, prosperity: Chamber panel



Photo: visitnorthernmanitoba.ca

There is a world of opportunity in Northern Manitoba waiting to be tapped, but it needs to be done by partners who are committed to the potential, and able to see with fresh eyes how to get business firmly on the rails.

That was the theme that arose from a panel of associations and business leaders at a Manitoba Chambers of Commerce breakfast at The Met Thursday in Winnipeg.

Tony Zandos, advisor to Canadian Kraft Paper – which bought Tolko Industries' paper mill operations in The Pas last year – said the company recognized from the get-go that it had the help of a ready-and-willing group of enthusiastic partners to work with, to overcome the challenges of keeping a paper milling business afloat.

There were concessions in the deal, from employees and from the town itself in tax breaks. Zandos said the refusal to accept defeat is critical in business, and that is not just for small towns with limited numbers of employers. That's the new normal of global business, and only those willing to partner to find solutions will survive.

The breakfast pulled together people from business, associations, public entities and governments. A good number of those at the breakfast tables were from Northern Manitoba, noted Chamber President Chuck Davidson.

Tourism and mining, both key industries in the North, also participated in the panel.

Andrea McLandress, executive director of the Mining Association of Manitoba, agreed with Zandos that the provincial tax regime is important to the viability of a business proposition. Zandos noted that the coming carbon tax – to be imposed by the federal government if not adopted by the Pallister administration next year – can undo the hard work Canadian Kraft has taken on in The Pas.

The discussion took place amid daunting challenges in Manitoba's North, including the shut-down of the rail line to Churchill this year due to flooding and a compromised track, and announcements in both Flin Flon and Thompson of mine layoffs and closures, which will deal severe blows to the local economies.

The Manitoba Chamber is working with northern partners on a *Look North* strategy to draw interest to the North's resource potential, along with expanding its tourism draw.

Growth, Enterprise and Trade Minister Cliff Cullen told the crowd he expects the economic development strategy to be out later this year, perhaps the fall.

Saskatchewan construction industry pushing for prompt payment legislation

Joel Senick, Global News, June 12

Saskatchewan's construction industry advocate is pushing for the province to introduce legislation that would set measures around when companies get paid for completed work.

Mark Cooper, the president of the Saskatchewan Construction Association, said it is common practice for construction companies not to get paid at the time they complete their work.

Canadian businesses in the industry wait an average of 72 days to get paid for jobs they've finished, according to Cooper.

"That certainty contrasts with picking up your groceries at the grocery store, buying a new car," Cooper said.

"What we're saying is it's time the construction industry be treated like all of these other industries and be paid promptly for work when they've completed it."

Cooper and others hope Saskatchewan's government introduces and passes prompt payment laws that would set a timeline around when contractors must be paid, establish a dispute process and apply interest to late payments.

Ontario legislators brought forward similar measures at the end of May.

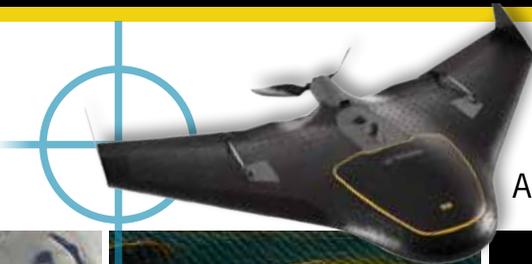
"There's no province yet that has legislation in place to deal with this, although it's very common in the rest of the western world," Cooper said.

"We've proposed a strategy to [the Saskatchewan government] that would see legislation introduced this year to tackle this problem by putting into law basic terms that would be required of every single construction contract to ensure that contractors are paid on time, but also protected against the possibility of non-payment."

Dominic lula is also part of the group pushing for prompt payment legislation. He's the vice-president of Saskatoon-based City Masonry and said delayed payment can stem growth, especially for small construction businesses.

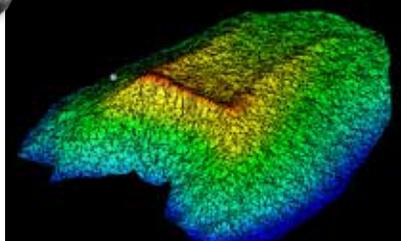
"Without payments on a regular basis you have a hard time investing into technology with equipment or hiring new apprentices," lula said.

"It's just doing the right thing for all, contractors, suppliers, general contractors, owners, it'll put everyone on the same playing field."



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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.

CLICK BEFORE YOU DIG MB MANDATORY ATTACHMENTS

Requests placed on-line to Click Before You Dig MB will soon require supplemental attachments. We expect the software change to take effect in the last week of June or beginning of July. The attachment can be a sketch drawn on the submission page map, an uploaded attachment that clarifies the work area, or both. Supplemental attachments decrease the risk of damage by giving the locators a clear visual indication of where the work is taking place.

An attachment can include a hand-drawn representation of your dig location using the on-line mapping tool and/or an uploaded image or file.

Please note: Attachments and maps are meant to supplement the information on your ticket, not replace it. A full written description of your dig area is still required for the on-call center to process your request.

For more information on this mandatory attachment visit:
<http://www.mhca.mb.ca/media/industry-news-reports/>

For detailed instructions on processing your locate request online visit:
www.clickbeforeyoudigmb.com/pdf/CBYDMB_PlacingOnlineRequest.pdf

If you have any questions or concerns regarding the CBYD process, please contact Jackie Jones at 204-509-0384.



Upcoming MHCA Meetings

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

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

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

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

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

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

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

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

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

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

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

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



Surprise rise in trade confidence

Peter G Hall, Vice President and Chief Economist



Canadian exporters have lots of reasons to be fearful. Anti-trade rhetoric is higher than at any point in recent memory. Free trade agreements are being scuttled, or renegotiated. There's a real-time threat to the world's largest economic union. With myths about the negative effects of globalization being promulgated by some of its greatest beneficiaries, and a disenchanted public all too willing to gobble it up, those in the international trade sphere could be forgiven for registering plunging confidence.

In fact, the political turmoil of the past year – the surprising Brexit vote, the unexpected US election outcome, current European political discourse and the like, are a prescription for tumbling confidence on a number of fronts. However, surveys are indicating the opposite. US consumer confidence has zoomed up to pre-recession heights for the first time since the international debacle. European consumers are seeing a surge of optimism, and current levels compare well with feelings in good economic times. European business confidence is at its highest point since the post-recession outpouring of stimulus, and is rising. And as mentioned before, buyers in companies all over the world are betting on a bulge of near-term growth.

Our exporters seem to agree. EDC's latest Trade Confidence Index survey might have seen a turn for the worse. Instead, confidence turned upward to an Index score of 73.9. It's not much of a change from recent showings, and under other circumstances, would be seen as a pretty ho-hum result.

But against the souring trade policy backdrop, three of the five Index elements rose, and the other two – world economic conditions and international business opportunities – each held the line. The rise in export sales expectations was led by those seeing new customers, growing demand and increased activity, production and introduction of new products. Inside the static result for world economic conditions, an interesting dichotomy: 47% of those fearing worse conditions cited global instability, and 39 cited the instability arising from the US election. However, among those expecting better circumstances over the coming six months, 21% – the largest single grouping – pointed to improvements in the US economy.

The rise in the Trade Confidence Index came with conviction: it was broadly-based on a number of fronts. All six industry sub-groupings clocked gains in confidence, with the extractives sector – oil, gas and mining – notching more than a 10-point increase. At the same time, all regions with the sole exception of Quebec saw an increase in overall confidence levels. Even so, Quebec's loss was marginal, and its overall Index score was still higher than in all other regions.

Current turbulence had us wondering what, if anything, had Canadian exporters lying awake at night, worrying. The survey asked respondents to choose the three sources of volatility that might impact their companies most in the coming six months. US policy uncertainty – that is, things like NAFTA renegotiation and border taxes – troubles 82% of those surveyed. Almost half of respondents fear a rise in global protectionism. These are the dominant fears, but just over one third of those we polled cited political violence/terrorism as well as slowdown in East Asia (China and/or Japan) as potential disruptors of their business.

If there is an antidote to this insomnia, it has to be actual business performance. To augment the actual Index results, we asked about orders, specifically from the US. An overwhelming majority – 84% – said that US orders were either increasing or remaining the same – about evenly split between the two. That's up from the result last fall, suggesting that in spite of last year's populist pivot, businesses on both sides of the border are just getting on with their lives, and likely crossing their fingers and hoping for the best.

It's clear from these survey results that optimism dominates. It's not a bad tack to take. After all, the policy commotion is all about making economies great again. That is achieved by boosting growth and spreading its benefits. If this is already occurring, business – and the broader economy – has what it needs.

The bottom line? Against daunting odds, Canadian exporters are more upbeat than last fall, and it's all about strong trade flows. Let's hope for everyone's sake that policy doesn't wreck things.



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Short construction season: Omnitrax says rail to Churchill out until 2018



Canadian
Construction
Association

The Canada Press, June 19

CHURCHILL — The company that owns the broken Hudson Bay Railway line to Churchill in northern Manitoba says the track is badly damaged and will be closed until next spring.

It had been hoped it could be running by the winter, but Omnitrax spokesman Peter Touesnard says a short construction season means all the repairs can't be completed.

He says Omnitrax has hired an engineering company that is to start work on June 19.

The firm will take four weeks to inspect the line and then make a list of repairs that need to be done.

A preliminary assessment has shown that flooding last month washed away the track bed in 19 places and damaged at least five bridges.

Touesnard told CTV Winnipeg that reopening the line will be a challenge and all levels of government need to help.

"We have been losing money on this line for some time. We have lost money in its operation over its 20-year life," he said. "We estimate we've lost \$30 million on this rail since we bought it in 1997."

Touesnard said Omnitrax "cannot justify spending the money that is necessary to bring this line back into shape. We'll advocate for that. We'll work with all interested parties to see that the repairs happen.

"But funding for those repairs are going to have to come from elsewhere."

Touesnard said the company realizes the seriousness of the situation and is working with Manitoba's emergency measures organization.

The rail line is the only land link to the rest of the country. It brings food, supplies and people to the remote community popular with tourists for its polar bears and other northern wildlife.

U.S.-based Omnitrax also operates the port of Churchill on Hudson Bay and is looking at bringing in fuel by barge or vessel.

Touesnard said the company is not exaggerating the severity of the damage. It has done four helicopter rides over the line and the inspection alone is expected to cost more than \$500,000, he said.

The company that runs the major store in Churchill has said the cost of some food could end up doubling because of the rail suspension.

The Northwest Company is currently flying in groceries twice a week, but says that's three times as expensive as shipping by rail.

The company is absorbing the extra cost at the moment, but has said it can't do that indefinitely.

The rail disruption is the latest hardship in the remote town of 900. Omnitrax announced last year it was suspending operations at the port's grain terminal, then scaled back freight service on the rail line.

The Denver-based company has been trying to sell the port and rail line to a First Nations consortium. It signed a memorandum of understanding with the consortium last December, but the deal has not been finalized.



Keeping our safety training current, responsive

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Responding to feedback from our industry, WORKSAFELY™ is beginning a full review of all our training programs. We will be looking at content to ensure that it is current and applicable to the needs of our industry. Our goal is to make our programs engaging and practical. As each training program is updated, resources will be added to support pre- and post-training to maximize the program's benefit and application. Additionally, we want to take advantage of technology to support

the program's delivery and access.

The first program we are reviewing is our Traffic Control Coordinator (TCC). The advisory group draws subject-matter experts from WORKSAFELY™, Manitoba Infrastructure, the heavy construction industry, Workplace Safety and Health, and SAFE Work Manitoba. We look forward to the results of the review and expect to complete TCC by fall. We hope to improve the effectiveness of all our training, using a similar process as the TCC review.

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

Gerry McCombie

WORKSAFELY™ Safety Advisor, Western Region
E: gerry@mhca.mb.ca C: 204-720-3362

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

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

Training Schedule

WINNIPEG - MHCA Office
3-1680 Ellice Ave.

BRANDON – ST. JOHN'S AMBULANCE
1570 - 18TH Street

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**

JULY 2017

- 24 Flagperson 1/2 day AM
- 24 **COR™ Auditor Refresher (no charge) 1/2 day PM**
- 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

August 2017

There is currently no training scheduled for this month.

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**

September 2017

There is currently no training scheduled for this month.

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

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

