August 4, 2017

MHCA™
MANITOBA HEAVY CONSTRUCTION ASSOCIATION
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The Heavy News Weekly

INSIDE:

MHCA urges province to back Winnipeg's New Building Canada Fund pitch

The Pallister government should support the City of Winnipeg's bid to see $182 million on the table in Ottawa flow to renewing regional streets, over the next 6 years, MHCA Chair Greg Orbanski says.

Orbanski recently penned a letter, co-signed by association President Chris Lorenc, to Municipal Relations Minister Eileen Clarke, in support of Mayor Brian Bowman's proposal to access the federal government's New Building Canada Fund. The fund has an unallocated $527.5 million, reserved for Manitoba, still sitting on the table. If it is not committed to projects in the province by March 31, 2018, the funding will be beyond Manitoba's reach.

The city's proposal would marry the $182 million with its own investment commitment to the regional street renewal program, along with the expected provincial funding from 2018-2023. Together, it would amount to $546 million for regional road work.

The MHCA's letter stressed that the $182 million should be over and above the project funding Manitoba may have already applied for, under the NBCF. The province has not revealed its plans, if any, for the unallocated federal dollars.

"We don't want to lose the opportunity to use existing municipal and provincial investment commits to draw co-funding out of the federal infrastructure fund," Lorenc said. "We recognize that municipal governments need some funding certainty in their investment forecasts, in order to plan their infrastructure programs – this is a short-term solution to ensure regional roads remain a public-works priority."

Lorenc said it is equally important that the larger projects on the drawing board – Chief Peguis Trail extension, Kenaston Boulevard widening, for example – also get deserved attention and investment. The City of Winnipeg has not heard, as yet, a response from the province, which must approve the municipal application for the federal funding to flow.

credit: CBC News

Ottawa to work with heavy construction industry on carbon-pricing path

Credit: Winnipeg Chamber of Commerce

Enivornment Minister Catherine McKenna

Key civil servants in the federal government say they can share research and support to the Manitoba Heavy Construction Association, better laying out the proposal and the potential impact of a carbon price on the industry.

The Trudeau government is implementing its climate change strategy, with a carbon price set to come into effect in 2018. Manitoba and Saskatchewan have not yet signed on to a carbon pricing strategy; Prime Minister Justin Trudeau has said a federal price will be applied in any jurisdiction that does not have its own strategy as of January 1, 2018.

Trudeau's plan is to phase in a carbon price, starting at $10 per tonne of greenhouse gas emissions and rising to $50/tonne in 2022. The Pallister government has said it wants to design its own carbon tax scheme, on a Manitoba-specific schedule to meet this province's challenges while respecting the decades of investment Manitoba has made, for example, in hydroelectricity generation.

The stickler is that if Trudeau imposes a price on Manitoba, the federal government then decides how revenues generated by a carbon tax will be re-distributed within this province.

"We are willing to work with either government to build a meaningful strategy to reduce GHG emissions, to reduce what's called our 'carbon footprint'," MHCA President Chris Lorenc assured a number of senior civil servants in a conference call this week. "Our problem, right now, is that there is a lot of uncertainty around exactly what the climate change – specifically a carbon price scheme – will look like in Manitoba."

Lorenc arranged the conference call with the key officials across federal departments following a July 26 meeting, arranged by the Winnipeg Chamber of Commerce, with Environment Minister Catherine McKenna and John Moffet, acting associate ADM of the environmental protection branch.

The conference call included a request by the MHCA for any information the federal government has collected regarding the possible innovations, including new technology, the heavy construction industrys can adopt to reduce reliance on improve efficiency in the use of diesel fuel. While there are developing alternative fuels and technologies to the diesel engines used by the industry, the general consensus is that they are some years away from practical application.

Lorenc stressed in the call that the federal plan must adhere to some fundamental principles for good policy, particularly that a GHG-reduction strategy:

- Be reviewed annually to show whether/where/how it is achieving its goals
- The revenue collection and redistribution be transparent, and dedicated to purpose
- That it achieve responsible environmental stewardship without damaging the economy
- Encourage partnership with the private sector to ensure mitigation of GHG emissions while protecting competitiveness in the transition to the new economic realities

The officials, led by the federal Environment Department's carbon pricing bureau, will engage in another conference call with the MHCA this fall.

Upcoming MHCA Meetings

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
MHCA Office
September 13 - 12:00-4:00 PM

SAFE Roads
MHCA Office
September 21 - 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

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Province and MHCA to meet on bid to remove COR™ 'threshold' on public tenders

Officials in Growth, Enterprise and Trade are pulling together input from a number of provincial departments to review possible implications of requiring all bidders on public tenders be COR™ certified.

At present, only public contracts with a value of $100,000 or more require bidders to be COR™ certified. The MHCA's long-standing position is that the threshold ought to be removed, ensuring any company that wins a government contract meet the nationally recognized standard for training in workplace safety leadership.

"We see this next meeting as a meaningful sign, because we are confident that whatever concerns may arise, the case for COR™ certification on public work contracts is solid," said MHCA President Chris Lorenc.

The cross-departmental meeting with the MHCA, expected sometime in September, arises from an exchange earlier this summer with the GET department. An official noted that as yet, the government is not ready to remove the $100,000 threshold for public contracts. The Pallister government will canvas other departments, such as Housing and also Infrastructure, to fully understand the implications of a potential universal mandatory COR™ certification for public contracts.

"We have all sizes of companies that have certified themselves under COR™, and we have a COR™ program tailored to small employers. We can show how COR™ certification pays off in safety and performance," Lorenc said. "It is a proven investment in a company's workforce, the kind of commitment that indicates a company protects its future and the service it delivers."

An MHCA letter to Infrastructure Minister Blaine Pedersen and GET Minister Cliff Cullen earlier this year advocated that COR™ certification be a condition of all government contracts by January 1, 2019, giving non-certified companies sufficient time to prepare.

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Your Voice Heard

The Manitoba Heavy Construction Association (MHCA) is the voice of Manitoba's heavy construction industry, promoting sustainable municipal infrastructure development, sustained investment in core infrastructure, and seamless, multi-modal transportation systems.

We want your voice to be heard, if you have any questions or suggestions regarding our industry, the MHCA, or the services that we provide, contact us directly by visiting our website www.mhca.mb.ca or calling 204-947-1379.

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Canadian Construction Association

Targeted infrastructure investments key to solving economic challenges

Angela Gismondi, July 27

The Canadian Chamber of Commerce recently released a new report that finds focused infrastructure investments can help solve many of the major economic challenges that Canada faces.

The report outlines key issues the government should target before beginning 2018 budget deliberations.

"Governments like to treat infrastructure like peanut butter and spread it all around to make sure every corner gets some," said Ryan Greer, director of transportation and infrastructure policy at the Canadian Chamber of Commerce. "Our whole focus with this (report) is just to say 10 to 12 years from now what do we want Canada to look like, what do we want to be some of the real key problems that we've solved?

"We thought it would be interesting and useful to draw a picture of what we see as some of the key issues that they can really tackle through their programs."

Canada is at the beginning of a decade-long federal infrastructure investment plan and while the first phase included a few billion dollars doled out to provinces and municipalities for repairs, the government is now in the process of planning phase two which is a larger chunk of funding.

"The political impulse with infrastructure programs is often around the output — who gets how much money," explained Greer. "We're hopeful that the governments can dial in on that so it becomes less on how much you spend and more about what you get out of it."

The report outlines several industry-related problems in Canada that strategic public-private infrastructure investment can help solve. While they are not the only challenges, they are important economic issues that demand federal focus to better prepare Canada for economic, environmental and technological changes ahead, the report states.

"The one which the report is named after is congestion in Canada's largest cities with the reference that commuters in Toronto, Montreal and Vancouver are spending 88 million hours of extra time stuck in traffic every year because of traffic bottlenecks in those cities which nets out to over 10,000 years of wasted time," said Greer.

In terms of facilitating trade through gateways and corridors, the report found there is insufficient co-ordination of public-private trade-enabling infrastructure investment in Canada's vital Asia-Pacific transportation networks. It also found enhancements are needed for the Quebec-Ontario Continental Trade Corridor.

Loonie: parity-bound?

Peter G Hall, Vice President and Chief Economist

Uh-oh, it's taking off again. Our dollar got restless last week, and it's catching. Its nascent liftoff has filled the airwaves with 'loonie logic', of varied sorts. At the same time, exporters have legitimate fears of a march back to the 'parity-plus' zone. After all, only three years ago, we were there – and very few, if any, foresaw its tumble from those heights. The recent jump felt a lot like one of those reversals that kicks off a steady march to a radical new level. Is it? Where is the Canuck buck headed?

For perspective, let's take a brief walk through its recent big movements. In the past 10 years, most of the action occurred in parallel with commodity price movements. Pre-recession, the move to parity was fueled first by an up-shift in oil prices, then further cemented by rising base metal and other commodity prices. Recession crushed commodity prices by late 2008, and the loonie followed suit, plummeting from parity to the high-70-cent (US) level. In about a year, it was back to parity. Planet-wide government spending programs, followed by extraordinary monetary measures, helped to vault commodity prices back to previous heights despite sluggish overall growth, and, you guessed it, the loonie was back on its parity perch. Growth started to return in 2014, and the stimulus was gently rolled back. That was enough to bring commodity prices back to earth, and with it, a mid-70-cent Canadian dollar.

That creates a bit of a problem for the recent movement. It has come at a time when commodity prices, up from cyclical lows about 18 months ago, remain bound in a particularly low range. The high-price years attracted a lot of resource investment, and the world is now awash in surplus supply. Most analysts don't expect much more than modest upward movement in the medium term period, so currency markets are not pricing in much upward movement on the expected future path of commodity prices. To get to parity via this route, we'd have to see oil prices back in triple digits, and they're currently only half-way to $100. Base metals would also have to surge; that's not likely without a radical upshift in global growth.

One key currency driver has sat backstage over this very dramatic episode. Interest rates – both in Canada and the US – hit extraordinary lows in the wake of the recession. Outside of the very occasional 25 basis-point move, in the five years following the Great Recession rates were hardly headline-grabbing stories. As the Fed started messaging and then actioning an unwind of quantitative easing, suddenly monetary policy was all the rage. Stateside, that is. Canada's weakened domestic economy suggested a rare decoupling of monetary policy, with no rate hikes on the near-term horizon. This wedge was then priced into the currency, adding to the weakness brought on by the commodity price freefall.

All that changed with the Bank of Canada's decision two weeks ago to begin tightening the monetary screws north of the border. The move was broadly unanticipated – markets did a six-week about-face as it dawned on them that the Bank's countenance had changed. The speed of the shift in messaging followed by the recent rate action fired up the imaginations of traders, and the loonie zoomed northward. Forecasts that called for something around 74 cents US quickly moved to 80 cents, following the actual 2-3-day trail blazed by the Canadian buck.

That's a pretty long leap in just a few days; what does it mean? Our currency model suggests that it takes a 100 basis-point change in the Canada-US 90-day Treasury bill differential to generate a 3-cent swing in the currency. The recent currency move was double that, and holding other drivers constant, that would suggest that markets foresee a 200 basis-point swing. By all counts, that's a wild overshoot in expectations. If so, parity is an impossibly long way off. The only remaining element is the US dollar itself. Is it melting down? Political stalemate seems to have stoked a moderate loss of confidence. But given that economy's underlying strength, that ebb is not likely to last.

The bottom line? Canada's currency drivers suggest that parity is a long way off. It would take monster movements in interest rates, commodity prices and the trade-weighted value of the US dollar to get anywhere close. It is where it's going to be for a good while.

Trained, visible, protected: keeping your flagperson safe

WORKSAFELY™ Back to You with Don Hurst

With the heavy construction industry at its peak, it is paramount that you remember the role and safety of your flagpersons. Training your workers to become certified flagpersons is the first step, but once they are on the job it is important to ensure that they work in safe environments throughout the season.

Get the gear – flagpersons are required to wear:

- Protective headwear of a fluorescent color, augmented during hours of darkness with a retro-reflective material or combined materials securely attached to the headwear in such a manner as to provide 360 degree visibility to others
- High-visibility safety apparel that is fluorescent yellow-green and meets or exceeds CSA Class 3 Level 2
- CSA-approved safety footwear

Location – ensure that your flagperson can be easily seen by motorists. Inspect the work area for safety hazards throughout the day. Always plan an escape route.

Signs – ensure that proper signage is located to allow motorists time to adjust and react before putting flagpersons at risk of injury.

Communication – establish a clear line of communication, either visually or by two-way radio.

Health – keep in mind flagpersons are exposed to all kinds of weather. When it's warm, they need liquids to ensure they stay hydrated.

Additionally, remember that your flagpersons must be recertified every three years. For more information on flagperson training, please contact Kristen at 204-947-1379.

KNOW YOUR WORKSAFELY™ TEAM

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

TO REGISTER, PLEASE CONTACT:
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Training Schedule

WINNIPEG - MHCA Office
3-1680 Ellice Ave.

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 PM
21-22	**COR™ Leadership in Safety Excellence**
23	**COR™ Principles of Health & Safety Management**
24-25	**COR™ Auditor**
30	Train the Trainer

September 2017

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	Excavating and Trenching 1/2 day AM
25	**COR™ Auditor Refresher (no charge) 1/2 day PM**

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

Construction Safety Excellence™

WORKSAFELY MHCA

SAFETY BULLETIN

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 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

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