

Pallister government goes for \$25 per tonne carbon tax

Tax at the pump would be 5.2 cents/litre for gas, 6.7 cents/L for diesel



Sustainable Development Minister Rochelle Squires and Premier Brian Pallister

The Pallister government's 'made-in-Manitoba' climate change plan would raise the price for diesel gas by almost 7 cents per litre and it envisions possible increases to the provincial biodiesel mandate – the percentage of biofuel blended with standard fuel.

The provincial government laid out a plan that was long on possibilities, but short on specifics at its news conference at Oak Hammock Marsh Oct. 27.

Release of the plan triggered a heated exchange with Ottawa about whether Manitoba's plan can be messed with at the national level. Federal Environment Minister Catherine McKenna said the \$25/T tax on GHG emissions is a good start, but it will have to rise in a couple of years to keep pace with what her government is expecting of provincial plans.

Ottawa has said it expects each jurisdiction to raise carbon prices to \$50/T by 2022, or risk having that imposed upon them. Premier Brian Pallister made clear this plan's threshold is set to stay, until Manitobans decide it might rise.

At \$25/T, the carbon tax would generate some \$260 in annual revenue. While the plan speaks to the issue of "recycling" that revenue – returning it in various ways to the industries taxed, to fund innovation and competitiveness – there were no details on how the government would do that. Pallister said a series of consultations with the public and the various business and community groups will solidify the elements of the plan.

However, Pallister noted that Manitobans have said loud and clear that revenues should help ordinary households adjust; the green plan said "all revenue collected will focus first and foremost on lessening the carbon levy impact on lower and middle-income Manitobans and their families."

"This could be used to help offset the impacts of any hydroelectricity rate increases," the premier said.

Initiatives in the climate change plan that would affect the heavy construction industry include:

- *Potentially raising the provincial biodiesel mandate to 5%, from the current 2%*
- *Innovation in trucking design for greater fuel-efficiency*
- *Complying with a new national clean fuel standard, to be set by Ottawa, that would involve advancing clean fuels over and above the biofuel mandates*
- *Encouraging the federal government to improve the accelerate capital cost allowance for new, fuel-efficient truck and engine replacement*
- *Integrating the impacts of climate change into the full lifecycle of infrastructure, including design, planning and management*
- *Sustained dedication of new funding for green infrastructure project priorities, to enhance the resilience of infrastructure against climate change pressures*

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Pallister government carbon tax plan

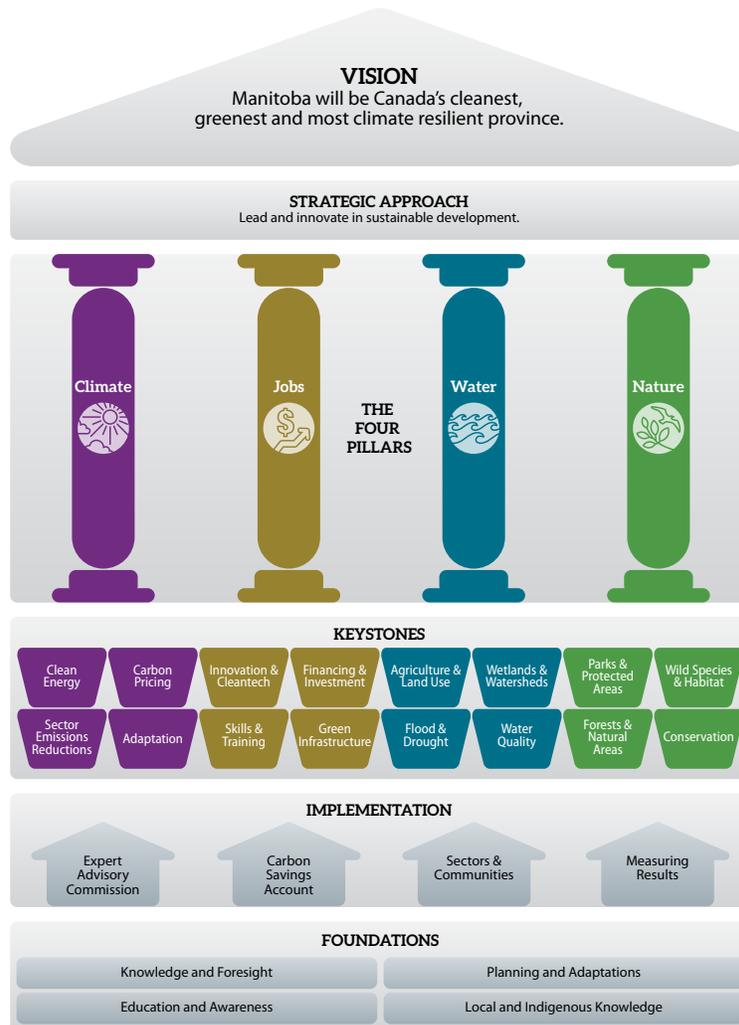
Manitoba's climate change plan – key elements

- carbon price of \$25 per tonne starting next year, staying at that level through to 2022
- Gasoline and diesel fuel prices will rise
- Complementary output-based pricing scheme for 8 large emitters
- Carbon pricing would generate about \$260M in revenue per year
- All revenue and its distribution will be accounted for and publicly reported annually
- 'Expert Advisory Commission' to be formed, to make recommendations how the revenue could be allocated

MHCA President Chris Lorenc said the heavy construction industry is stuck between a rock and a hard place on carbon pricing. Many of the expected innovations for fuel efficiency or alternatives that might be open to the transportation industry, such as anti-idling devices or hybrid engines, are not practical for heavy construction.

"Our industry is adjusting, that's a given. Where we need attention is in innovations that have been proven, and to see some revenue recycling to help move that along," Lorenc said. "We have to remember that, in the end, some of the additional costs to industry have an impact on public infrastructure budgets."

The MHCA is continuing to seek elaboration on the possible initiatives outlined in the plan and will keep the industry updated when further details are made available. Feedback on the plan can be made through an online survey until November 30 (www.gov.mb.ca/climateandgreenplan/index.html).



From Made in Manitoba Climate and Green Plan 2017



Awards Breakfast & Annual General Meeting

Sponsored by: Manitoba Infrastructure



Friday, November 17, 2017 8 am - 11:30 pm
RBC Convention Centre, York Ballroom 2

Minister's Greeting: Honourable Ron Schuler,
Minister, Manitoba Infrastructure

Tickets: \$49 +GST (per person)

Awards, Year in Review, Membership and Future Priorities presentations

No. of tickets: _____

Annual Chairman's Gala

Friday, November 17, 2017

An Enchanted Forest

RBC Convention Centre – York Ballroom

Cocktails 6:30 pm

Dinner 7:30 pm

All Inclusive Tickets \$210 ^{+GST} per person

Winnipeg

Tickets available as individual or tables of 10

No. of tickets: _____

Company: _____

Contact Person: _____

Phone: _____

Please Invoice: _____

Credit Card #: _____

Exp. Date: _____ 3-Digit Security Code: _____

Card Holder Name: _____

Signature: _____

Delta Winnipeg, reservations: 1-844-294-7309 - room rates starting at \$135

Quote: Manitoba Heavy Construction Association

Fill out this form in full and fax to Christine Miller at the MHCA office at 204-943-2279 or email christine@mhca.mb.ca. To request a special meal, to accommodate any food allergies and/or dietary restrictions, please call or email Christine at 204-947-1379.

CCA enters its 100th; focused on the future

National lobby group tapping locals to feed into strategic planning

The Canadian Construction Association was at the MHCA this week, seeking advice on where it should be heading as it enters its centennial anniversary in 2018.

The CCA's strategic planning review is underway and, having conducted an 'environmental scan' at roundtable sessions in Ottawa late in summer, it is now putting the priorities identified there on the table at local and regional meetings. The CCA will hold its final, national session in Winnipeg on Nov. 12 and 13.

Nine MHCA board members and past chairs attended the October 31 meeting with CCA 2nd vice-president John Bockstael (Bockstael Construction) and MHCA board member Henry Borger, who is a member of the CCA executive and chairs its Civil Infrastructure Council.

The MHCA session saw a vigorous exchange of ideas and views from the table. The MHCA was asked to comment on whether local concerns were reflected in the priorities identified in the late summer 'environmental scan' by the CCA. The scan comes as the CCA has made changes to key positions – longstanding president Michael Atkinson's retirement this fall lead to the hiring of Mary Van Buren as his successor. Other senior positions have also seen changes.

Top priorities identified in CCA's 'environmental scan'

- *the pace of technological change*
- *complexity of projects*
- *mergers and acquisitions in the industry*
- *lengthening contract payment terms*
- *deteriorating quality of design documents*

It was agreed that the priorities out of the earlier roundtables are valid. They reflect the kinds of issues that a well-resourced national lobby group is expected to attend to, in its daily management of files. That is why it is important to have professional, well-skilled staff at the CCA headquarters in Ottawa, it was noted.

However, the MHCA members, almost with a single voice, sent the message that the CCA must not lose sight of the forest, and its value, when concentrating on the trees.

The CCA needs to lead and be at the centre of the 'big-picture' economic issues, driving policy on things such as focusing Canada's infrastructure investment and policy – championing 'nation-building,' trade-enabling projects – to boost GDP, MHCA President Chris Lorenc said.

"There are big, federally driven issues raining down on us" at the regional and local levels, said Derek Walker, past-chair of MHCA and a CCA board member.

Walker pointed to the recent news that the federal government is delaying the rollout of \$2 billion in its infrastructure investment programs, spreading it out over numerous departmental programs and over many more years. Ottawa has said the deferral of expenditures reflects construction schedules, which sometimes extend over many years, and said there is slower than anticipated take-up by provincial partners in the cost-shared projects.

However, the MHCA said the issue is probably more complicated than that, and getting to the heart of the problem is exactly the job a national advocacy association should be primed to do, to represent the public's and the industry's interest.

"We look (to the CCA) for federal representation and advocacy," Walker noted.

The MHCA representatives said the CCA must hire the people with the experience and skills to ensure it is the national voice, with the influence that is recognized in Ottawa and across Canada, such that those in political and departmental office seek the input and advice of the association on core issues.

That will require good, meaningful partnerships with leading business groups, as well.

Bockstael and Borger will take the feedback from the MHCA to the CCA discussion in November.

MHCA pegged key issues to lead CCA advocacy

- *'nation-building' infrastructure policy and investment*
- *positioning Canada for increased trade*
- *getting Canada's natural resources developed and to market in a sustainable, environmentally responsible manner*
- *federal taxation and fiscal policy*

MHCA welcomes new member

The MHCA is pleased to welcome its newest member **In-Line Contracting Partnership**.

In-Line Contracting Partnership specializes in horizontal boring and jacking, utility and infrastructure installation, along with general contractor work and earthworks.

In-Line Contracting Partnership can be contacted at:

Bob McLean
22663 - 110 Ave.
Edmonton, AB T5S 1Y2
Ph: 780-733-2363
C: 780-818-2645
F: 780-453-2467
E: bobm@inlinecontracting.ca



REGISTER NOW

www.conference.cca-acc.com

CCA'S 100th ANNUAL CONFERENCE

MARCH 12 – 15, 2018

BANFF, ALBERTA

Registration is now open for the Canadian Construction Association's (CCA) 100th annual conference March 12 – 15 in Banff, Alberta. In addition to a well-rounded program of business sessions designed to connect you with the most relevant and up-to-date industry trends and information, the conference features opportunities to enjoy the region and catch up with friends. Join us with your skis, snowboard or snowshoes for the Winter Day at Sunshine!

The conference will kick off with an opening keynote from Susan Ershler who with her husband was the first couple to conquer the seven summits, while Jeff Adams, Paralympian and six-time World Champion, will inspire us before the awards ceremony.

Legalized marijuana: protect your workers, protect yourself

The legalization of marijuana next year has obvious implications for a construction company's safety and health program and its human resources policies. And, readying HR policies to meet these implications makes abundant financial sense, a gathering of company owners and senior managers at the MHCA Wednesday was told.

But the return on investment, both in terms of safety and the budget bottom line, will only be seen if employers understand their duties, and vet their policies to make sure they are solid.

"There is a business case for doing this right," substance abuse counsellor/adviser Joel Gervais said. "This is about liability – people who are under the influence at work can be a liability and if you're aware of this and don't do anything about it, it can be a (business) liability."

The construction industry routinely faces issues of substance use and abuse, with alcohol, prescribed and illegal drugs.

Gervais said whether the legalization of marijuana affects the incidence of use on the job remains to be seen.

The MHCA's workshop this week, the first of two for members, focused on the needs and questions of company owners, managers and senior HR staff. That included a review of where policies on impairment or the use of drug testing have been challenged in court.

While federal legislation has set out that as of July 1, 2018, recreational marijuana will be legal, the regulations that flesh it out – how much can be used and by whom, at what age; where can it be sold – have yet to be set, said Jamie Jurczak, a labour-relations specialist at law firm Taylor McCaffrey.

Complicating the issue of impairment, however, is the fact that unlike alcohol cannabis is stored in fat cells and so lasts much longer in the body, sometimes up to 90 days. Further, said Gervais, it is metabolized differently for each person, even for those of similar body weight, and differently among men and women.

Some of the side effects of marijuana are well known – slowing down reaction time, affecting motor control, distorting perception, he noted. But because today's marijuana typically contains a much higher level of THC – the ingredient that gives a 'high' – its impact is different. Paradoxically, Gervais added, some marijuana users will feel relaxed, others will get anxious; smokers can get an energy boost from marijuana, but chronic, heavy smokers can lose motivation.

Both speakers stressed that like other drugs, marijuana use that affects performance at work (impaired ability to do complex tasks and make rapid decisions) can be a sign of an underlying issue, such as addiction, self-medication, or reaction to stress.

Employers' first duty is to protect the safety of that worker and others in the workplace, but they also have a duty to accommodate disabilities, such as addiction.

How employers discharge both, and their rights to manage workers including taking action when impairment is suspected, will depend on the quality of the company's impairment and substance use policies.

Jurczak likened the workplace to that of a home – your house, your rules. You can tell people they can't use drugs in the house.

"It's your workplace, you can make the rules and you can require employees to follow them so long as they (company rules) are not breaking any law."

But those rules and policies must be clearly communicated to all. Similarly, issues of poor performance cannot be allowed to slide.

Lawyer Jamie Jurczak's top tips for employers, to prepare for legalized marijuana:

- Clarify policies (including changes) with employees
- Stress substance use on the job is unacceptable; impairment of any kind is unacceptable
- Require medical use of any drug to be reported if impairment could result
- If marijuana use is reported, employer should ask if it's for medical or underlying issues
- Discuss fitness for work, addiction issues and potential need for accommodation

Absenteeism, for example, should be taken seriously, acted upon and monitored, with adequate exploration of the causes, she noted. That's really important when, if a worker challenges a suspension or termination, an employer is asked to document the attempts to address a problem.

Jurczak underscored that the legal landscape on marijuana is shifting quickly. The federal legislation needs refinement with regulations and the provinces still have to draw up the rules for distribution and sale. Further, important court decisions on employer/worker rights and duties are developing.

Review HR policies now, particularly those that speak to impairment, to be ready for July, 2018, she said. "Hopefully, you have to (just) tweak your policy."

Ken Graham, rail division manager for Main Line Industries, said the MHCA workshop was a good primer for what should be included in policies, but also helpful with appropriate procedures when employers are acting upon suspected impairment of workers.

"I think we need to go back and review our policies and see what we have regarding drugs and alcohol and other substances."

Wally Melnyk, CAO in Stonewall, said it was helpful to hear Gervais and Jurczak stress that many of the issues marijuana might present are probably already covered in good workplace impairment policies. However, he noted, it is worrisome that its legalization could increase the incidence of substance abuse in workplaces.

MHCA members can read the power point presentations by Jurczak and by Gervais at mhca.mb.ca, by clicking on the 'Members Only' tab.

Addictions specialist Joel Gervais tells employers to focus on keeping people safe and healthy:

- *Know the signs of impairment (ie. loss of motor control; decreased productivity)*
- *Suspected impairment is reason to talk to the worker; explore the reasons*
- *Suspected impairment may not be due to abuse; eg. may be due to diabetes*
- *Use drug tests, post-incident or for reasonable suspicion of abuse*
- *Invest in resources/referrals to community programs*

Upcoming MHCA Meetings

WORKSAFELY Committee
Brandt Tractor Ltd.
November 8 - 9:30am-10:30am

Rental Rates Committee
MHCA Office
November 10 - 12:00-2:30 PM

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

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

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

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

November 3, 2017

PROVINCE BEGINS CONSULTATIONS
ON PROJECT LABOUR AGREEMENTS

The Manitoba government has started consultations on procurement practices with a view to reducing or eliminating the costly practice of project labour agreements regarding major government projects, Infrastructure Minister Ron Schuler announced today.

“It was our promise during last year’s provincial election to shop smarter,” said Schuler. “We believe our procurement policies and tendering practices are an area where we can find savings for Manitoba taxpayers as we continue to strive to make Manitoba the most improved province in Canada.”

Under the previous government, the use of project labour agreements, which forces the unionization of all workers, were expanded to an increasing number of major projects, such as the East Side Road Authority, Bipole III and the Red River Floodway expansion. This had the effect of increasing the cost of a project, discouraging some contractors from bidding and infringing on the rights of workers, the minister said.

The Manitoba government is consulting with industry stakeholders and other affected individuals on how changes can be made to get better value for money and respect workers’ rights.

“Using government contracts to forward an ideological approach is not an acceptable practice,” Schuler said. “It is up to companies to decide which labour management strategies work for them, not government.”

Last month, Manitoba Hydro gave notice it intends to terminate its Transmission Line Agreement, a project labour agreement for transmission-based projects, on Dec. 31, 2017. Ending the deal means the decision to use either unionized or non-union staff on Manitoba Hydro transmission projects will be up to the contractor when submitting bids, creating a larger pool of eligible contractors that will, in turn, increase competition for bids and potentially improve prices on major projects.

Manitoba Hydro’s decision was made independent of and without consultation from government, said Schuler.

“We support the decision of Manitoba Hydro in ending these types of forced unionization agreements that add costs to taxpayers and infringe on the rights of workers,” said Schuler.

Civic Leaders Dinner

Thursday, November 16
6:00pm - 9:00 pm
The Fairmont Winnipeg

Proudly sponsored by:



For registration and ticket information visit:
www.winnipeg-chamber.com/civic-leaders-dinner

LEGALIZED MARIJUANA ARE YOU READY?

WORKSAFELY™ will be hosting two seminars on substance abuse in the workplace.

Recreational marijuana will be legal next year across Canada. This heightens the need for strong workplace policies on impairment on the job.

Led by experts in the fields of labour law and substance abuse, these seminars will answer your questions.

Legalized Marijuana Workshop

FOR HR/SAFETY PROFESSIONALS/
SUPERVISORS
Nov. 6 – Holiday Inn Airport-Polo Park
8:30 AM - 12:00 PM

To register contact Kristen Ranson at
204-947-1379.

WORKSAFELY 



**Canadian
Construction
Association**

Virtual reality finds a niche in equipment, skilled-trades education

Jeff Rubenstone, Energy News-Record, October 17

When designing virtual-reality training programs for equipment operators, Serious Labs works to simulate as much of the real-life experience as possible.

“With VR, we can put someone at height to see if they can work at height—really take them to the edge of danger,” says Jim Colvin, CEO of Serious Labs. The company has spent more than a decade developing both 2D and VR training simulations for the energy, mining and construction industries. But recent investments by United Rentals and other construction-related firms have spurred it to expand vastly its construction-equipment VR training offerings.

Currently, the company offers training modules for aerial work platforms and mobile cranes, where trainees wear a VR headset and manipulate controls identical to those found on actual equipment.

“Right now, we have over 200 activities for a crane operator to experience, and our library is growing all the time,” says Colvin. With United Rentals’ investment, Serious Labs is building simulators for forklifts, skid steers and dozers. “Our team is working on the physics of how dirt behaves so we can be accurate during earthmoving simulations,” he says.

Working within the confines of simulated equipment cabs or work platforms is just one approach. The company also is developing a collaborative VR training environment, called One Room, that will let multiple users work in the same space.

“You can have two or 20 users work together in any environment we can build,” says Wade Carson, director of business development. “We could have an instructor record the correct sequence of doing something and play it back for others.”

The International Union of Painters and Allied Trades is now using Serious Labs’ VR training for aerial work platforms. The union also has expressed interest in the One Room concept.

“It’s hard to get people on site and train on real equipment,” says John Burcaw, strategic initiatives coordinator for IUPAT’s Finishing Trades Institute (FTI). “When I came up in the trade, the boss handed me the keys and said, ‘Don’t die today,’” he recalls. “With VR, we can augment how we train workers and get them more ready for the field.”

So far, FTI has focused on the VR modules for aerial work platforms, teaching younger workers how to steer and maneuver the machines in confined spaces and busy jobsites. “The platform has actuators, and it captures the subtle motions of the basket when the boom moves. We have workers afraid of heights, and they get off real quickly!” says Burcaw. “We’d like to see this sort of equipment-familiarization become a standard part of our training.”

“With VR, we can train someone new to the field on the safe use of aerial work platforms in a completely safe environment,” says Kenneth Rigmaiden, IUPAT general president. “The Serious Labs technology we’re using today could easily be the beginning of a new way of training craftworkers. There are truly endless possibilities for this technology in training.”



Feeding china's growing appetite

Peter G. Hall, Vice President and Chief Economist

This is big. In fact, of all the issues I have covered in the past 10 years – and I have covered a lot of issues – this could be the biggest. And it should come as no surprise that it's about China. Just when you might have thought that we exhausted the last known superlative to describe a China issue, here's another. It concerns the 1.3 billion mouths the economy has to feed. Here's the news: their collective appetite is growing. And keeping that hunger satisfied is going to be one of the greatest challenges, not just for China, but for the world economy, in the coming decades. So, does Canada have a role to play?

First, a few details of the story. The current driver of additional food demand in China is rising wealth. McKinsey estimates that by 2022, just over three-quarters of China's urban population will have ascended into the middle class, with a comfortable majority being in the upper end of that group. Other estimates put annual growth of the middle class at close to Canadian population. That is staggering. Studies also show that one of the top categories that these neo-wealthy consumers throw more money at is food. What's even more interesting is that they are very keen on imported food. Trust is a problem in China's food supply chain. But if product is coming from someplace abroad where food governance is better – like Canada – the interest goes way up.

If so, does Canada have a piece of the action? To say 'yes' is a gross understatement. Back in 2000, Canadian food shipments to China were just 3% of our total food exports, a distant third behind Japan. Since then, China's share has lurched to 11%, vaulting past Japan to take a commanding lead of second place. For the last 16 years, growth in our food exports to China has averaged over 15% annually, triple the rate of growth to the US. Better still, the number is accelerating. Since 2008, yearly growth has averaged 18%, while the US number hasn't changed. One more fact: since 2000, China has accounted for 17% of the total growth of our food exports abroad. But in the past 8 years, it has risen to over one-quarter of total growth. No country other than the US even comes close. Keep this up and China knocks the US out of top spot in 2033.

What are we shipping to China? The categories are lopsided. The vast bulk of our China-bound agri-food exports (74%) are raw and processed grains and oilseeds, with growth numbers much like the overall stats. If that's not exactly inspiring, then consider this: rising wealth should mean that higher value-added products are the new up-and-comers. Any hints of that in the data? Check out meat products, number two on the list. They are above average, up 17% annually. But this is changing: in the last 8 years, that number has zoomed up to 27%, lifting its export share to 13% of the total.

Just behind this are fish and fish products. Raw product is where the growth is, with salt water fish up by 24% annually, and aquaculture, still in export infancy, up explosively. Prepared products are rising by double-digits, but below the overall average. That's not likely to be the case for too long. Well, there are other, much smaller, categories that are also racking up very impressive growth. If that continues, they will also become part of a sector that is only likely to be more dynamic as time rolls on.

How do we know that? The Food and Agriculture Organization estimates that China's food needs will outstrip its production in certain key food categories, notably pork. The implied growth rates for imports are arresting: double-digits annually through 2030 and beyond. That's what you get just for showing up; the sky's the limit if you increase market share!

What's inspiring about this story is that in many ways, Canada has only just begun. Our foray into China's food chain is still fairly concentrated, and there's lots of capacity to up our game. Getting the business requires products appropriate to the market, and high quality standards. Keeping the business requires reliability – which likely means considerable investment.

The bottom line? When it comes to future agri-food sales to China, Canada has a lot going for it. We have the resource. We have the know-how. We have the supporting infrastructure. And this is one of those rare industries in which we actually have the scale to meet China-sized needs. All of these attributes stay parked on the shelf without bold vision. Are we up to it?



Substance abuse seminar; helping workplaces adjust to new legislation

WORKSAFELY™ *Back to You with Don Hurst*

MHCA WORKSAFELY™'s workshop for employers and senior managers this week gave valuable tips for companies on the implications of legalization of marijuana next year for the workplace, and how companies can prepare. Jamie Jurczak from Taylor McCaffrey LLP and Joel Gervais from Vital Life led an in-depth discussion about the duties of employers to keep workers safe and to accommodate underlying issues that may lead to impairment.

It is important to emphasize that the majority of jobs within the heavy construction industry are safety sensitive. Impairment of a laborer, operator, or flagperson can put not only themselves at risk but also the workers around them.

The key takeaways from the workshop were:

- *Employers have the latitude to set the rules and consequences regarding drug use in their workplace*
- *Develop and use a comprehensive alcohol and drug policy, identifying the obligations of both the employer and the employee*
- *Educate your employees on this policy*
- *Educate your supervisors and management about this policy, and how to identify signs of impairment and what they need to do about it*

A good example of a drug and alcohol policy shared with participants was developed by the Construction Owners Association of Alberta and can be found on its website.

We are holding another workshop on Monday, November 6, at 8:30 a.m, that is targeted to HR and safety professionals and supervisors.

We realize that for some, more assistance is needed and so WORKSAFELY™ will be hosting a full-day workshop on preparing and executing an effective alcohol and drug policy. When the date is set, we will let you know. For more information please contact Kristen Ranson, at 204-947-1379.

KNOW YOUR WORKSAFELY™ TEAM

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SAFETY TALK

Freezing rain

Freezing rain is a common concern in fall.

What's the danger

Freezing rain causes roads and walkways to be extra slippery.

Freezing rain can soak through your clothes, causing your body temperature to drop.

How to protect yourself

Driving:

- Verify road conditions by checking local weather and traffic reports
- Drive at reduced speeds and allow a safe distance between you and the car in front of you
- Make sure that your headlights, taillights, beacons and windows are clean
- Wear your seatbelt

Slips and falls:

- Always look ahead for slippery ice surfaces
- Wear boots with rubber soles and attach grips to the bottom if necessary
- Exercise caution when getting in and out of vehicles and equipment, and when entering and exiting buildings

Working outside:

- Warm, waterproof clothes and footwear are best for working outside
- Dress in layers
- Change out of your wet clothes when you get home

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

Date: _____

Performed by: _____

Concerns:

Employee Name:

Supervisor: _____

Location: _____

Corrective Actions:

Employee Signature:



Training Schedule

Construction Safety Excellence™

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

WINNIPEG - MHCA Office
3-1680 Ellice Ave.

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

November 2017

- 7 Flagperson 1/2 day AM
- 7 Safety Committee/Representative 1/2 day PM
- 8 Excavating and Trenching 1/2 day AM
- 8 Auditor Refresher 1/2 day PM
- 13-14 Traffic Control Coordinator
- 20-21 **COR™ Leadership in Safety Excellence**
- 22 **COR™ Principles of Health & Safety Management**
- 23-24 **COR™ Auditor**

November 2017

- 23 Flagperson 1/2 day AM
- 23 Committee/Representative 1/2 day PM
- 27-28 Traffic Control Coordinator
- 29 Train the Trainer

December 2017

- 4 Flagperson 1/2 day AM
- 4 Safety Committee/Representative 1/2 day PM
- 7-8 Traffic Control Coordinator
- 11-12 **COR™ Leadership in Safety Excellence**
- 13 **COR™ Principles of Health & Safety Management**
- 14-15 **COR™ Auditor**
- 18 **COR™ Auditor Refresher 1/2 day AM**

December 2017

- 4-5 **COR™ Leadership in Safety Excellence**
- 6 **COR™ Principles of Health & Safety Management**
- 7-8 **COR™ Auditor**



**You're invited to attend
our next COR™ meeting!**

AGENDA:

- WORKSAFELY™ Update:
 - substance abuse in the workplace
 - WSH Act/Regulation review
 - COR™ as a condition of contract
- Workplace Safety & Health Update
- SAFE Work Update

DATE: November 8, 2017
WHEN: 8:00 am - 9:30 am
WHERE: Brandt Tractor Ltd
 3700 McGillivray Blvd, Winnipeg,
 Manitoba

Please RSVP on or before November 7 to
Kristen Ranson; kristen@mhca.mb.ca



75 in 2018

The MHCA is turning 75 in 2018 and we're telling our story. The heavy construction industry has helped build this province, its economy and foundational infrastructure: roads, highways, bridges, and water/sewer. As part of the commemoration, which will include celebratory features throughout 2018, we are asking for your memories, your photos or any archived materials that can help tell this tale in displays at our marquee events next year.

Do you have something to share? Please email Katie Pfeiffer at katherine@mhca.mb.ca

Thank you,



Greg Orbanski
Chair, MHCA



Chris Lorenc
President, MHCA



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and safety supervisors
in the heavy construction
industry**

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SAFETY

E- NEWSLETTER





City of Winnipeg Archives, Greater Winnipeg Water District, excavating channel from Indian Bay to Snowshoe Bay, Falcon River Diversion Canal, May 28, 1915

75  **MHCA™**