

## Winnipeg's 2018 local and regional streets budget to rise by \$11 million

*Street renewal total investment 2018-2023 forecast to be \$811 million*



*Finance Chair Scott Gillingham releases Winnipeg's budget at City Hall Wednesday*

Winnipeg is proposing to ramp up its investment in local and regional street renewal in 2018 to \$116 million, an increase of \$11 million over the 2017 program. The increase rides on the back of two funding sources – the dedicated 2% tax hike for local and regional streets program and the city's decision to substantially increase the amount the program receives from annual provincial roads transfers.

"This is the highest annual level of investment in road renewal in Winnipeg's history," Mayor Brian Bowman said. "I know that fixing our roads continues to be a top priority for many Winnipeggers, and this level of investment reflects how much of a priority this is for residents across our city."

The dedicated 2% tax raises approximately \$10 million for the street renewal program every year.

However, the city has made changes to forecasted funding for the years 2018-2023 from past budgets – for example, it is eliminating after 2018 what is called "cash-to-

capital" funding (a transfer from its operating revenues) for local and regional street renewal. Further, it is also eliminating the use of borrowing (external debt) to support annual street renewal budgets.

Balancing off those reductions, however, is a decision to use greater portions of the annual funds the city receives from the provincial government for roads. The capital budget forecasts those provincial transfers to be \$50 million per year, \$40 million of which will be invested in local and regional street renewal annually. That substantially increases the budget lines that have historically been supported by provincial infrastructure programs.

The 2018 Preliminary Capital Budget, to go to city council for approval on December 12, includes a forecast for funding levels that would see a total of \$811 million for local and regional street renewal, from 2018-2023.

"This is a sign that the priorities of Winnipeggers – to fix our streets, roads and sidewalks – are being recognized and respected by Winnipeg's city councilors," said MHCA Chris Lorenc.

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# Winnipeg's 2018 budget



Lorenc noted that in this 2018 budget, Finance Chair Scott Gillingham effectively increased the local and regional street renewal program by the approximately \$10 million raised by the dedicated annual property tax increase. That was at the heart of the message clearly delivered last year, when MHCA and other stakeholders commented on the 2017 budget.

The preliminary budget does not incorporate the additional funding the city has requested under the federal New Building Canada Fund, for regional roads. That proposal still needs the approval of the provincial government.

"If that incremental federal funding comes through, the total investment from 2018 to 2023 for the local and regional street program would rise to a total of almost \$1 billion," noted Lorenc.

The city's budget planning juggled the fact that infrastructure transfers from the provincial government have remained static. In addition, the Pallister government has eliminated a program in which it and the City of Winnipeg shared the costs of transit on a 50/50 split.

## Highlights of the preliminary 2018 capital budget:

- Forecast for local and regional street program in 2019 is static at \$116.2 million – due to reduction in transfer ("cash to capital") from the city's operating budget to the program
- In 2020, forecasted investment for the program increases by \$10 million, and by \$12 million in each of the three following years
- The allocation to the local and regional street program from federal gas tax revenues is dramatically reduced – by \$87.8 million from 2018 to 2022. The city will now use more of the gas tax funds for other purposes, such as recreation, arts and culture programs
- The City of Winnipeg will release its updated infrastructure investment deficit shortly, officials said. This is an update of the infrastructure investment deficit – \$7.4 billion by 2019 (in 2009 dollars) – released in 2011. Half of that deficit is for transportation infrastructure alone

The MHCA will be analyzing the 2018 Preliminary Capital Budget further, and appearing before city committees prior to city council's final approval of the budget on Tuesday, December 12.



# Manitoba to take up full share of federal infrastructure funds

*Throne speech says investments will focus on best value for dollar*

**T**he provincial government is pursuing Manitoba's full share of all federal infrastructure funding programs, including the New Building Canada Fund, where significant dollars have remained unallocated to now.

The throne speech, delivered Tuesday in the legislature, highlighted the Pallister government's agenda in the current legislative session for strategic infrastructure investments.

"Our ongoing commitment to making strategic infrastructure investments on the basis of real value for money, as we continue to make progress on inherited fiscal challenges, will continue," Lt. Gov. Janice Filmon said, in the speech delivered for the government. "It includes making maximum use of available federal funding under Phase 1 of the Investing in Canada Fund and committing our full provincial allocation under the established Building Canada Fund.

"And it enables our ability to effectively leverage funding support for shared provincial and municipal priorities, and for the protection and development of vital provincial assets."

The New Building Canada Fund, established under the former Harper government in Ottawa, has had approximately \$500 million unallocated as yet in Manitoba's provincial share of the infrastructure funds. The City of Winnipeg, which released its 2018 Capital and Operating Budget on Wednesday, has a request in for \$170 million, over six years, of funding from the NBCF for regional road renewal. The request requires provincial approval before Ottawa will sign on.

Also outlined in the speech was the government's plan to review provincial and municipal services, to reduce duplication and overlap "in order to streamline service delivery such as road maintenance and renewal, snow clearing, water control and drainage at the most appropriate level of government."

On the legalization of marijuana, the Pallister government said the Liquor and Gaming Authority will regulate the industry, Manitoba Liquor and Lotteries will be the main buyer and distributor, while the private sector will market and sell marijuana to the public.

"We are encouraged by the Pallister government's intent to seek value-for-dollar reforms in government services and to pursue Manitoba's share of federal infrastructure funds," MHCA President Chris Lorenc said.

"These are really important items, key to getting Manitoba's economy growing at a faster rate."

Other items include:

- Refining a framework for public-private partnerships to deliver public infrastructure, including new schools, on time and on budget
- Developing a long-term capital plan to get more value from our plans to renew and build our strategic infrastructure
- Modernizing procurement of goods and services
- Reducing the costly practice of project labour agreements that force unionization of workers and increase costs of major government projects.

# Looking Forward

The following is an abridged version of MHCA President Chris Lorenc's address at the Awards Breakfast Nov. 17, 2017



Good morning.

Let me begin first by acknowledging and thanking Greg Orbanski, Chair and the Board of Directors of the MHCA.

The direction, positions, advocacy priorities of the MHCA are driven by the women and men on our Board, on behalf of the industry, and the members of our association on whose support we count, and for which we are sincerely grateful.

The MHCA vision statement challenges our advocacy to advance public policies which are consistent with the public best interests. Lose that in the eyes of the public, and we lose our ability to participate in the shaping of any public policy.

Advocacy is not easy. And in discharging that responsibility we are not an adversary. We are advocates for, and agents and enablers of, economic growth...

Because of our economic growth focus, we network with stakeholders in Manitoba and beyond...

At the national level, the MHCA continues its active presence through the Canadian Construction Association (CCA). Henry Borger our past Chair serves on the CCA Board, its Executive Committee and chairs the Civil Infrastructure Council; Greg Orbanski, our current chair serves on the CCA Board; I join them in participating on the CCA's Civil Infrastructure Council, Business Marketing & Development and Industry Advocacy & Regulatory Affairs Committees. The MHCA worked with the CCA in pushing back against proposed changes to corporate taxation. I also chair a CCA sub-committee assessing across Canada the use and effectiveness of community benefit provisions in construction tenders.

At the regional level, Greg Orbanski, Derek Walker and I serve on the WCR&HCA Board of Directors which is in the process of soliciting proposals to host a facilitated "clean sheet" strategic planning session to determine what future role, if any, the association should fulfill.

At the provincial level, we were instrumental in the creation of the Group of Six – a coalition of leading business organizations in Manitoba...

The Group of Six advocated 7 pillars upon which we saw the provincial government advancing the number one public policy priority – Growing the Economy...

I sincerely echo our chair's welcome to the Hon. Ron Schuler, Manitoba Infrastructure Minister whom I have known for many years...

We know, understand and support the government's priority to balance the books. We know the fiscal challenges that government inherited and must now address. We know the MI program levels preceding the election were unsustainable...

We knew that there would be change, and some of it difficult. And so, we adjusted our advocacy to the new reality to assist government, going forward, to grow the economy to balance the books.

We believe that the priorities which support growth in the context of the MI budget, involve addressing some important questions and principles including:

- What role should MI's capital budget play in supporting and leveraging a provincial economic growth strategy?
- How does and should MI support trade-enabling infrastructure investments, such as CentrePort?
- How can the MI program support Capital region transportation planning and funding to help make the region a magnet for new business investment?
- When might the MI budget benefit by annual inflationary increases supported by an Annual and Five-Year Program begin, to keep pace with costs and protect against program value reduction?

We look to this government to commit to the annual tender release by mid-November, with timely contract awards as an absolute key and imperative to industry, enabling competitive bidding, accessing the full construction season benefiting budgets and program delivery.

And finally, we support this government's commitment to open, unfettered, clear, transparent, competitive bidding practices; to back away from the use of Labour Management Agreements; and to avoid the use of sole-source contract awards...

There are of course other areas of MHCA focus.

Winnipeg is the major economic centre in this province. But it too faces fiscal challenges -- some argue, structural deficit challenges.

Municipalities today, unlike a half century ago, own more than 60% of Canada's infrastructure. With that additional responsibility, come additional capital and life cycle costs for which their revenue streams, shaped at the turn of the century, were, and are not today, equipped to handle.

We all collectively have to recognize that, and make decisions that better balance roles, responsibilities and access to revenues with which to equip transparently and accountably, each level of government. That will involve moving in phases, to a new arrangement.

And while we work well with the City, we have also had our share of differences.

You may recall the public debate in 2016 when we asked Council to demonstrate that the dedication of the 1% increase annually for each of its local and regional streets programs was being respected, as originally adopted. We accepted Council's right to make program changes, but expressed the view that it had accompanying duties, to disclose the nature of any such change, and its ramifications.

We have stayed true to those objectives over the last 12 months. We have worked well with the Mayor, Councillor Gillingham, Chair of Finance, and Councillor Morantz, Chair of IRPW...

The MHCA will also focus on related priorities including:

- Applications to establish new and enhance existing pits and quarries are a matter of significant priority. We are participating on a provincially created Pits & Quarries Committee with Municipal Relations, Mines Branch, Manitoba Infrastructure, the AMM, the RMs of Rockwood, Hanover and Springfield in search of solutions.
- We are reviewing with government how to better structure the Mines Branch to assist enabling its decision making, associated with quarry leases, casual permits and related approvals in support of extraction activities...

The priorities and challenges have never been, nor will they ever, be static. They are always dynamic...

I am certain about many things:

- Certain that the legacy already foundationally laid by our past chairs and directors, women and men in the industry, has helped advance the interests of our communities, our province and our country;
- Certain that the legacy of our first 75 years which we will celebrate in 2018 will continue to evolve, expand, grow; and
- Certain that our presence, profile and impact will continue to grow.

Thank you!

# Schuler asks MHCA for input on how best to maintain Manitoba's highways

*Infrastructure minister says change coming to how services delivered*



Manitoba's minister of infrastructure told a large gathering of heavy construction industry members that he is reviewing the way his department delivers maintenance and preservation of the provincial highways, and cautioned that government and industry need to adapt to the evolution sweeping transportation.

"Should we embrace change or wait for change to come to us?" Ron Schuler challenged the diners at the MHCA's Award Breakfast November 17, at the RBC Convention Centre. Approximately 165 members attended the breakfast this year.

Schuler said he has been watching some of the technological advances being made with heavy duty diesel vehicles, and in automation in general. We cannot afford to just sit and watch as the evolution sweeps over us, he said. He noted Manitoba will have to change its regulatory regime – where certain rules now stand in the way of employing some technologies – and perhaps should invite Elon Musk and Tesla to set up a testing ground in the province.

And hand in hand with greeting the future, the minister said his department's functions are being reviewed to find those roles that can be delivered more efficiently and cost effectively.

"These consultations will lead to new ways of thinking and provide Manitoba Infrastructure with a new direction as we move forward to improve our infrastructure." That includes how best to deliver highways preservation and maintenance of highways and water infrastructure.

"What could you do better than us?" he asked the audience.

He said that the review ought to be done by the beginning of summer, allowing for the department to become more nimble – noting that some have said the real role for his department should be one that focuses on policy, not service delivery.

"I would say everything's on the table."

The minister also released the department's tender advertising schedule at the breakfast.

The 2018-19 tendering list includes approximately \$500 million toward construction, maintenance and preservation projects for roads, bridges and flood protection infrastructure, including the Lake St. Martin and Lake Manitoba outlet channels. Tenders will also soon be accepted for the second phase of the Shoal Lake 40 Road, said Schuler.

The 2018 budget is lower than 2017's budget, which was estimated last year to be \$502 million, but actually rose by approximately \$18 million additional, Schuler said.



# An Enchanted Forest

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# Congratulations to the winners of the 2017 Manitoba Infrastructure awards



Grading – Sigfusson Northern



Paving – Nelson River Construction



Special Projects – Borland Construction



Major Structures – MD Steele Construction



ARMCON LTD

Minor Structures – ArmCon Ltd



## Membership Awards

### 40 YEARS

Beaver Sewer and Water Services Ltd.  
Buus Construction Ltd.

Edie Construction Ltd.  
Hitrac (1974)

### 35 YEARS

Aon Reed Stenhouse Inc.  
Derksen Trucking Ltd.  
Winkler Construction Ltd.

### 25 YEARS

B.A. Robinson Co. Ltd.  
Inland Pipe

Weppler Chartered Professional  
Accountants Inc.

### 10 YEARS

Anderson Logging Inc.  
Boruss Contracting  
Campbell Construction Inc.  
D.J. Miller & Sons Construction Ltd.  
General Aggregate Equipment Sales  
Hy-Way Construction Inc.  
Industrial Health and Safety Solutions Inc.  
Interock Trucking Inc.  
J.C. Paving Ltd.  
L.E.T. Construction (1984) Ltd.

LaJambe Enterprises Ltd.  
Lakeside Excavating  
Little River Earthmoving Co. Ltd.  
McColls Skid Steer Service Ltd.  
Parish Backhoe Service  
Rae's Training and Consulting  
Saler's Backhoe & Trucking Ltd.  
Terry Lavallee Construction Ltd.  
Trisura Guarantee Insurance Company  
Wayne's Backhoe & Excavation Ltd.



# MHCA's 2017 Chairman's



# 2017 s Gala





**Canadian  
Construction  
Association**

## New CCA president looks at engaging members in advocacy and technology

*Angela Gismondi, November 16*

The new president of the Canadian Construction Association (CCA) is focusing on three key priorities to carry the association into the future: advocacy, image and technology.

"As I learned more about the industry, I was really excited by it primarily in two areas," explained Van Buren, who was looking for a position in a national association when an executive recruiter called her about the position at the CCA.

"One is just how important construction is to Canada's GDP. It contributes billions of dollars. Secondly, the industry is going through a transformation in terms of technology, business practices and the workforce, so with those elements I thought 'well, that's a really good fit for my skills.'"

"The industry is transforming itself and I think there is a really bright future if you look at the aging infrastructure Canada has. It needs to be modernized."

Van Buren officially took over the position from longtime CCA president Michael Atkinson Oct. 16.

She holds an MBA in international business from McGill and a Bachelor of Commerce from the University of Ottawa.

She is also a Certified Association Executive. She has held roles at a Canadian Medical Association's subsidiary, MD Financial Management, Export Development Canada and most recently as vice-president of marketing and IT at the Canadian Real Estate Association.

"I'm a change leader and I have a unique combination of marketing, strategy and technology expertise," said Van Buren.

"I also have broad experience in financial services, health, economic development and real estate in both the public and private sectors."

One of her priorities in her new role is advocacy.

"Advocacy is core to what CCA does and I know we have a great track record already but I would like to be more proactive and look at ways to engage our members more in political advocacy," said Van Buren. "It's really important for MPs to hear from their own constituents. We have close to 1.4 million Canadians working in the industry, so it's looking at ways we can better leverage their voices and connect them to their MPs carrying the construction industry message."

She is also hoping to work on the image of the construction industry.

"People have different views of the construction industry, whether it's the person on the street holding the stop sign all the way up to builders of the community. I would really like us to work more toward that end of the builders of the community because it's very emotional, I think it resonates with people," Van Buren stated. "When you're living somewhere and you know that the construction industry is helping to create these new, sustainable buildings or smart cities, that's really exciting."

"We need to attract a diverse and technology savvy workforce. There are predictions about us having a severe shortage of workers, so if we can become the employer of choice, and there's no reason for us not to, we offer great, exciting careers."

With a strong background in technology, Van Buren hopes to help members adopt new and emerging trends.

"We know that technology is here — everything from autonomous vehicles to smartphones being used on the worksite," she explained. "Helping our members adopt technology, understanding what is out there, particularly our small and medium-sized firms who don't have the resources some of the big players do to try stuff. They really need to learn from others and best practices to adopt what makes sense for them."

Van Buren says she is looking forward to engaging and working closely with members to influence change in the industry.

"I am a very collaborative leader and I want to reach out more to our local associations and work with them to deliver even more value to our members," she said. "We have a great track record and very dedicated staff. I think there is an opportunity for us to be more proactive, dial up our innovation and also to better communicate how we help our members in their success."



## The market for clean technology

*Peter G. Hall, Vice President and Chief Economist*

2008 was the best of times, and the worst of times. It truly was a tale of two 'ecos': the economy, which had grown long and strong, a stunning double-length growth cycle analysts were calling a high-growth 'new normal'. And then there was the resulting global environmental system wracked by ozone depletion, climate change, and increasing catastrophic effects of natural disasters. With a legacy of inadequate international accords that tried but failed to fix the problem, new approaches were needed. In the aftermath of the 2008 economic crisis and subsequent disasters (e.g., Japan), the global clean technology industry has flourished, driven by imperatives of clean, sustainable, inclusive growth. Will this trend continue?

Before answering, it's important to know why the 'cleantech' industry blossomed. As we now know all too well, that 2008 'best of times' economic fairy tale turned into a nightmare. What ensued was actually a colossal role reversal: what became the worst of times for the economy arguably became the best of times for cleantech. Given the great strain that had been put on the ecosystem, hundreds of billions of dollars of what may well have been the most significant, swift and synchronized stimulus package the world has ever seen were devoted to cleaning up the environment – in both industrialized and emerging markets alike. In this way, the Great Recession was actually a great gift.

So what exactly is cleantech? It's defined as any process, product or service that reduces [adverse] environmental impacts. Cleantech permeates all sectors of the economy, as our environmental footprint can be found in every conceivable activity. The most common applications are found in manufacturing, mining, oil & gas, transportation, power generation, water, agriculture, recycling and other energy efficiency activities.

Since 2008, momentum in the cleantech industry has taken on a whole new meaning. Huge impetus for advancement of the industry was given by the Paris Agreement. The COP-21 process has led countries, states and cities to commit to tangible emission-reduction goals. Known as 'nationally determined contributions', these efforts are at the forefront of the transition towards a lower-carbon economy. There is also special attention on countries at particular risk of environmental degradation, notably islands and other low-lying areas.

Other key factors are increasing demand for cleantech solutions. Increasingly, consumers are looking for products and services with a lower environmental footprint, and in many cases, will pay more for them. Corporations are far more aware of the reputation effects of poor environmental stewardship, especially in today's social media context. Capital is much more available for cleantech applications. Competition is yet another factor: formulate new and cost-effective clean technologies, and it can be a bonanza. In that vein, innovative research and development is driving down costs and the need for subsidies. All this is enabling multi-front changes in the environmental code. Also known as regulation, this function will remain a key factor that drives innovation and presses demand ever further, as amply shown in places like Germany, Scandinavia and California.

The global cleantech industry is growing rapidly, with major investments forecast for all modes of transport, industrial applications, and solar and wind, battery storage and smart grids in the power sector. China alone made nearly \$270 billion in green investments in 2016 and plans to commit nearly \$300 billion annually in the next four years. India's targets will require between \$120 and \$130 billion in green investments by 2022.

Canada is in the game. Canada's share of the global cleantech market is estimated at 1.5%. We currently have 800 companies in the industry, with collective revenue of \$10 billion. Nearly 80% of these are exporters. EDC has made support of these and emerging cleantech exports a key part of our strategy – a topic that our CEO Benoit Daignault is discussing at the Economic Club cleantech event on Monday, November 27 in Ottawa.

The bottom line? Post-recession initiatives are fusing together the economy and the environment in ways that may well make them mutually reinforcing – perhaps for the first time.



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## WORKSAFELY™ reviews achievements, aims to move “from good to great” in 2018

WORKSAFELY™ Back to You with Don Hurst

We have achieved remarkable success AGAIN in 2017. Recent statistics from the WCB show the heavy construction industry's time-loss injury rate falling to an all-time low of 3.3 injuries per 100 workers so far in 2017. At the November 17 Awards Breakfast of the MHCA, I noted that this continued improvement translates into lower WCB compensation rates for our companies. Congratulations.

Looking forward to 2018 WORKSAFELY will be :

- Increasing focus on customized training and responding to industry demand for new courses
- Making changes to our internal systems to accommodate on-line payment and WORKSAFELY course enrollment
- Developing Return to Work programming as an optional add-on to WORKSAFELY COR certification
- Assisting companies to obtain necessary requirements for working in other provinces
- Working with the Manitoba Construction Sector Council to provide additional options for heavy equipment operator training
- Working with government and the WCB to obtain workable solutions to regulatory challenges that affect our industry

Our WORKSAFELY™ team continues to look for ways to help industry to go from good to great with regard to safety performance.

## KNOW YOUR WORKSAFELY™ TEAM

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# Training Schedule

## Construction Safety Excellence™

WINNIPEG - MHCA Office  
3-1680 Ellice Ave.

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

### November 2017

There is no training currently for this month

### November 2017

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  
5 Train the Trainer  
6 ★ Ethics  
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

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# SAFETY

## E- NEWSLETTER



# SAFETY TALK

## What's the danger?

- Black ice is transparent and matches the color of the road, making it difficult to detect
- Less reaction time to control skids
- Forms whenever the sun is not shining and warming the road
- Forms easily on bridges
- Reduced daylight hours in winter make it difficult to detect black ice
- Freezing rain and wind form black ice on roadways

## Black ice awareness

### How to protect yourself

- Take your time and drive with caution
- Reduce your speed significantly and be aware of oncoming traffic
- Plan your route ahead of time
- Check the road conditions prior to leaving
- Avoid travel when weather warnings are issued
- Travel during daylight hours when possible
- At a slow speed, test road conditions by gently applying breaks
- Invest in winter tires

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

Date: \_\_\_\_\_

Performed by: \_\_\_\_\_

Supervisor: \_\_\_\_\_

Location: \_\_\_\_\_

**Concerns:**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Corrective Actions:**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Employee Name:**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Employee Signature:**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**ORDER # 4: 2017-2018 WINTER SEASONAL WEIGHTS (WSW)  
(November 20, 2017)**

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

**ORDER FOR THE START AND END DATES OF THE WINTER SEASONAL WEIGHTS (WSW) WHICH INCLUDE:**

- **WINTER WEIGHT PREMIUM,**
- **WINTER SEASONAL CLASS A1 HIGHWAYS DESIGNATION, AND**
- **WINTER SEASONAL RTAC ROUTES DESIGNATION**

Pursuant to subsection 29(3), 30(3), Schedule B- subsection 2(2) and Schedule C- subsection 2(2) of the Vehicle Weights and Dimensions on Classes of Highways Regulation (MR 575/88), Highway Traffic Act, I order that Winter Seasonal Weights (WSW) on Manitoba provincial routes/highways will be permitted as follows:

<b>AXLE AND GROSS VEHICLE WEIGHTS</b>
<p><b>Winter Weight Premium (WWP) means:</b> 10% increase in the maximum gross axle weights- <i>For Non-RTAC Vehicles as set out in Schedule E (MR 575/88):</i></p> <ul style="list-style-type: none"> <li>a) On a single axle or axle group on a class A1 highway or class B1 highway.</li> <li>b) The gross vehicle weights not to exceed the prescribed maximum for a normal class A1 highway or class B1 highway.</li> </ul> <p><i>For RTAC Vehicles as set out in Schedule H (MR 575/88):</i></p> <ul style="list-style-type: none"> <li>a) On a single axle on a RTAC route.</li> <li>b) On a tandem axle on a RTAC route up to but not to exceed 17,600 kg.</li> <li>c) On a single or a tandem axle on a class A1 highway or class B1 highway.</li> <li>d) The gross vehicle weights not to exceed the prescribed maximum for a normal RTAC route, class A1 highway or class B1 highway.</li> </ul> <p><b>Winter Seasonal RTAC Routes Designation means:</b> Reclassification of specific portions of class A1 highways and class B1 highways as RTAC routes-</p> <ul style="list-style-type: none"> <li>a) Normal RTAC route gross axle weights on all axle units plus the allowable WWP on a winter seasonal RTAC route.</li> <li>b) The gross vehicle weights not to exceed the prescribed maximum for a normal RTAC route.</li> <li>c) Winter seasonal RTAC routes are listed in Schedule B- subsection 2(1) of MR 575/88.</li> </ul> <p><b>Winter Seasonal Class A1 Highways Designation means:</b> Reclassification of specific portions of class B1 highways as class A1 highways-</p> <ul style="list-style-type: none"> <li>a) Normal class A1 highway gross axle weights on all axle units plus the allowable WWP on a winter seasonal class A1 highway.</li> </ul>

- b) The gross vehicle weights not to exceed the prescribed maximum for a normal class A1 highway.
- c) Winter seasonal class A1 highways are listed in Schedule C- subsection 2(1) of MR 575/88.

#### IMPLEMENTATION DATES

- A.** For the province of Manitoba, south of the virtual line that includes PTH 77, going easterly to include PR 513 (Gypsumville) and the northern tip of Black Island, following the eastern shore of Lake Winnipeg to the north shore of the Winnipeg River, easterly along the north shore of the Winnipeg River to PR 304 and easterly to the Ontario border (**Climate Zone 1**).

**Start Date:** 12:00 A.M., Saturday, November 25, 2017.

**\*\*Earliest End Date:** 11:59 P.M., Tuesday, February 20, 2018.

- B.** For the province of Manitoba, north of the virtual line specified in A (above), and south of the virtual line that includes Sherridon Road (Sherridon), going easterly to include PR 393, Wabowden Access Road (Wabowden) and Sipiwesk Lake Access Road, and easterly to the Ontario border (**Climate Zone 2**).

**Start Date:** 12:00 A.M., Saturday, November 18, 2017.

**\*\*Earliest End Date:** 11:59 P.M., Tuesday, February 20, 2018.

- C.** For the province of Manitoba, north of the virtual line specified in B (above) (**Climate Zone 3**).

**Start Date:** 12:00 A.M., Sunday, November 12, 2017.

**\*\*Earliest End Date:** 11:59 P.M., Sunday, February 25, 2018.

*\* May start earlier depending on the weather condition.*

*\*\* May end later depending on the weather condition.*

Please refer to website [www.gov.mb.ca/mit/wsw](http://www.gov.mb.ca/mit/wsw) for details and updates.

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

BY ORDER

Original signed by

Ron Weatherburn  
ASSISTANT DEPUTY MINISTER  
ENGINEERING & OPERATIONS

November 20, 2017



## 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](mailto:katherine@mhca.mb.ca)

Thank you,

Greg Orbanski  
Chair, MHCA

Chris Lorenc  
President, MHCA