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The Heavy News Weekly

Pits and quarries provincial committee reviews consensus paper

The provincial Pits and Quarries Advisory Committee has received a consensus document supported by the MHCA and some rural municipalities, laying out a number of areas of agreement on how to protect access to Manitoba's finite aggregate deposits.

"We are very happy with to have been part of this consensus paper," MHCA President Chris Lorenc said Thursday, following a meeting with provincial representatives, industry contractors, the MHCA, rural municipal officials and the Association of Manitoba Municipalities. The advisory committee has been working since last summer to consider resolving a number of issues around the protection of and access to aggregate mineral resources and the development of pits and quarries.

The consensus paper had direct input from the Association of Manitoba Municipalities, a number of reeves and chief administrative officers from some rural municipalities, such as Hanover and Rockwood, in the Capital Region.

The MHCA and aggregate producers have been increasingly frustrated by the restrictions on development of the resources, particularly within the Capital Region where some aggregate mineral deposits have been "sterilized" — meaning that restrictions on or denial of development applications have effectively cut off access to the deposits.

The issues revolve around conflict with other land use developments, and concern within municipalities that pits and quarries are risks to the environment.

"We have been really impressed with the cooperation from many municipal offices and representatives to resolve the conflicts and perceived risks, many of which do not meet the evidentiary test in our view," Lorenc noted.

The committee is nearing the stages of presenting recommendations to the ministers of the relevant departments — those departments that have responsibility for and under statutes governing both land use development and protection of mineral resources.



The MHCA will keep members notified of developments as this work progresses.

Colleen Munro speaks to the Pits and Quarries advisory committee, summer 2017

MHCA asks minister for meeting on carbon tax, green plan

The MHCA has sent a letter to Sustainable Development Minister Rochelle Squires asking for a meeting soon on the Pallister government's proposed initiatives in its plan to address greenhouse gas emissions. A priority for the heavy construction industry is early notification of when the new carbon tax will take effect.

"Our industry needs to know when this tax will be implemented because contractors are preparing for tenders that will be advertised soon, for the 2018 construction season," MHCA President Chris Lorenc said. "The carbon tax will be applied to fuel, including diesel, directly at the pumps, so it is a significant factor in calculating input costs for any tender a contractor will bid on."

The field is very competitive, a result of tight public infrastructure budgets in recent years. The carbon tax will see the price of diesel at the pumps rise by 6.7 cents per litre, upon its implementation — a significant cost hike as the industry consumes considerable volumes of fuel in the course of a season.

The correspondence to the minister noted that the MHCA has held discussions with numerous provincial officials, out of which a discussion paper was prepared and refined. It responds to the province's Made-in-Manitoba Climate and Green Plan, specifically the initiatives that would directly affect the heavy construction industry. Beyond the carbon tax, the MHCA has advised the provincial government to proceed cautiously should it decide to mandate the use of new vehicle technology, due to the capital costs and potential impact on productivity. The MHCA suggests that in recognition of the risk assumed by early adopters of the latest technology for heavy duty diesel engines, that it also devise provincial tax treatment to help buffer the expense.

The industry accepts the responsibility to adopt efficiency measures, such as anti-idling technology, that are proven. The MHCA stressed, however, that government procurement policies should be improved to get the highest value from public infrastructure budgets.

The MHCA submission — A Climate and Green Plan for Sustainable Infrastructure Investment — is available to members on the MHCA website, under NEWS.



Minister Squires and Premier Pallister present Climate and Green Plan, October 2017



Career Opportunity



The MHCA is seeking a Marketing and Communications Coordinator. For more information please go to www.MHCA.mb.ca and click the link posted under NEWS.

Canada is playing with financial fire (and will for years)

Winnipeg Chamber of Commerce, January 5

In late 2017 Finance Canada released their long term economic and fiscal updates for the country. The report forecasts how Canada's economy will do up until 2055-2056, as well how the federal government's finances will look.

The report forecasts deficits for the federal government until 2045-2046, or another 28 years. While that number is headline grabbing, it is important to recognize that assumes relatively modest growth scenarios. If the government based their projections on the four highest forecasts for GDP growth, the federal books will achieve a \$3.9 billion surplus in 2023-2024. However if the lowest four forecasts are used, the federal governments books won't be balanced until the mid-2050's.

Higher debt levels make everyone, not just governments, more susceptible to economic downturns. We have been in a period of (albeit slow) economic expansion since 2008, one of the longest stretches on record. Inevitably this will change at some point, and typically governments borrow heavily during economic downturns to help stimulate the economy. This goes for governments of all colours. Coming out of the last recession in 2010 for example, the Canadian government posted a record deficit of over \$55 billion.

All that debt has a carrying cost. Interest payments on the federal government's debt total around \$25 billion a year. That money can't go to fixing roads, building schools or to enhancements in our healthcare system. It also can't go to cutting taxes, as federal debt servicing costs are roughly equal to 80% of what the goods and service tax (GST) takes in!

As well with interest rates expected to rise further in 2018, the carrying cost of all that debt will most likely increase as well.

Compounding matters on the government side, is the rapid spending growth forecasted in the future to deal with an aging population. Seniors require more health care typically, as well we can expect Old Age Security (OAS) payments to balloon over the next several decades. Today's report from Finance Canada forecasts federal spending to more than double in the two decades from 2026 to 2046, increases of around 5.25% a year on an annual basis.

This forecast extends decades into the future and will undoubtedly change over time. What we do know for certain is that more debt results in more tax dollars being spent to service it, and for that we should all be concerned. With pressures on the horizon, a stronger timeline is needed to get the federal government's books back to balance.

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Go to mhca.mb.ca to learn how to apply and see the benefits that membership brings

Stay Connected >>> mhca.mb.ca



The cities of the future are going to look very different.

Here's why

By powering the global economy, cities have become the engines of modern society

Construct Connect

by Jeff Desjardins, Founder and editor of Visual Capitalist

As the world's biggest cities continue to sprawl with many millions of new people, they'll look to many of the technologies and tactics covered in today's infographic from Raconteur to work smarter – and not harder – for their inhabitants.

Why cities?

Cities are the engines of modern society.

They power the global economy, consume vast amounts of resources, house the majority of the world's population, and create much of the pollution and emissions that have scientists concerned about the future.

And while big cities consume a lot of resources already – this hardly compares to the megacities of the near-future. In fact, in our lifetimes, we will see massive urban areas in Africa and Asia with populations that swell to 50 million people or more.

That's right – there will be swelling urban populations that consume more food, energy, and materials than most countries.

The right timing

While the prospect of optimizing for the problems of burgeoning metropolises may seem daunting, the timing is actually perfect. The arrival of the Internet of Things (IoT) – thanks to innovations in cheap sensor technology, big data, and predictive analytics – is making it possible to tackle all sorts of urban issues.

Integrating this, along with other advancements in information communication technology (ICT), into urban planning is the vision for smart cities:

But, enough on the broad strokes of this movement – here's how specific changes are taking place.

Working smarter, not harder

Here are some of the initiatives taken on by the people running the smartest cities today:

Smart roads

Monitoring vehicle and pedestrian levels to optimize or divert traffic according to conditions. Intelligent, adaptive fast and slow lanes for walking and cycling.

Smart buildings

Rooftop gardens or vegetation on sides of buildings to help with insulation. Optimization of heating, energy usage, lighting, and ventilation. Integrating photovoltaics and wind turbines into building designs.

Smart lighting

Intelligent and weather adaptive street lights to boost energy efficiency.

Smart waste management

Monitoring garbage levels in containers in real-time to optimize collection routes.

Smart grids

Energy consumption monitoring and management. Uses tech to detect and react to local changes in usage.



Capitalism: make it or break it moment

Peter G. Hall, Vice President and Chief Economist

From ancient traders to the modern day, capitalism is the most enduring and pre-eminent economic system in history. Famously illustrated in Adam Smith's *Wealth of Nations* in 1776 as the 'invisible hand' guiding self-interested individuals to a common good, capitalism has outlasted other systems, and remains a dominant force today.

Those who have periodically celebrated its victory over other systems – usually command economies of various type – in those pinnacle moments have temporarily forgotten that capitalism has its flaws. Sometimes, rather large flaws. The cure for this amnesia is the periodic recessions we encounter, especially the deeper ones. In the grim aftermath of the Great Depression, John Maynard Keynes struggled with capitalism's inevitable fluctuations, and proposed an elaborate mechanism for smoothing them out.

Despite the appeal of his elegant, government-led process for offsetting the economy's wild swings, and the manifold attempts at implementation, Keynes' proposal has failed to achieve its chief aim. We still experience economic fluctuations with an annoying regularity, and 2008-09 proved that we can still face them on a massive scale. In fact, if anything, globalization as we know it has increased the potential for a rapid cascade of an economic downturn to all parts of the planet. The Great Recession was, in reality, a near-death experience for capitalism as we know it.

Sadly, capitalism is still at risk. The seven years that followed the most recent, and easily the most dramatic, application of Keynes' formula have tested the general public's faith in the post-modern version of laissez-faire economics. Millions have been cast out, or never even invited in, to the economic mainstream. Growth has been insufficient to re-absorb workers displaced by the economic crash and its wobbly aftermath, and to absorb millions of potential new yet inexperienced workers. As their numbers have grown, their voices have been heard in the multiple large-scale uprisings that have been all too frequent in the post-2010 period. Their voices were heard in the 2016 US election and the Brexit referendum. Although shy of forming a majority, their ranks registered alarming gains in the stream of European elections sprinkled throughout 2017. If something doesn't change, those voices could eventually prevail.

Is 2018 the year? An early indication may come in President Trump's first State of the Union speech on January 30. NAFTA hangs in the balance, and the Administration's frequent pot-shots at globalization could turn into something more tangible. Through the year, there is a series of key elections that may also bring change: among the large emerging economies, Russia, Brazil and Mexico all go to the polls this year. Cuba faces regime change as the economy slides, and Venezuela will decide its political future. Among developed economies, Italy faces a significant election, and of course, there are the US midterm elections this fall. Some of these may not generate outcomes that favour the current economic structure. But there is hope in key multilateral meetings: the June G7 summit in La Malbaie, Quebec, and the G20 summit in December.

Behind all this buzz is an economy that's reviving. Naysayers notwithstanding, the US economy has been gaining strength for some time, and Europe is revving up impressively. Growth hasn't silenced the cynics, though – many feel that this is a last-gasp, an unsustainable puff of optimism that has little staying power. Strong evidence of pent-up demand in both the US and Europe suggests they are very wrong. Capitalism is under repair.

Why are we wrangling, after centuries of experience with capitalism? Well, it's sort of like a two-wheeled bicycle. It takes faith to believe that a rider can keep it upright in the first place. Get the hang of it, and it's a smooth and fast way to get places. But all it takes is one nasty crash, and it's easy to lose all of that confidence. It may take years to regain it. But once it's back, the time-tested physics kick in again, and off we go.

The bottom line? Is capitalism a perfect system? Far from it. To parody Churchill, it's the worst form of economic system invented by man – except for all the other ones we try from time to time. It seems that in 2018, we are about to prove that all over again.

MHCA welcomes new members

The MHCA is pleased to welcome its newest members:

Unger Excavating Inc.



Unger Excavating Inc. specializes in advanced GPS enabled equipment & site design services, earthworks: subdivisions, parking lots, roadways, agriculture/commercial site development, lagoon construction (design, build, repair/rebuild, decommission), iron deck logistics - specialists in open deck transportation, environmentally friendly snow and ice control, eco sand/solution supply - equipment & application, aggregate, culverts, geotextile - supply & installation, and HDPE pipe: supply/fusing/installation.

Unger Excavating can be contacted at:

Kevin Unger
Box 20039
Steinbach, MB R5E 1R6
Ph: 204-326-3086
C: 204-326-0205
E: kevin@ungerexcavating.com

Denray Tire



Denray Tire specializes in supply and service of most major tire brands, including Bandag retread system, passenger/light duty fleets including mechanical service and safeties, 24/7 on-call services for commercial, industrial, construction, agriculture and off the road tires.

Denray Tire can be contacted at:

Brian Mailman
344 Oak Point Highway
Winnipeg, MB R2R 1V1
Ph: 204-632-5191
C: 204-801-5807
E: Brian.Mailman@denraytire.com

Viper Construction (2000) Ltd.

Viper Construction (2000) Ltd. specializes in sewer and water construction.



Viper Construction (2000) Ltd. can be contacted at:

Jack Zhou
Unit 28 - 2 Donald Street
Winnipeg, MB R3L 0K5
Ph: 204-880-8130
E: jackzhou@viperconstruction2000.com



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ANNUAL CURLING CLASSIC

**THURSDAY,
JANUARY 25, 2018**
The Heather Curling Club
120 Youville Street,
Winnipeg, MB R2H 2S1

REGISTRATION

For a full day of curling, networking, and good eats:
\$250^{+GST} per team or \$62.50^{+GST} per individual

Company: _____

Contact Person: _____ Tel: _____

Please invoice (members only): _____

Visa/MC/AMEX: _____ Exp. Date: _____ Security code: _____

Card Holder: _____

Signature: _____

I would like to enter a team of four (4) curlers: _____

I would like to enter as a single player: _____

I only plan to attend the luncheon (\$40^{+GST}): _____

SPONSORSHIP

For \$275^{+GST}, your company can
sponsor one of the following event
areas - please mark one:

- Ice Sheet (8 spots available)
- Hog Line Contest
- Morning Coffee & Muffins station

Your sponsorship will include:

- Corporate signage at the end of the sheet of ice for the whole day
- Sponsorship announcement and recognition at lunch time
- A 'Thank You' recognition in MHCA's *Heavy News Weekly* and website

Company: _____

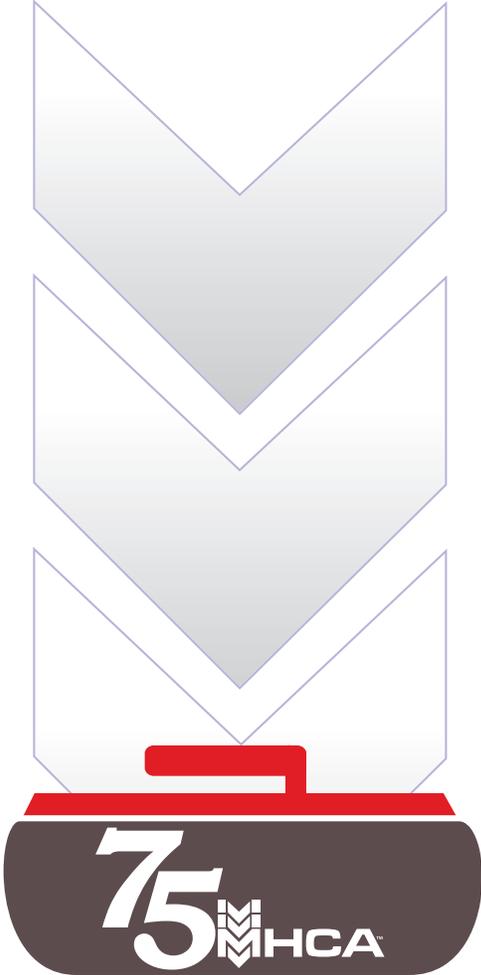
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Visa/MC/AMEX: _____ Exp. Date: _____ Security code: _____

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Signature: _____



Fill out this form in full and fax to the MHCA office at 204-943-2279.

For more information, contact Christine Miller at christine@mhca.mb.ca or 204-947-1379.

As per MHCA Board policy, only registrations cancelled at least six (6) business days prior to the commencement of this event will be refunded.



Don't let winter become a hazard in the workplace

WORKSAFELY™ Back to You with Don Hurst

Slips, trips and falls continue to be one of the leading causes of lost work/time injuries. And, the risk rises in the winter months.

Slip, trip and fall injuries increase during winter for a number of reasons: not only is there less daylight but weather, turning from cold to mild and back again, can cause ice and snow to build up on paths and walkways.

People who live in Manitoba can take winter hazards for granted because they know to expect snow and ice. Sometimes this results in minimizing the importance of removing snow and ice promptly. A good way to ensure you are not overlooking hazards is to review your incident and near-miss reports, and by simply walking around your jobsite to uncover overlooked hazards.

This winter, remember that there are effective actions you can take to reduce the risk of a slip or fall. Eliminating hazards and having a plan to keep snow and ice in check will help reduce risks.

KNOW YOUR WORKSAFELY™ TEAM

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

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Gerry McCombie

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



Training Schedule

Construction Safety Excellence™

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

WINNIPEG - MHCA Office 3-1680 Ellice Ave.

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

January 2018

- 15-16 **COR™ Leadership in Safety Excellence**
- 17 **COR™ Principles of Health & Safety Management**
- 18-19 **COR™ Auditor**
- 26 Auditor Refresher 1/2 day AM
- 26 Excavating & Trenching 1/2 day PM
- 30 Inspections 1/2 day AM
- 31 Investigations

January 2018

There is currently no training scheduled for January

February 2018

- 5 Safety Committee/Representative 1/2 day AM
- 5 Transportation of Dangerous Goods 1/2 day PM
- 6 Flagperson 1/2 day AM
- 7 ★ Construction Industry Ethics (*Mandatory for Gold Seal)
- 12-13 **COR™ Leadership in Safety Excellence**
- 14 **COR™ Principles of Health & Safety Management**
- 15-16 **COR™ Auditor**
- 20-21 Traffic Control Coordinator
- 27 Train the Trainer – Facilitation Skills

February 2018

There is currently no training scheduled for February

March 2018

- 5 ★ Verbal Communication 1/2 day AM
- 5 ★ Written Communication 1/2 day PM
- 6 Preventing Musculoskeletal Injuries 1/2 day AM
- 6 Auditor Refresher 1/2 day PM
- 12-13 **COR™ Leadership in Safety Excellence**
- 14 **COR™ Principles of Health & Safety Management**
- 15-16 **COR™ Auditor**
- 19 Flagperson 1/2 day AM

March 2018

There is currently no training scheduled for March



SAFETY TALK

Winter road hazards

Winter weather can be unpredictable and dangerous. Getting caught in Manitoba winter storms can be downright deadly if you aren't prepared.

What's the danger?

Driving when the temperature turns frigid and on snow and ice can make roads treacherous, which can cause you to spin out of control and into oncoming traffic.

Slick and impassable roads, and decreased visibility, can leave you stranded, with no idea when help might arrive.

Cold temperatures can quickly lead to frostbite, hypothermia and death if you are not prepared.

How to protect yourself

Knowing how to safely drive in winter weather is the best way to protect yourself.

- Make sure your vehicle is in peak operating condition

- Watch the weather. Delay travel when bad weather is expected and if you must leave, let others know your route, destination and estimated time of arrival
- Use your seat belt every time you get into a vehicle
- Accelerate and decelerate slowly
- Drive slowly and increase your following distance to at least 8 seconds when road and weather conditions are bad
- Do not use cruise control in snowy, icy conditions
- If you do start to skid or slide always look and steer in the direction you want the front of your vehicle to go

What would you do?

You have a two-hour drive ahead of you for a work obligation. The forecast is calling for blizzard conditions later in the day. What is your work policy for winter driving?

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:



75 in 2018

The MHCA is 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.

Do you have something to share? Please email Catherine Mitchell at catherine@mhca.mb.ca

Thank you,

Greg Orbanski
Chair, MHCA

Chris Lorenc
President, MHCA