

INSIDE:

3

LIBERALS'
TWO YEAR
INFRASTRUCTURE
PLAN SET TO TAKE
FIVE

5

CAN GLOBAL
SHIPPING STAY
UPRIGHT?

6

REPORT YOUR
PAYROLL THE EASY
WAY - REPORT IT
ONLINE!

7

HOW CANADA'S
ADDICTION
TO ROAD SALT
IS RUINING
EVERYTHING

MHCA Board addresses critical advocacy priorities

Winnipeg - The MHCA Board of Directors at its January 24 meeting focused attention and emphasis on pressing forward with critical advocacy priorities.

INFRASTRUCTURE BUDGETS

Heading into the close of 2017, the MHCA Board met informally with MI to share industry views and concerns associated with the MI program both current and going forward. The MHCA will continue to press for assurances that MI budgets will benefit by stability, predictability and incremental growth focusing on assets which help grow the economy and begin to chip away at the estimated multi-billion-dollar investment deficit in Manitoba's transportation system.

While the Board acknowledges the fiscal challenges inherited by the current government, it is encouraging predictability, incrementality, annual and five-year budget approaches to the leveraging of MI budgets. In addition, the MHCA Board has and will continue to the provincial government to ensure it fully accesses and leverages federal infrastructure program funding.

PITS & QUARRIES

Industry is consistently frustrated in attempts to establish quarries in areas clearly identified with medium to high quality aggregate deposits. This is due largely to lack of procedural and jurisdictional clarity and enforcement, permitted conflicting land-use development, and local opposition. As a result, aggregate costs escalate unnecessarily and with it all construction costs, and Manitoba loses investment, jobs and new tax revenues.

In response to the above, the province at the request of industry, struck the Provincial Pits & Quarries Advisory Committee ('Advisory Committee'). Its members included: The Association of Manitoba Municipalities (AMM); the RMs of Hanover, Rockwood and Springfield; the Manitoba Heavy Construction Association (MHCA); and all provincial line departments including representatives from respective Ministries.

Arising from the work at the Advisory Committee, the MHCA wrote to ministers Wharton (Municipal Relations), Pedersen (Growth Enterprise & Trade) and Schuler (Manitoba Infrastructure) requesting an urgent meeting to discuss key recommendations including:

- Amend the Planning Act to make it clear that municipal development plan by-laws must follow provincial land use legislation, regulation and land use polices. Absent language clarification results in land-use conflicts, arbitrary denials, the neutering of finite mineral resources all at odds with provincially legislated priorities;
- Re-staffing (filling vacant positions) the Mines Branch, with strategic skill sets enabling its continued discharge of critical information gathering, mapping, geological assessment, permit issuing and related oversight responsibilities. Regrettably, that branch was effectively allowed to 'wither away' by the previous government, to our collective detriment.;
- Ensure that Development Plan by-laws identify medium to high quality aggregate deposits, and in such circumstances, aggregate extraction shall be a 'Permitted Use' and not subject to conditional use hearings.

Cont'd on page 2

MHCA Board addresses critical advocacy priorities cont'd.

Where a new or existing operation requires a conditional use hearing, the practice shall be modelled after the Technical Review Committee (TRC) process currently in place for applications to establish large livestock operations. This would oblige Councils to make criteria and evidence-based decisions. Further, any conditions would have to respect technical reports; be demonstrably relevant and reasonable; not amount to constructive denial; be consistent with its development plan by-law; and not be inconsistent with any applicable provincial land use legislation, regulation or policy(s).

Without structure and clear criteria that oblige transparent evidence-based decisions and prevent arbitrary or constructive denials of applications, an appeal mechanism must be implemented to avoid repetition of the past.

- To ensure consistent taxation across Manitoba increase the *Aggregate Mining License* fee and *Aggregate Transportation Levy* provided all municipalities that host aggregate extraction above a minimum annual tonnage be required to levy and collect each fee; and adjust the fees annually by an agreed upon rate;
- Undertake a full update of Manitoba's Quarry Rehabilitation Program to ensure revenues and standards meet reasonable rehabilitation expectations; and
- Establish an advisory council to the minister with representatives from provincial line departments, the Association of Manitoba Municipalities (AMM) and the MHCA. It would monitor aggregate resource development; expedite communication and co-ordination; make recommendations to the minister, or respond to requests for recommendations from the minister, arising from its evolving experience.

CARBON TAX

A key area of concern relates to the impact upon industry and the value of infrastructure budgets, of the federally driven carbon tax. In a letter to the Hon. Rochelle Squires, Minister of Sustainable Development seeking a meeting, the MHCA made a number of recommendations including:

- As soon as possible, announce an implementation date for the carbon tax
- Do not tax a tax: ensure the carbon tax is not subject to the federal excise and provincial fuel levies
- Do not tax cleaner fuel: ensure the carbon tax is not applied to the biodiesel component of fuel
- Incent take up of Tier 4 Final through rebate/refund of carbon tax on fuel consumed by Tier 4 Final
- Press federal government to accelerate rate of depreciation for Tier 4 Final, via capital cost allowance
- Require appropriate anti-idling controls in procurement policies
- Remove PST from purchase of anti-idling technology
- Package tenders for larger road renewal projects to reduce the inefficiencies, cost, impact and disruption of mobilization and demobilization of equipment
- Encourage/compel recycling of materials such as engine oils, used asphalt and single-sourced oils
- Remove PST from recycled materials

The MHCA recommended creating an inter-departmental working group at the senior levels of departments with representation from the MHCA to review and address the carbon tax impact on department budgets.

REVIEW OF SAFE WORK MANITOBA; WCB FIVE YEAR INJURY PREVENTION PROGRAM

The MHCA has been invited and will take part in interviews to be conducted by MNP on behalf of the WCB. The review mandate will consider how best to ensure that SAFE Work Manitoba facilitates and enables the development of industry based safety programs in pursuit of reduced workplace incidents. The Five-Year Injury Prevention Strategy should focus on measurable objectives associated with reduced workplace incidents, timely access to medical care, appropriate return to work practices, and reduced claims, management and operating costs.

The above merely highlights topic addressed by the MHCA Board of Directors.



President, MHCA



Liberals' two year infrastructure plan set to take five: documents

The Canadian Press, January 22

OTTAWA – Late last year, officials warned that a federal spending spree to repair crumbling roads and water systems could take three years longer than expected to complete, based on internal documents outlining issues with the first tranche of cash in the government's infrastructure program.

The Liberals had originally hoped to have cities and provinces complete \$5.4 billion in transit and water system work by this March, but quickly realized that more time was needed.

A "secret" fall briefing note to Infrastructure Minister Amarjeet Sohi, obtained by The Canadian Press through the Access to Information Act, says delays hampered a large number of construction projects, requiring that the deadline be extended as far as March 2021.

The heavily blacked-out document predicted the majority of water and transit projects "would require extensions not only for a third year, but beyond into a fourth year (i.e. 2019-20) and fifth year (i.e. 2020-21)," referencing the federal fiscal years in brackets.

Sohi agreed to a blanket deadline extension to March 2020, turning what was to be a two-year stimulus program into a four-year plan.

He said the decision to grant extra time to 2020, instead of 2021, was based on the expected cash flow for projects and the ability for construction companies to handle all the extra work.

"This is not about that projects are being delayed, it's about taking a little longer to complete those projects or taking a little longer to have the buses manufactured because of construction and manufacturing capacity," Sohi said in an interview from Edmonton.

"From our perspective, we made a commitment to build and rebuild infrastructure and focus on the repairs in phase 1 and ... we are achieving the results we intended to achieve, but we also want to give flexibility."

As of Friday, the federal government had approved more than 3,400 water and transit projects with a combined federal contribution valued at almost \$4.2 billion. Of that money, federal coffers had only doled out about \$175.6 million to date, based on figures available on the Infrastructure Canada website.

Federal dollars flow once cities and provinces submit receipts for reimbursement, often creating a lag between when work takes place and when the federal money is spent.

In some cases, the federal government won't receive receipts until a project is completely done. In other cases, projects are delayed because of labour strife, bad weather or other factors beyond Ottawa's control.

The government says 793 projects representing about \$1.8 billion in federal contributions have been granted individual extensions from Sohi. Between those extensions, and delays in filing expense claims, federal officials last year decided to shift more than \$2 billion in planned spending to future years.

Provincial and municipal officials say that the time needed to go through the funding approval process contributed to the delays.

Cont'd on page 4

Liberals' two year infrastructure plan cont'd.

Having officials vet the details of each proposal before getting federal approval for funding meant some cities put off breaking ground until they knew federal funding would come their way.

"We heard loud and clear from some municipalities that they were struggling to meet two pieces of criteria: timeline requirements and a provision that would require municipalities to incur 60 per cent of their costs by March 31st, 2018," said Alex Benac, a spokesman for Ontario Infrastructure Minister Bob Chiarelli.

The extra time and removal of the local spending requirement, which Chiarelli asked for in September, has given cities "much-needed time to get shovels in the ground and keep their projects on track according to a more generous, achievable timeline," Benac said.

Federal and provincial officials say the lessons learned from the first phase of the program will be used in designing the second phase.

Both sides want funding agreements for the second, longer and more lucrative phase of infrastructure spending signed by March.



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Can global shipping stay upright?

Peter G. Hall, Vice President and Chief Economist

Suddenly, everyone's talking growth. And the way it's being talked about is with surprise and shock, as if it wasn't really expected. I guess so many had been lulled into the world of sub-par performance that the upshift took them unawares. At the same time this reboot has many spooked – analysts openly wonder whether we can actually handle all the growth. How is the global shipping industry coping?

A look at the global shipping industry

This industry dealt with the same question back in 2004. An upshift in growth that followed an already-long global expansion taxed the shipping industry to its limits. Ports couldn't handle all the traffic, and at the same time vessel capacity was so tight that lease rates skyrocketed. The problem was most acute in the US, but the effects were felt universally. Crisis provoked action on a number of fronts, and by the time the recession set in, global shipping was swamped with surplus capacity.

It has taken a long time to get upright, but today, global shipping is definitely full steam ahead. By a number of different measures, 2017 was the best year since the Great Recession and the false start to the new cycle in 2010. Growth in container shipping was the best by far in the past six years, rising by an estimated 6.4 per cent. That's an impressive upshift; during the past five years, annual growth has averaged just 2.3 per cent.

What's driving globally shipping growth?

What's driving the increase? Bellwether ports were up sharply last year. Singapore has seen the number of vessel arrivals surge ahead in the past two years, with activity maintaining a very strong clip through the end of 2017. No single category is driving this growth; it seems well spread across general and bulk cargo, oil and non-oil, and also containers.

China's performance is also an eye-catcher. After five years of meandering, 2017 saw cargo shipments in Shanghai post a decisive 9.1 per cent increase. Container throughput in the port saw a similar 8.4 per cent surge, far and away the best showing for the port since 2011. This suggests not only that global growth is making its way to China's shores, but that some of the Middle Kingdom's vast supply surpluses are being soaked up.

US shipping ports are surging

These and other globally-connected ports would not be reviving without a corresponding shift in developed-market activity. Look no further than US shipping. The largest ports are surging: Los Angeles posted a second year of strong growth, carrying a solid trend into 2018. Its twin port at Long Beach has struggled to get back to previous peak, but a sharp up-trend since late 2016 pushed it over that marker last year with momentum that bodes well for 2018 performance. On the Atlantic coast, the important New York/New Jersey port last year posted its fastest growth since 2010, and the trend heading into this year is very strong.

The lag in European data makes it hard to determine what is happening in that continent's key ports. However, the upsurge in growth currently underway in the Euro Area together with activity in other major ports hints strongly that Europe is in the game.

Can the shipping industry handle the growth?

Does this mean we are running pell-mell back into a 2004 situation? A careless glance at recent data could actually incite panic. The Baltic Dry Index of bulk carrier rates rose by what looks like a stunning 70 per cent last year. The growth is arresting, but the level of the index is anything but: its running at about one-half of its immediate post-recession level, and is just a shadow of the peak levels reached in 2004 and the 2007-08 period.

Cont'd on page 6

Can global shipping stay upright cont'd.

Concurrently, the Harpex index of container ship prices says virtually the same: recent prices have more than doubled, but apart from the price collapse of 2015, today's rates are among the lowest in the past decade. Together, these shipping prices suggest that the vast capacity additions that cascaded into the market just as the Great Recession began are more than accommodating current growth. And judging by current shipping capacity, this is one piece of the logistics chain that we won't have to worry about for a good few years.

The bottom line?

World shipping statistics are a great illustration of the pickup in the global economy. Cynics who believe that the world is running on empty need to have a second look at the vast spare capacity in this industry, and guess again about the world's ability to sustain nascent strong performance.

Report your payroll the easy way - report it online!

WCB Connect, January 2018

Each year, all registered WCB employers need to provide their previous year's actual payroll and their current year's estimated payroll. Historically, this has involved sending a paper form.

Last year, all registered employers were invited to submit their payroll electronically via a new Online Payroll Reporting Application on our website (www.wcb.mb.ca). The uptake was impressive, and the reviews were even better.

We've also taken the feedback from the survey and made the application even better. For instance:

- It's easy - one click from the slide show on the home page takes you directly to the application.
- A summary of the information you provided is displayed before you submit your payroll figures, allowing you to print a copy for your records.
- On-screen help content is right where you need it and specific to the information you need to provide.
- The instructions have been improved, providing more clarity.

If you haven't tried it yet, report your payroll on the Online Payroll Reporting Application this year!



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.



How Canada's addiction to road salt is ruining everything

Bringing down bridges, melting cars, poisoning rivers; it's hard to think of something salt isn't ruining

Tristin Hopper, January 22, National Post

This winter, Calgary has expanded its use of beet juice as a de-icing alternative to road salt. While slightly more expensive than salt, the mixture is more efficient, less toxic and less corrosive.

Nevertheless, despite a galaxy of relatively benign de-icing agents such as beet juice, this year cities across Canada will stubbornly continue to coat their roads with literal mountains of salt. Although salt remains the single cheapest way to keep snow and ice at bay, the economics make much less sense when considering the awesome scale of the damage wrought every year by the salt truck.

Below is a repost of an article that first ran in January, 2017. Since it was originally published, road salt has dissolved hundreds of kilograms of automotive steel, chapped untold numbers of dog's paws and done at least \$5 billion damage to Canadian infrastructure.

It's doing billions of dollars in damage to cars

In 2015, the U.S. National Highway Traffic Safety Administration pegged salt corrosion as the culprit in thousands of vehicle brake failures. That same year, Transport Canada issued a recall of 3,000 BMWs and Minis that had been parked at the Port of Halifax during the 2015 ice storm. But it wasn't the ice that caused the recall; salt de-icing had damaged the vehicles so badly that they couldn't steer properly. Way back in 1975, Transport Canada estimated that de-icing salts were causing \$200 in damage per car, per year — the equivalent of \$854 in 2017. Corrosion-resistant coatings have improved in the interim, but even when one-quarter that amount is applied to the roughly 14 million registered vehicles in Ontario and Quebec, the result is an extra \$3 billion in vehicle depreciation each year.

It's ravaging our bridges and highways

Crews are already at work on a \$4.2-billion replacement for Montreal's Champlain Bridge. The original, built in 1962, was brought to the edge of collapse in only 50 years because of salt corrosion. Salt brine seeping into concrete dramatically speeds up the corrosion of rebar within — and is heavily responsible for the poor state of bridges and highway overpasses across central Canada. Salt was a key contributor to the deadly 2006 collapse of the De La Concorde bridge in Laval, killing six people. The heavy salt diet on Toronto's Gardiner Expressway is also one of the main reasons the elevated highway is often raining chunks of concrete; as rebar corrodes, the concrete around it crumbles. Tellingly, a series of 1930s-era stone carvings around Toronto's Air Canada Centre have been permanently ruined by salty runoff from the nearby expressway.

It's not just roads

After the Algo Centre Mall in Ontario's Elliot Lake collapsed in 2012, killing two people, forensic analysts said the building's steel supports looked like they had spent decades marinating in sea water. There were structural problems, to be sure, but the building was also hammered by 30 years of salty runoff from a rooftop parking garage. Road salt was also a contributing factor to lead contamination of drinking water in Flint, Mich. Water from the Flint River — made extra salty by road salt runoff — was eating into old pipes, dosing the population with lead. In 2011, well before the Flint disaster, Michigan's Mackinac Center for Public Policy pegged the total damage done by road salt as high as \$687 CDN per tonne. In Minnesota, damage estimates ranged between \$1000 CDN and \$5000 CDN per tonne. Canada uses at least seven million tonnes of salt per year, according to 2009 estimates by Environment Canada. Using the Mackinac Center estimate, that's \$4.8 billion in damage per year — \$1 billion more than the \$3.6 billion damage caused by the Fort McMurray wildfire.

Cont'd on page 8

Canada's addiction to road salt cont'd.

There's a bunch of small, annoying problems, too

Dalhousie University estimated that it costs it an extra \$15,000 in cleaning and maintenance each year just to repair all the damage salt does to floors and baseboards — with similar costs presumably accruing to most of Canada's other universities, museums and public buildings. Salt severely corrodes leather, reducing the lifespan of Canadian shoes and requiring extra cleaning. And wading through salt is brutal on dogs' paws: Every winter brings a new wave of chapped paw cases to Canadian vets.

Nature's not too happy with this, either

Hit a moose lately? There's a chance that they wandered onto the road in order to lick up some road salt. Sodium is quite rare in nature, which is why moose — like humans — have pretty strong salt cravings. Much of Canada's road salts also end up on forest floors, farm fields or water systems. In 2010, a report found that Frenchman's Bay outside Pickering, Ont., was so polluted with road salt that it had been effectively cleared of fish.

There's a better way

It's generally too cold for road salt to be effective in the Prairies, so municipalities make do with sand, plowing and — in residential areas — simply having people drive on packed snow. But, the Prairies also regularly rack up Canada's highest rates of highway deaths. Keeping roads ice-free is generally a good thing, but there are less-corrosive alternatives: calcium magnesium acetate, magnesium chloride and calcium chloride. But with salt costing only \$50 per tonne, alternatives can cost between six to 18 times. It's a lot of money for the already overstretched de-icing budgets of Canadian cities — but potentially a bargain when the total societal costs of salt are factored in.

MHCA welcomes new members

The MHCA is pleased to welcome its newest members:

4Refuel

4Refuel specializes in direct-to-equipment 24/7 refueling service where they come to your location(s) and fill your equipment when it is not in use. This allows the equipment and the employee to start the day with a full tank and not have to shop for costly fuel stop delays.

4Refuel can be contacted at:

Aaron Kirouac
160 Transport Road
Winnipeg, MB R2C 2Z2
Ph: 204-880-5553
C: 204-880-5553
E: akirouac@4ReFuel.com



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Province launches new land use and development web application

Manitoba news release, January 25

Land use planning essential to healthy, sustainable communities: Wharton

The Manitoba government has launched a new land use and development web application that will help communities develop their vision for the future, Municipal Relations Minister Jeff Wharton announced today.

“Our government is committed to reducing red tape and streamlining development processes for local municipalities and planning districts,” said Wharton. “Land use planning is an integral part of building healthy, thriving and sustainable communities. This new web tool will enable users to perform land use analyses that will help them to understand and visualize their community’s development potential and build a stronger, more prosperous future.”

The Land Use and Development Web Application is a GIS interface. It has development plan and zoning information for all lands in Manitoba, outside of the city of Winnipeg, and it features:

- information representing land use designations and zones contained in the development plans and zoning bylaws adopted by municipalities or planning districts, and
- assessment parcel information and various base maps from Manitoba Assessment Online.

“The Land Use and Development Web App has proven to be a valuable tool for day-to-day administration,” said Ashley Pielak, administrative clerk, RM of Kelsey. “The application has greatly improved the amount and quality of municipal data and information readily available for us to assist in analysis and decision-making in regards to our municipal issues.”

Wharton noted the new web application will help communities decide the best places to develop homes, parks, agriculture and industry, and also determine where land should be left in its natural state. This will help communities manage change, and balance the demand for development with the need to protect and preserve valuable resources and the environment, he noted.

For more information, visit www.gov.mb.ca/mr/land_use_dev/index.html.

Mayor Brian Bowman - Guest Speaker Mark your calendar

The MHCA is very pleased to announce that Mayor Bowman is confirmed to be guest speaker at an MHCA hosted ‘Breakfast with Leaders.’

The event will take place **7:30-9:15 am on Tuesday, April 10, 2018** at a venue to be selected.

Please mark your calendars and watch for further details in the MHCA HeavyNews Weekly.

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SAFETY

E- NEWSLETTER



Your Voice Heard

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

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





Qualifying for 15% prevention rebate

WORKSAFELY™ Back to You with Don Hurst

This year, qualifying COR™ companies will receive the new 15% prevention rebate on their WCB premiums. This program could return as much as \$1.7 million annually to the industry beginning in 2018.

Companies will want to ensure that they provide key pieces of information to WCB in order to qualify for the 15% prevention rebate.

Companies must:

- Be in good standing with WORKSAFELY™ COR™ program for at least one year
- Maintain an active WCB account
- Be free of penalties or convictions under WCB and Workplace Safety and Health legislation for at least one year
- Be free of any investigations for violations under the WSH or WCB Act (the rebate will be held pending the outcome of such investigations)
- Submit 2017 payroll and estimated hours of work to the WCB

It is important to emphasize that the reporting of the total hours worked is a mandatory requirement for companies wishing to qualify for the 15% prevention rebate. In previous years the reporting of hours worked has been optional.

Companies can indicate the total hours worked for all workers on their WCB Annual Payroll Form. The Annual Payroll Form can be completed online or through the paper form. Alternatively, companies can report it to:

SAFE Work Manitoba

email swc@safeworkmanitoba.ca, call 204-957-SAFE (7233) in Winnipeg or 1-855-957-SAFE (7233) outside Winnipeg.

or *WCB Assessments*

email assessmentservices@wcb.mb.ca, call 204-954-4505 in Winnipeg or 1-855-954-4321 (ext. 4505) outside Winnipeg.

KNOW YOUR WORKSAFELY™ TEAM

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

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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.

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
- 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

- 26-27 COR™ Leadership in Safety Excellence**
- 28 COR™ Principles of Health & Safety Management**

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

- 1-2 COR™ Auditor**
- 12 Flagperson 1/2 day AM
- 12 Safety Committee/Representative 1/2 day AM
- 19-20 Traffic Control Coordinator
- 21-22 Train the Trainer – Heavy Equipment Operator

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SAFETY TALK

Safe lifting and your back

An injury that results in a strain, sprain, torn muscle, tendon, ligament or joint is called an MSI (musculoskeletal injury).

What's the danger?

Work-related lifting injuries are some of the most common injuries in the construction industry.

How to protect yourself

Training your employees on proper lifting techniques can help prevent injury.

- Break down loads
- Use a machine such as a dolly or loader
- Team lift – ask a coworker to help with the load
- When getting supplies delivered, get them unloaded as close as possible to where they are needed
- Pick up trip hazards on stairs and walkways
- Wear the correct footwear for the jobsite

THINK ABOUT THE LIFT!

- Face the object
- Use a well-balanced stance with one foot slightly ahead of the other
- Bend at the knees, not at the back
- Keep your arms straight
- Get a firm grip on the object with your hands and fingers – use handles when present
- Tighten your stomach muscles as you start to lift
- Use your legs to lift
- Pick up your feet and pivot to turn, do not twist your back
- Bend your knees to lower the object

Things to consider

- What processes and tasks on the jobsite most often require lifting?
- What objects are the heaviest for workers to lift?
- What machines on the jobsite can do the lifting for you?

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