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Pits & quarries top agenda at industry meeting with province

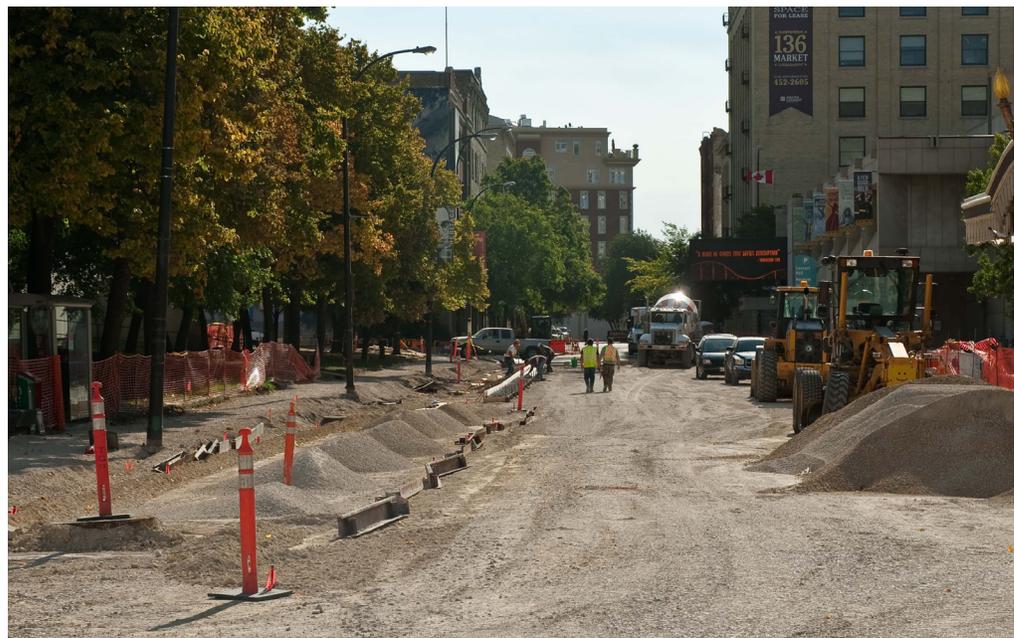
The protection of this province's rich, finite aggregate mineral deposits was the main item of discussion at a meeting between the MHCA, industry members and senior provincial officials this week.

"There's been hard work done by a provincial advisory committee to find ways that ensure aggregate minerals resources are carefully, sustainably managed in a way that is sensitive to the environment and the interests of the communities where they are found," MHCA President Chris Lorenc said. "Our meeting with senior officials from the department of Growth, Enterprise and Trade was a chance to talk its role in meeting the challenges of balancing development in municipalities, and ensuring competing land uses do not sterilize aggregate deposits."

The meeting with GET Acting Deputy Minister Dave Dyson covered general and specific areas of concern, including regulatory duplication ("red tape"). The Pallister government has set out its intent to reduce continually the number of regulatory hurdles, including forms and permitting requirements, now administered provincially.

Dyson said his government believes consulting with industry is fundamental to speeding up the process of red-tape reduction, especially to reduce bureaucratic delays and duplication in permitting requirements.

"We had a good discussion, and the MHCA committed to help where it can. The experience of industry within the field can illustrate the impact of rules, regulations and how the sometimes protracted delays in review of applications can be reduced," Lorenc said. "Removing those kinds of delays is key to ensuring Manitoba's economic growth meets its true potential."



Aggregate is foundational to infrastructure projects
Photo: Brian Bailey

Dramatic shifts in transportation technologies are driving innovation in infrastructure design, construction and operation. MHCA's Driving innovation will help you keep up with the evolution.

Toronto's public works committee calls for policy, infrastructure to prepare for automated vehicles

Toronto's city council was told this week that automated vehicles — such as driverless cars — hold real implications for the way people and goods move efficiently and safely about the streets.

"These more advanced vehicles have the potential to reshape our transportation system, impacting road safety, traffic congestion, mobility equity, and environmental health," a report presented to Toronto city council this week noted.

Toronto took the lead on planning for the new age of transportation in 2016, when it developed a position called "project lead, automated vehicles" in its transportation services division

The public works committee recently directed the city's transportation services manager to explore ways to collaborate with other organizations, including Sidewalk Labs, to develop policy and infrastructure for connected and automated vehicles.

"Automated vehicle technology may develop in tandem with low or zero-carbon energy sources, such as electric vehicles, thereby decreasing mobile emissions," the report noted. "Demand for transportation is largely expected to increase, placing more pressure on roads. The ability of connected vehicles to increase traffic throughput may offset some, or all, of those increases. Without these technological co-developments, automated cars could lead to increased congestion and emissions.

The transportation services division said it anticipates that a subsequent work plan will be necessary for 2019 to 2021, "to explore on-the-ground pilot projects and the continued evolution of transportation infrastructure and automation."

Manitoba to make way for driverless vehicles

The way vehicles move on our streets is changing dramatically, and the legislation governing highways must keep up, the province announced this week.

Infrastructure Minister Ron Schuler announced that legislative amendments to the Highway Traffic Act will be introduced in order to permit the testing and use of autonomous vehicles on provincial roads, reflecting the need to prepare for rapid technological change in transportation.

"We will meet those challenges and seize the opportunities relating to autonomous vehicles by bringing forward these proposed amendments," Schuler said.

Initially, the province will authorize research and testing of vehicles and technologies on highways. The long-term goal is to develop regulations allowing for public use of high-level automated vehicles.

Construction industry opposes Chinese state-controlled firm's takeover of Aecon Group Inc.

CCA, MHCA urge members to write regional MP, federal government to block acquisition

The MHCA has joined a letter campaign launched by the Canadian Construction Association to warn the federal government off allowing a Chinese-controlled corporation to take over a major Canadian construction firm.

The CCA is asking member associations and individual company owners to write to Ottawa, asking the Trudeau government to block any attempt by China Communications Construction Co. Ltd. — one of the largest globally in the industry — to acquire Aecon Group Inc.

"Our association has sent a letter to the federal government, including to Manitoba's regional minister, Jim Carr, voicing our opposition to such a takeover," MHCA President Chris Lorenc said. "There are a number of reasons why this would be bad business for Canada. Aside from concerns about the 'national interest,' which we see as valid, on principle we oppose a state-run corporation competing for public or private infrastructure work."

China Communications Construction is controlled by the Chinese government.

Many in Canada have warned that a takeover is a risk to national security interests. Aecon, based in Toronto, helped to build domestic power plants among other notable Canadian infrastructure projects. Critics to the acquisition say a state-controlled Chinese corporation could pose risks to those kinds of infrastructure works.

In October, Aecon and CCC International Holding Ltd. (CCCI) announced an agreement that would see CCC purchase all common shares of Aecon for \$20.37 per share in cash, a \$1.5-billion deal.

The MHCA is urging members to send their views to MP Jim Carr (jim.carr@parl.gc.ca) and to Paul Halucha, ADM Innovation, Science and Economic Development Canada (paul.halucha@canada.ca). The following is offered, for convenience:

"I wish to express my serious concern to you as senior federal Manitoba minister, about an apparent willingness by the Government of Canada to approve the acquisition of Aecon for \$1.5 billion, by Chinese CCC International Holding Ltd.

I join in the request by the Canadian Construction Association, the national voice of the construction industry, that the government delay its decision for further reflection on this matter.

I urge you and your government to reflect on the real interests that ought to be safeguarded. My industry and I support trade, but not at any cost, not at risk to national interest or security.

I trust that this communication will receive serious consideration by you and by the national government, as trustee of our collective interests."

Lorenc asked that members copy their letter to CCA Chairman Chris McNally (cmcnally@mcnally.ca).



Breakfast with the Mayor

Mayor Brian Bowman has accepted our invitation to be the speaker on April 10 at MHCA's first Breakfast with the Leaders event in 2018.

The Mayor has been asked to give us his prospective look at the city's future, touching upon:

- the role he sees that strategic investment in core infrastructure will play
- the city's fiscal challenges and the potential solutions
- key intergovernmental challenges
- how Winnipeg can advance economic growth and influence
- the importance of thinking regionally and globally (e.g. CentrePort Canada)

This is an important opportunity to listen to the Mayor's reflections as he enters his 4th year of office. We urge members to reserve your seats early as space is limited.

When: April 10

Where: Madison A & B Room
Holiday Inn Winnipeg Airport Polo Park
1740 Ellice Avenue

Cost: \$35/pp (taxes incl.)

Agenda:

7:30am – doors open/registration

8:00am – hot breakfast served

8:15am – Mayor's presentation followed by Q & A

To register, please contact MHCA Operations Manager Christine Miller, by email christine@mhca.mb.ca or by phone 204.947.1379

Second phase of Shoal Lake 40 Road construction work awarded

Construction of the second phase of the Shoal Lake Band 40 all-weather road is set to begin, it was announced this week. The road will link the community to the Trans-Canada Highway.

The road construction contract, valued at approximately \$12 million, was awarded on January 23 to Sigfusson Northern, which completed the first phase of the project. The contract includes construction of 15 kilometres of new road embankment and is cost-shared between the governments of Winnipeg, Manitoba and Canada under a unique joint agreement with the Shoal Lake 40 First Nation. The province designed and tendered this section of road.

The first phase -- roadwork on First Nation lands -- was completed ahead of schedule and under budget. The final phase of the work to connect the community to the all-weather road system is the construction of a bridge over the City of Winnipeg aqueduct, which is currently out for tender.

"Without safe access, our community could not survive physically nor economically," said Chief Erwin Redsky. "Winnipeg's water diversion took away our access so it's fitting that Winnipeg, Manitoba and Canada are part of our shared solution."

"We are pleased the province has been able to advance this critical infrastructure project for the people of Shoal Lake 40 at a total cost of \$30 million. Initial estimates pegged the project at up to \$54 million," said Manitoba Infrastructure Minister Ron Schuler. "Like the first phase of the project, there will be significant involvement from Shoal Lake 40 workers and companies in this next phase of construction."

Shoal Lake No. 40 is a First Nation community straddling the Ontario-Manitoba boundary and has an on-reserve population of about 290 people. It was cut off from the mainland in 1915 when a nearby channel was cut by the City of Winnipeg in order to bring drinking water to the city.

Retirements to challenge sector's labour needs: BuildForce Canada

Projections less clear for heavy civil construction

The next decade is expected to see some slowing of non-residential construction work in Manitoba, but industry will have to keep its eye on recruitment to maintain sufficient labour. That, roughly, is the broad conclusion of report released Wednesday by BuildForce Canada, the industry-led workforce research organization.

"Employment requirements should begin to decline after 2018 as major project demands recede, but are expected to remain at relatively high levels supported by steady levels of ICI (industrial, commercial, institutional) building construction and rising sustaining capital and maintenance requirements across the scenario period," the BuildForce report's analysis of the Manitoba construction outlook said.

As for recruitment prospects, BuildForce's report said the construction sector will see some competition to attract new recruits.

"General population trends to slower growth may pose barriers to attracting young workers. Manitoba's population has a younger age profile than most other provinces, but the pool of youth entering the workforce is declining, while retirements are on the rise."

Construction employment doubled from 2002-2017, BuildForce reported. Much of the growth in non-residential construction employment was due to large public infrastructure projects; Manitoba Hydro, with its decade of development in hydroelectric generating capacity and transmission, was a key factor. Manitoba Hydro's projects are to be finished by 2021, and by 2022 a major pipeline-replacement project and sewage treatment plant expansion are also to be completed.

Employment in Manitoba's non-residential construction sector this year is estimated to be 25,200 workers. It will dip to a low of 22,300 workers in 2024 and then rise to 22,300 in 2027, according to the report's projections.

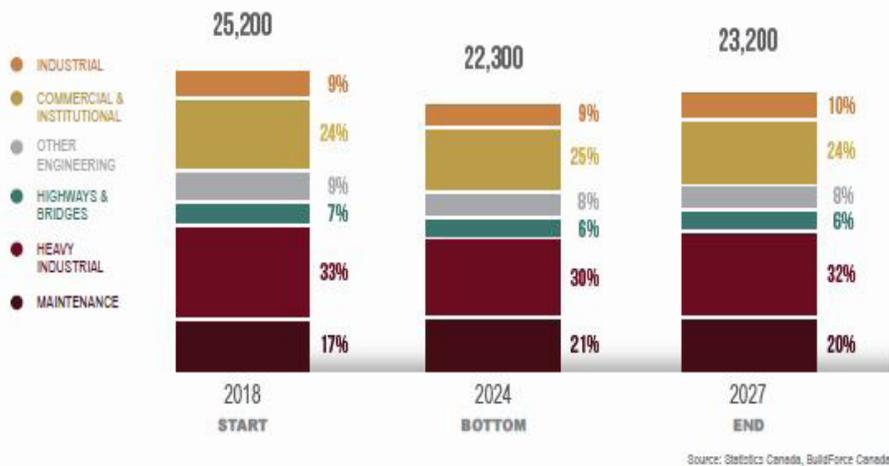
MHCA President Chris Lorenc said BuildForce's employment projection sheds only so much light on what's in store for heavy civil construction because it doesn't drill down to reveal the industry-specific horizon.

"We in this industry are left to speculate about what our needs will be beyond the immediate future," Lorenc said.

But the real issue is the fact that provincial government has not adopted a five-year infrastructure investment program, which would lay out in broad strokes Manitoba's strategic transportation investment priorities, Lorenc stressed. Industry needs such information to better plot their resource needs, including for labour and human resource support.

"We continue to advocate at the provincial level for a five-year program approach to strategic transportation infrastructure planning. It serves the interests of provincial fiscal policy and it serves the public best interest, as well."

Figure 1: Non-residential employment distribution by sector, Manitoba, 2018, 2024, and 2027





A Mexico moment

Peter G. Hall, Vice President and Chief Economist



'Challenging' is not a strong enough word to describe my last two annual visits to Mexico. Oh, I always look forward to catching up on the latest Mexican-Canadian business forays, discussing the local economy with analysts and officials, the warm hospitality, not to mention the warm weather (right now, Canada is in a deep freeze!). But lately, January hasn't been this country's best month. Last year, it was Week 1 of the new US Administration, complete with the announcement (and immediate withdrawal) of a border adjustment tax. This year, NAFTA hangs in the balance, and a general election is imminent. Is this just a repeat of last year's fiasco, or is this a more serious Mexico moment?

NAFTA rounds continue to threaten freer trade in Mexico

The current US Administration's about-face on trade policy is nothing if not dramatic. When NAFTA was agreed, the border became more fluid, the Maquiladoras were set up, and so on. It was an intentional policy that recognized that higher trade and investment deficits – for a season – were a worthy price for the US to pay to lower illegal immigration, illicit business activity and corruption. Freer trade and cross-border investment has given hope to a new generation of Mexicans who no longer have to flee to succeed. Current US policy threatens to undo that, with potentially serious consequences.

So far, the political bluster hasn't blitzed Mexico's economy. 2017 growth is set to reach 2.2 per cent. Exports have managed to post a respectable 2.8 per cent increase. Moreover, foreign direct investment into Mexico will easily surpass \$20 billion, which is shy of record territory, but still an impressive number. As in Canada, Mexican business has barreled on, capitalizing on the upsurge of global growth.

Maintaining the status quo is becoming increasingly difficult. With the US upping its threats to cancel NAFTA, businesses face serious real-life decisions. Supply-chain risk is at the very least causing businesses to develop risk plans for sourcing. The prospect of new content rules is affecting location decisions. Foreign multinationals are more reticent about being under the White House's microscope regarding current or prospective Mexican operations.

Mexican business investment at risk

In fact, on a number of fronts, it's business investment in Mexico that's most at risk. Proposed changes to current trade architecture are the big factor, but there are broader implications. With Mexico staring down the July 1 elections, the very real possibility of a U-turn in policy direction adds great uncertainty to the business climate. A populist shift to a more contentious and less business-friendly leader may exacerbate the situation, weighing against future investment projects.

The implied fiscal insecurity is another factor. Businesses add future tax liabilities into their investment equations; uncertainty on that front changes things. Moreover, government incentives have been instrumental in drawing investment to Mexico; lower capacity to fund new business ventures would be a drawback. Political change would also throw deregulation and privatization policies into doubt. Loss of economic activity also raises the spectre of the security factor and the rise of illicit business, which by its nature often capitalizes on economic deterioration.

If NAFTA unravels, nobody wins

The prospect of a throwback to poorer times is particularly frustrating, as for all parties concerned, it's all so unnecessary. First of all, the notion that Mexico is stealing jobs from other nations doesn't square with the data. The US has a 4.1 per cent unemployment rate, Canada's is moving in on 5 per cent, and Western Europe is moving toward cyclical lows. True, the lower level of overall labour market engagement is exaggerating the success, but even that is changing for the better. A second related fact is that global growth is rising more rapidly than anyone expected – there seems to be plenty for everyone, without tit-for-tat protectionism. Third, a wide body of theory and now decades of practice prove that more restrictive trade is bad for everyone, including the perpetrators. Mexico stands to lose the most if the deal unravels – but they will be one of three on the loser podium; ultimately, nobody wins.

The bottom line?

Mexico is benefiting from a rise in global growth, good news for Canadian exporters and investors in the market. So far, that 'rising tide that lifts all boats' is working. Poke holes in one or more of those boats, and they become a liability for the all the other ships in the harbour.



**Canadian
Construction
Association**

Government seeking recommendations on federal prompt payment legislation

The federal government has contracted independent experts Bruce Reynolds and Sharon Vogel to seek input from the construction industry to identify the elements required to develop a robust federal prompt payment regime.

The federal government will use the proposed recommendations to inform the development of an effective legislative solution that will direct terms of payment and provide for an adjudication process for federal construction contracts.

This initiative builds on ongoing prompt payment efforts, notably the creation of a 14-point action plan developed jointly by the government and the Canadian Construction Association.

Members can read the news release issued by Public Service and Procurement Canada here: https://www.canada.ca/en/public-services-procurement/news/2018/01/government_seekingrecommendationsonfederalpromptpaymentlegislati.html

Raymond Bassett, a member of the CCA executive committee and chair of the CCA Manufacturers, Services & Suppliers Council, said: "We look forward to contributing to this process and doing what we can to improve the flow of payment on Federal construction projects and to help contractors succeed."

Provincial licence plate fight settled, construction industry weighs in

The great plate debate is over.

The Government of Saskatchewan announced January 22 it is rescinding the ban on vehicles with Alberta license plates on all government worksites. Both sides were set to meet January 31 to resolve the issues.

Construction associations in both provinces welcomed the news.

The Journal of Commerce reported that Shantel Lipp, president of the Saskatchewan Heavy Construction Association, said Saskatchewan's highways ministry will be requesting the Alberta government implement an anonymous tip line. The tip line will allow contractors to report incidents of unfair procurement or business practices to the Alberta government.

Lipp added the ministry of highways will work closely with the Saskatchewan Ministry of Finance to conduct fleet audits on all out-of-province contractor worksites prior to the commencement of work, in order to confirm out-of-province contractors are accurately reporting all vehicles and equipment coming across the border between Alberta and Saskatchewan.

MHCA welcomes new member

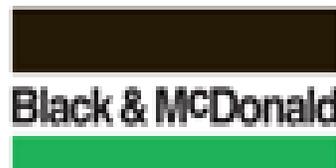
The MHCA is pleased to welcome its newest member:

Black and McDonald

Black and McDonald specializes in traffic controls, street lighting, distribution line construction and maintenance, pole replacement & removal, high voltage cable pulling, high voltage terminations and cable splicing, trenching for utilities, underground ducts, cast-in-place or pre-cast chambers, vaults and foundations, and communication infrastructure.

Black and McDonald can be contacted at:

James Melendez
401 Weston St.
Winnipeg, MB R3E 3H4
Ph: 1-647-749-0782
C: 1-431-335-0248
E: jmelendez@blackandmcdonald.com



MHCA Annual Curling Classic

January 25, 2018



On January 25, MHCA members came together once again to participate in the annual MHCA Curling Classic, starting the morning off with coffee and donuts (sponsored by AON Reed Stenhouse). Teams took to the rinks from 8 am to 5:30 pm, competing to win one of three sponsored trophies. The final event winners of the day were Standard Limestone Quarries.

Thank you to our event sponsors



MHCA Annual Curling Classic winners

Hoggin the Line contest winner
(Sponsored by Superior Asphalt Paving Co. Ltd.):
Chris Parker

50/50 winner
Amount: \$271
Les Cels



'A' event winners Sponsored by Lehigh Inland Group: **Standard Limestone Quarries**



Sam Good, John Good, Nicholas Good, Scott Good

'B' event winners Sponsored by Lafarge Canada: **E.F. Moon Construction**



Brendan Moon, Shane McCulloch, Greg Brooks, Murray Moon

'C' event winners Sponsored by MHCA: **Cambrian Excavators**



Glen Henderson, Jack Lavallee, Brent Farguson, Peter McDougal (missing)



We, too, can help end the stigma around mental health

WORKSAFELY™ *Back to You with Don Hurst*

This past Thursday was Let's Talk Day, a mental health awareness campaign sponsored by Bell Canada. The principal objective of the campaign is to end the stigma around mental health by sharing experiences through social media with the #BellLetsTalk hashtag.

Provide support to your employees by:

- Starting a conversation about mental health. For example, talk about stress, and how to manage it in your safety talks.
- Being aware of behavioural changes in your coworkers and encouraging them to talk.
- Assisting workers in detecting mental health issues early. Encourage employees to access free online screening tools.
- Supporting your employee's efforts to get help. Allow an employee flexible hours to go to therapy.

Let's help end the stigma!

KNOW YOUR WORKSAFELY™ TEAM

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

Director, WORKSAFELY™ Education and Training
E: don@mhca.mb.ca T: 204-594-9051 C: 204-291-4740

Ed Gregory, NCSO, OH&S Cert.

WORKSAFELY™ Safety Advisor, Southern Region
E: ed@mhca.mb.ca T: 204-594-9058 C: 204-227-6932

Randy Olynick, CRSP

WORKSAFELY™ Safety Advisor, Eastern Region
E: randy@mhca.mb.ca T: 204-594-9057 C: 204-295-3876

Trevor Shwaluk, B.P.E

WORKSAFELY™ Safety Advisor, Central Region
E: trevor@mhca.mb.ca T: 204-594-9061 C: 204-871-0812

Dave McPherson

WORKSAFELY™ Safety Advisor, Northern Region
E: dave@mhca.mb.ca C: 204-271-2088

Phil McDaniel, OH&S Cert., P. GSC, NCSO, CRM

COR™ Program Development & Quality Control Advisor
E: phil@mhca.mb.ca T: 204-594-9059 C: 204-997-5205

Jackie Jones, CAE

WORKSAFELY™ COR™ Program, Education and Training Advisor
E: jackie@mhca.mb.ca T: 204-594-9054 C: 204-509-0384

Sarah Craig, OH&S Cert.

WORKSAFELY™ Client Services Advisor
E: sarah@mhca.mb.ca T: 204-594-9060 C: 204-979-3971

Kristen Ranson

WORKSAFELY™ Administrative Assistant
E: kristen@mhca.mb.ca T: 204-594-9056 C: 204-330-3520

Gerry McCombie

WORKSAFELY™ Safety Advisor, Western Region
E: gerry@mhca.mb.ca C: 204-720-3362

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



MHCA congratulates the latest class of successful students who completed their COR training, delivered by WORKSAFELY™'s Ed Gregory on January 19.



SAFETY TALK

Shoveling snow

Shoveling is one of the leading causes of strains and muscle injury throughout the heavy construction industry.

What's the danger?

Hazards that can result in strains or sprains:

- Ground instability
- Twisting your back while shoveling
- Lifting heavy loads with a shovel
- Stretching to reach the snow you are shoveling
- Bending while shoveling or digging for long periods

- No matter the material you are shoveling, always try to skim off the top
- Do not pick up more than 10 pounds at one time
- Avoid stretching and reaching
- Always select the right shovel for the job – pay attention to blade type, handle length and grip of the shovel
- Take mini breaks after 20-30 minutes of continuous shoveling or digging

Things to consider

- Can shovel use be eliminated by mechanical means?
- Is the proper shovel available on the job site?

How to protect yourself

- Turn your body to face the direction you will throw the snow
- Stand with your feet apart and with one foot in front of the other for improved stability
- Allow your whole body to help instead of just your arms and back

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

Date: _____

Supervisor: _____

Performed by: _____

Location: _____

Concerns:

Corrective Actions:

Employee Name:

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