February 9, 2018

The Heavy News Weekly

INSIDE:

Proposed legislation for underground infrastructure registration moves ahead

A private member's bill that would require utility owners to register federally regulated underground infrastructure to prevent damage and risk on construction sites will soon be tabled in the House of Commons.

The Canadian Common Ground Alliance supports the bill — Bill S-229 was recently approved in the Senate — and is encouraging members to contact their federal Member of Parliament to ask her or him to vote for the proposed legislation.

The CCGA has launched a website ICanDigSafe.ca, where you can easily click to 'sign' a prepared letter of support and directly email it to your MP.

The CCGA has been working with its members, including the Manitoba Common Ground Alliance, and industry associations on the Underground Infrastructure Safety Enhancement Act, Bill S-229.

This legislation is intended to increase safety and reduce the cost associated with damages to underground infrastructure by mandating a comprehensive call/click-before-you-dig notification system across Canada.

Bill S-229 will build on and enforce the "click before you dig" principle. It would require:

- Operators of underground infrastructure that is federally regulated or on federal land to register the infrastructure with a notification centre
- People who are planning to dig to first make a locate request with the relevant notification centre
- Operators of underground infrastructure to respond to locate requests by locating or marking the ground, or providing a clear description of the location of the underground infrastructure near the proposed excavation, or providing an all-clear to proceed with excavation

The proposed legislation responds to a 2014 Senate committee report that recommended all jurisdictions mandate the use of this type of notification system. While there are Call/Click Before You Dig systems in Canada, only Ontario has legislation requiring its use. Bill S-229 would establish a comprehensive system covering underground infrastructure on federal lands.

When digging occurs without determining the existence of underground infrastructure, through a 'One-Call' Notification Centre, for example, there is a significant and unnecessary risk to public safety, worker safety and the environment. Direct and indirect costs attributed to damaged underground infrastructure amount to as much as $1 billion yearly.

Province sees aggregate mineral resources as a priority

Heavy construction industry members stress to minister that key resource, investment at risk

Jobs, investment and the potential for economic growth they carry are leaving Manitoba for other provinces because the development of pits and quarries in some municipalities is frustrated, the MHCA told key government ministers at a meeting Thursday.

Manitoba companies have moved millions of dollars for investment elsewhere because of the futility in some rural municipalities of applying to operate a pit or quarry, MHCA President Chris Lorenc told the meeting at the legislature.

Municipal Relations Minister Jeff Wharton, joined by Growth, Enterprise and Trade Minister Blaine Pedersen, told the gathering of senior MHCA board and committee members that his government is working on resolving the issues that spark conflict when applications are made for pits and quarries in some rural municipalities.

Municipal Relations is leading an advisory committee of provincial, municipal and industry members. That committee is in the midst of preparing recommendations to the minister for clarifying authority and jurisdiction, and easing the procedural aspects of applications to balance the sometimes competing interests of economic development, infrastructure resources and public needs.

The meeting at the legislature included senior officials of departments that have statutory authority over land-use planning, resource development and infrastructure investment. The MHCA called for amendments to the Planning Act to clarify jurisdiction and regulatory compliance, and for key positions within the Mines Branch to be filled.

Wharton said his government recognizes a balance must be struck among the interests at play. He reiterated that his government insists all involved in consideration of land-use matter have a 'fair say.'

Lorenc said the industry respects that the Pallister government is grappling with difficult long-term fixes to Manitoba's fiscal issues, but stressed there are considerable risks of not making some necessary legislative amendments in the very near term.

"The Planning Act must be clarified so that provincial authority is understood and respected when municipal development plans are framed, such that residents and municipal councils can see their long-term land-use plans set on strong foundations," he stressed. "Economic growth cannot be assured without that kind of predictability for all development interests."

MHCA board members meet with the ministers of Municipal Relations Jeff Wharton (top) and GET Blaine Pedersen (left) Feb. 8

Opinion: Winnipeg needs a plan-based approach to growth

Lanny McInnes, President & CEO of the Manitoba Home Builder's Association

Building a new home is the single largest investment most Manitoba families make. Home values continue to increase in Winnipeg, which has helped ensure a healthy return on the investment made when someone builds a new home. In 2016, over $2.7 billion of residential construction activity took place in Winnipeg. Housing construction was responsible for over 16,000 jobs in Winnipeg earning over $915 million in wages. These are major investments with a major impact on our city's entire economy. Here are some reasons to Winnipeg should plan better, for growth.

Growth actually more than pays for growth

All of the infrastructure that goes into new developments is paid for by the developer, not by the City of Winnipeg. Every road, every pipe and drain, the sewer and water lines, the greenspaces, the trees, right down to the fire hydrants are outlined and approved by the city in each development agreement they have with the developer of a new development project. Property taxes are among the highest on the new homes built in these communities while service levels (such as community clubs, transit, etc.) are the lowest. So new developments not only pay for their own infrastructure needs, they provide a significant amount of revenue that helps renew older infrastructure in other parts of the city. Let us not forget that major investments by all three levels of government to help build major trade corridors like the Route 90 extension to facilitate trade both west and south of Winnipeg were done for economic development, not residential development.

New developments = new density

It may surprise you that many of the areas in Winnipeg with the greatest population density are the newest communities and developments. Multi-family developments, town houses, condos and apartments are common and prominent features in Winnipeg's fastest growing neighbourhoods. Winnipeg's density growth is happening in newer communities, not in our established neighbourhoods. The NIMBY (Not In My Back Yard) mentality, the lack of certainty around which densification projects will be allowed, and the lack of sufficient infrastructure in existing neighbourhoods all deter greater density in older parts of Winnipeg.

Old Infrastructure can't necessarily handle greater density

While it would be great to build greater density in many of Winnipeg's older neighbourhoods, it can be challenging as older infrastructure may not have the capacity to service new apartments or condos. Sewer and water pipes in some cases are 50 to 60 years old and were built to serve a neighbourhood of single-family homes. The sewer and water infrastructure capacity in an area may not be adequate to add an apartment block that replaces 2 or 3 single family homes or to retrofit a warehouse into high end condos. And keep in mind that the cost of replacing antiquated and insufficient infrastructure in order to facilitate new infill developments are born by the developer, not the City of Winnipeg.

Lifestyle choices

Simply put, not everyone in Winnipeg works downtown and not everyone wants to live downtown. While the "all roads lead to downtown" mentality is fairly prevalent in the current discourse, many of us don't work downtown.

30 minutes from anywhere

Even with our recent growth, Winnipeg remains a relatively easy city to commute to downtown in when we compare ourselves to cities like Edmonton and Ottawa. Certainly, compared to Toronto or Vancouver, Winnipeg is easy to move around in. We agree that as we grow, a solid plan to maintain this advantage is vitally important.

Opinion cont'd

Lower greenhouse gas emissions

Homes built today in Winnipeg are amongst the most energy efficient homes anywhere in North America. New building code standards, technology and materials continue to increase the energy efficiency of new homes as they are built. Even with the growth we have experienced, Winnipeg continues to have one of the oldest housing stocks in Canada, and the annual cost of heating older homes in Winnipeg's established neighbourhoods can be more than double that of a new home.

Live in a healthier home

If you live in an older home, do you know what's in your walls? Today's homes are built to standards that ensure a cleaner, healthier environment. More efficient buildings and better building standards mean better air flow, better quality, and better safety for your family.

The discussion on how to grow our city should not be reduced to a "Downtown" vs "the rest"debate. Winnipeg needs an inclusive and fact-based plan for growth. Our city needs a plan based approach to growth that drives both economic and residential growth in a sustainable way and that is followed and implemented by our civic government to encourage confidence and investment.

This article is an abridged version of a blog posted by the Winnipeg Chamber of Commerce on January 30.

America's red-hot auto sector

Peter G. Hall, Vice President and Chief Economist

There's no denying that vehicle sales in the US are red-hot. That's hardly news, though; annual sales have topped the 17 million-unit level for three years running. In spite of the so-so growth the economy has cranked out in the past seven years, changing overall preferences and a millennial generation that isn't supposed to be as interested in vehicle ownership, auto sales rocketed back from the recession's chasm, and were arguably the first industry to truly recover. What drove this stunning growth, and what does the near-term future look like?

Compared with previous growth phases, this one is quite impressive. The speed of recovery is more like the post-1982 period, although back then, today's levels were never matched. The previous growth cycle began in 1992, and was slower to get going. Back then, today's sales levels were only reached after eight years of expansion, and the starting point was much higher than in this phase. This time, from the recession's deep trench, it took only six years for sales to cross the 17-million-unit level.

Top selling vehicles in the US

What are the hot-spots, by vehicle type? Light trucks are leading the charge, boasting seven years of uninterrupted expansion. However, vans and SUVs, the darlings of the past, are no longer the sales powerhouses. That honour goes both to pickup truck sales, which, while growing sharply, still fall shy of previous peak levels, and crossover utility vehicles (CUVs) which have surged from almost nothing in 2000 to 6 million units in 2017. It hasn't been rosy for all segments of sales, though. Car sales did rise, but since 2014 have sunk back by a total of 21 per cent.

The market as a whole may have come roaring back, but the Detroit-3 aren't out in front. Things had already soured for the D-3 when recession took them to the brink. Since then, in both cars and light trucks, they have been losing market share. While they used to own the light truck space, D-3 shares have come down from 65 per cent in 2007 to 54 per cent last year. For cars, the news is even worse. At just 40 per cent in 2000, the D-3 now grab just 26 per cent of the total market.

At the same time, the share of US vehicle sales that are produced in North America has see-sawed. Back in the mid-1980s, the domestically-produced share of sales was about three-quarters of the total. It soared to 89 per cent in the mid-1990s, but since then has retreated right back to the 75 per cent level, and is in a bit of a holding pattern there. And then the allocation within North America has shifted, with Mexico's production gains concerning many in America.

US auto industry back to peak levels in 2016 and 2017

Even so, put another way, production inside the US seems as red-hot as sales. The Federal Reserve Board's capacity utilization numbers peg the auto industry at peak levels in 2016 and 2017. You really have to go back to the late 1970s to find a number that's significantly higher than current utilization. Recent investment announcements will no doubt alleviate some of that pressure, but high sales levels will keep things tight.

A further bright signal is truck sales. Medium-duty vehicles are on a multi-year surge, and could test previous peak levels. This speaks to rising business investment, as these are typically used for more industrial purposes. Even more inspiring is the recent jump in heavy truck sales, a noted bellwether of wider growth.

America's red-hot auto sector cont'd.

Canada's auto industry vulnerable in NAFTA renegotiations

Bringing the story together, it is evident that while sales are scorching, there are concerns about how that is cascading into activity in the local market. The sector is occupying a prominent spot in the current NAFTA renegotiations, with the US proposing aggressive US and North American content requirements. Canada's industry has obviously benefited from the rebound in US sales, and has attracted recent investments that bode well for the future. Even so, our part of the industry is vulnerable to changes that may come with a redesigned NAFTA, or worse still with no NAFTA at all. Among all industries, the auto sector is the one that we judge most vulnerable to possible changes.

The bottom line?

Vehicle sales in the US are about as hot as they ever get, and the heat is expected to persist. In general, the industry is relieved, rejoicing and very busy. Break down the numbers a few ways, and the story is not quite as rosy. This has heated up the politics around the industry, bringing uncertainty to its future, and hesitation to investment plans – at a moment when new spending is badly needed, on multiple fronts

Oppose the Aecon-CCCI deal

The MHCA is reminding members to join the letter-writing campaign launched by the Canadian Construction Association, opposing approval in Ottawa of the $1.5 billion purchase of Canadian construction company Aecon by Chinese state controlled CCCI.

"In principle, we oppose construction tender competitions being open to state-controlled entities," MHCA President Chris Lorenc said, adding there also are valid concerns expressed about the deal with regards to national security issues.

The MHCA is encouraging members to write to senior federal MP Jim Carr (jim.carr@parl.gc.ca), to lend their voices in opposition to the deal.

Aecon has received a "no action" letter granting approval under the Canadian Competition Act. It still requires regulatory approvals under the Investment Canada Act.

The CCA has asked the government to extend the time of the current review of the CCCI transaction to allow for more input from industry.

"This is not about foreign competition. This is about government-owned and controlled entities competing with private and public commercial businesses. Capital cost is only one example of how government-owned entities have an unfair advantage," explained CCA Chair Chris McNally.

"Separate from the cost of capital is the possibility that the government-owned entity might be willing to take work below its costs and below market costs for political purposes rather than the need to be profitable."

MHCA is pleased to announce:

Breakfast with the Mayor

Mayor Brian Bowman has accepted an invitation to be 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 you to reserve your seats early as space is limited.

When: April 10, 2018
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
8:20am – 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

Event Sponor

MHCA welcomes new member

The MHCA is pleased to welcome its newest member:

Kelsey Bus Lines 2014
Kelsey Bus Lines 2014 specializes in charter bus services.

Kelsey Bus Lines 2014 can be contacted at:

Melvin Bercier
PO Box 10250
Opaskwayak Cree Nation, MB R0B 2J0
Ph: 204-627-2239
C: 204-627-0398
E: shirley.barbeau@aseneskak.ca

WORKSAFELY MHCA

NEW TECHNOLOGY TO TEACH SAFETY

– A PILOT

March 6. 2018

Time: 10:30 AM - 12:00 PM

Location: **1000 Waverley Street**

Room: Training Room 103

Registration: rwang@mbcsc.com

- Flagperson Training
- Roadbuilders Safety Training System
- Personal Protective Equipment
- Prime Contractor

Supported by a grant from the Research and Workplace Innovation Program of the Workers Compensation Board of Manitoba

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WCB Workers Compensation Board of Manitoba

MHCA

WORKSAFELY™ customizes training for your worker`s needs, in your workplace

WORKSAFELY™ Back to You with Don Hurst

As you may know the MHCA has decided to move away from delivering training through events such as the MHCA Expo. What we have been hearing from our industry is that companies prefer a more flexible approach to training, while having the option to choose specific courses from us that are relevant to their workplace. In the last few months, our advisors have increasingly been doing more custom training in company workplaces.

As you review your training needs, remember to think of certifications that are set to expire. Are your employees up to date with Flagperson or WHMIS certification? Additionally, there have been changes to our Audit Tool — we strongly recommend signing up for our Audit Refresher course, which also addresses these changes.

So while we are not offering Expo, I want to remind everyone that there are many different options available for custom training. I encourage you to contact your advisor and discuss what training is needed in your workplace, whether that may be customized in your workplace, or scheduled training available at the MHCA office.

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.

February 2018

12-13	**COR™ Leadership in Safety Excellence**
14	**COR™ Principles of Health & Safety Management**
15-16	**COR™ Auditor**
20-21	Traffic Control Coordinator

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

BRANDON - St. John Ambulance

Shoppers Mall, 1570 18th St.

February 2018

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

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

★ Leadership Certificate Program/Gold Seal

WORKSAFELY MHCA

SAFETY TALK

Cold stress

Workers who work in the cold are at risk of cold stress. This weather-related condition can lead to serious injury and death.

What's the danger?

- **Frostbite** – an injury to the body caused by freezing and causes loss of feeling and color in the affected areas

  symptoms include:
  - Reduced blood flow to hands and feet
  - Numbness
  - Tingling or stinging
  - Aching
  - Bluish or pale, waxy skin
- **Hypothermia** – occurs when your body begins to lose heat faster than it can be produced. Low body temperature affects the brain, making you unable to think clearly or move well.

  symptoms include:
  - Shivering
  - Fatigue
  - Loss of coordination
  - Confusion and disorientation
  - Slowed pulse and breathing
  - Loss of consciousness

How to protect yourself

- Know the symptoms; monitor yourself and your co-workers
- Stay up to date on day-time temperatures
- Wear appropriate clothing – layering provides better insulation
- Plan work so that warm-up breaks are taken
- Do not rub frost-bitten areas as it can cause more damage
- Call 911 or a local emergency provider immediately if you think someone is experiencing hypothermia

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:

_____

_____

_____

_____