

The Heavy News Weekly

Bid for expedited approval of roadworks fails

Committee says it will hold special meetings to get construction going

A Winnipeg city council committee has turned down an administration recommendation that would have sped up the awarding of 7 road projects, to ensure full use of our short construction season.

The seven projects each have estimated budgets of more than \$5 million, the limit of the signing authority of the chief administrative officer. All contracts of greater value must go to the Infrastructure Renewal and Public Works committee for approval.

Coun. Marty Morantz, chair of the IRPW committee, said he wanted to respect the decision, made years ago, that reduced the CAO's signing authority from \$10 million to \$5 million. The move was made following public controversy arising from budget over-expenditure.

Morantz and Councillors Devi Sharma and Jeff Browaty were not convinced by the appeal from Public Work's engineering manager, Brad Neirinck, who explained that the projects need to be awarded soon, to ensure they get started at the beginning of the season and are completed this year.

For each project to come back for committee approval, after going through the tender advertising, evaluation and award process, would add up to 8 weeks following contractors' bid submissions. With CAO approval, the process could be wrapped up in 3 weeks after bid submission.

Neirinck explained each of the projects — including the downtown bike lane system and significant projects on Fermor Avenue and bridge and on Empress Street, including a bridge rehabilitation — has been vetted by council through the preliminary and final approvals of capital budgets in 2017 and 2018. Further, all come with good "Class 3" budget estimates and 5 have gone through public consultations.

Coun. Mike Pagtakhan spoke in favour of giving the CAO the final stamp to get the roads projects moving. Pagtakhan noted that, unlike in the past, the administration's Class 3 estimates mean that they have undergone rigorous review and are subject to project management that is on the leading edge in Canadian municipalities. Further, the public tendering process provides another level of oversight.

Effectively, Pagtakhan said, the IRPW committee will simply stamp the lowest-bid award.

"These are projects that Winnipeggers are waiting to see happen."

The IRPW committee instead committed to holding special meetings as required, upon request of Public Works, to approve capital projects expeditiously.

"We regret the IRPW committee's decision," MHCA President Chris Lorenc said. "We need to sit down with the councilors and explain, from our perspective, the importance of appropriate and required levels of delegated authority to enable competitive bidding, timely contract awards and project completion."

"None of this quarrels with holding administration accountable."

INSIDE

3
MI TENDER
SCHEDULE PROMPTS
CALL FOR MEETING

4 - 6
FEDERAL BUDGET

**4 - INFRASTRUCTURE
TAKES BACK SEAT**

**5 - SMALL-BUSINESS
TAX REFORM SCALED
BACK**

**6 - CCA
CONCERNED ABOUT
INFRASTRUCTURE
SPENDING, TIMELINE**

Carbon tax meeting with minister leads to consultation commitment

Sustainable Development to release 'green plan' this year, launch carbon tax

The heavy construction industry was assured this week that once the Pallister government's Climate and Green Plan bill is tabled in the legislature, the industry will be invited to a timely briefing on the bill.

The MHCA and board members met with Sustainable Development Minister Rochelle Squires and senior staff Wednesday to stress that the implementation of a carbon tax will have demonstrable impact on the heavy construction industry's costs, which in turn become costs to public infrastructure budgets.

MHCA President Chris Lorenc noted that the challenge of protecting the full value of public infrastructure programs — ensuring that higher project costs don't erode the amount of work that can be done for the budget levels approved each year by governments — is compounded by the fact that the provincial highways budget, for example, has been reduced by a full 20% since 2016.

"Maintaining highways and also water-control assets is very much an issue of sustainable development and protection of our environment," Chris Lorenc said in the ½ hour meeting Wednesday.

Poorly maintained roads, culverts or bridges cause transportation delays. Longer travel times or idling on the road ramp up fuel consumption and, therefore, greenhouse gas emissions — both counterproductive to the province's green plan, which aims to reduce Manitoba's carbon footprint.

The heavy construction industry told Squires that it is actively working on technologies and construction innovations to cut the toll that fuel consumption has on budgets and the environment. Material recycling has been done for years, anti-idling devices are being taken up as they become practicable (extreme cold presents risk) and new 'tier 4 final' engine technology is the standard this year.

The MHCA's carbon tax discussion paper recommends a number of tax changes that can buffer the impact of the carbon tax at the pump, and assist in the take up of new technologies.

Fundamentally, however, the provincial government must ensure that its authority over land use and development and over Manitoba's finite, rich deposits of aggregate minerals is respected by all levels of government. In the Capital Region, where many pits and quarries and deposits are located, conflicting land-use development has sterilized some of those resources, forcing the industry to go farther to source aggregates. That dramatically increases fuel consumption and greenhouse gas emissions.

One proposed quarry development, repeatedly denied approval in a Capital Region municipality, could cut hauling costs by \$45 million over its 15-year life span. That is a cost that taxpayers ultimately bear in public infrastructure budgets, but it is also an indication of the pressure on GHG emissions that result, Lorenc pointed out.



Minister Squires and Premier Pallister announce 'made-in-Manitoba' plan last October

Revised Manitoba Infrastructure 2018 tender schedule disappointing

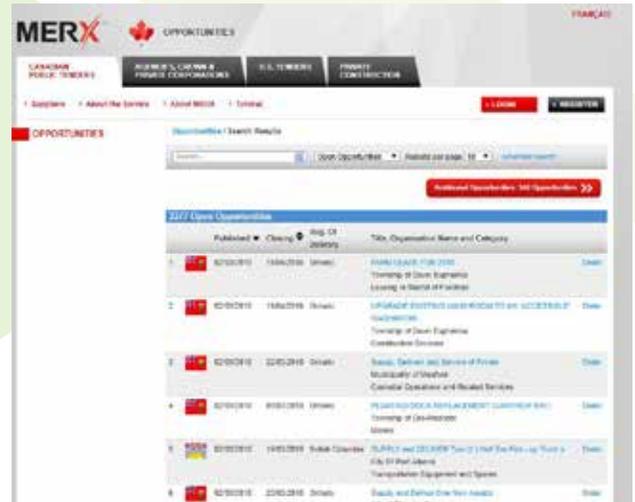
MHCA to meet with provincial officials to discuss program investment

The heavy construction industry reacted with dismay to the revised tender schedule issued this week by Manitoba Infrastructure, prompting MHCA to call for a meeting with senior department officials.

“We plan to meet with MI very soon and we will be informing members of updates on this important file in the near future,” MHCA President Chris Lorenc said Tuesday.

The revised schedule, available online at the MI website under Contract Services and posted on Merx, includes 35 tenders, eight of which are for bituminous pavement. Regular updates are made through the year by MI.

View the revised schedule here.

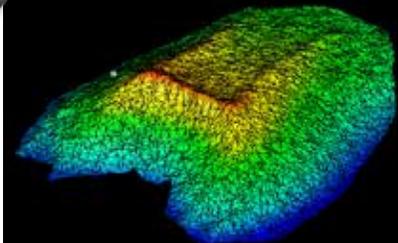


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Budget 2018: Federal infrastructure investment takes back seat

Delayed roll out of pre-2016 investment programs continues

The official details on the protracted delay to the roll out of federal infrastructure funds are very discouraging, MHCA President Chris Lorenc said this week.

“The Trudeau government’s update of forecasted expenditures on infrastructure works across Canada shows money is moving slowly, very slowly,” said Lorenc, in reaction to the February 28 federal budget.

That update of how billions of dollars are being allocated — or delayed to future years — was contained within the budget.

It was a budget that was short on details about infrastructure investment.

Budget 2018 highlights

It is a budget that many have described as having missed the mark, with no end in sight for getting back to balance and blind to the realities of the America agenda on planned tax cuts and protectionist moves on trade deals. Here’s some of what this third budget from the Trudeau government contained:

- Expanded parental leave, pay equity efforts in federally regulated industries, measures to improve success of female-led businesses, and programs to promote women in the trades should have a positive economic payoff.
- Financial support for Canada’s Indigenous population and increased funding for sciences and research should contribute to future economic growth.
- The budget contained several new tax measures to tighten tax rules, increase taxes on passive income earned within small businesses, and increase taxes on tobacco and cannabis. These four measures are expected boost revenues by a further \$1.4 billion a year on average over the next five years.
- The current deficit is projected to rise to \$19.4 billion this fiscal year, up slightly from \$17.7 billion last year.
- Budget 2018 focuses on the government’s policy agenda while doing little to address our declining competitiveness or set aside adequate resources to stimulate the economy during a future downturn.



Photo: Adam Scotti/PMO
Morneau and Prime Minister Trudeau in the House, 2017

In fact, Finance Minister Bill Morneau did not utter the word ‘infrastructure’ once in his budget speech to the House of Commons. The 3rd financial blueprint presented by the Trudeau government focused heavily instead on gender equity measures, including helping women get into the labour force and launch their own businesses, on First Nations and technological innovation.

The budget papers contained updates on the forecasted expenditures from pre-2016 infrastructure funding programs (New Building Canada Fund) and the Trudeau government’s own ‘Investing in Canada’ plan, laid out in 2017. The latter plan is focused primarily on social programs such as housing, transit agreements and environmental initiatives, rather than highways and transportation assets.

As revealed in media reports earlier this year, the pre-2016 infrastructure fund and the Investing in Canada component both will see expenditures strung out over a longer period. Some \$1.9 billion in the legacy federal infrastructure programs was unallocated prior to 2017 and expenditures will lag until 2020-21. Overall, \$2.4 billion will remain in the fund in 2023, the budget’s tables indicate.

“This is a good illustration why it is so important to coordinate, centralize and consolidate federal infrastructure programs, as the Senate

report last year recommended, into a 'single-window' approach through Infrastructure Canada," Lorenc said. "Canadians and their municipalities are relying on federal funding to get shovels in the ground on some important transportation infrastructure projects designed to fuel economic growth."

In its first and second budgets, in 2016 and '17, the Trudeau government laid out its own priorities, announcing it would invest more than \$180 billion (total) in infrastructure over 12 years. Much of the new money, however, was set aside for programs outside of the 'core' infrastructure.

The allocations set aside for the Investing in Canada's national trade corridors fund are not expected to change from forecasts 2017-2027.

However, overall spending for the broad infrastructure envelope has been dramatically "reprofiled," as the government puts it. The budget noted that \$2.7 billion less was expended in 2017-18, compared to forecasts and this year will see expenditures fall short by \$2.2 billion. By 2023, the shortfall will sit at \$2.5 billion.

"Given the backbone role infrastructure serves to a competitive, trade-reliant economy, it is extremely disappointing that the Trudeau government appears ready to abandon focused, strategic investment in trade-enabling infrastructure, long regarded by economists as having the greatest return on investment" said Lorenc. "Perhaps Ottawa should be reminded that it is only sustained economic growth that fuels revenues to government, revenues that support our social programs that envied globally.

"This budget could have boldly signaled a turning of the corner from deficit to investment and balance. It missed that opportunity entirely," Lorenc lamented.

Small-business tax reform gets pared back

Finance Minister Moreau signaled he heard convincingly from the business community that the suite of changes he had planned to small business taxes was complex and harmful to the economy. He pared back the amendments and released, in Budget 2018, the details.

They are:

- **A gradual reduction of the amount of income eligible for the small business tax rate; active income eligibility is gradually reduced for corporations earning passive income investment above \$50,000 in any year**
- **Taxes on investment income remain unchanged**
- **No existing savings will face any additional tax upon withdrawal**
- **Canadian-controlled private corporations will no longer be able to see refunds of taxes paid on investment income while distributing dividends from income taxed at the general corporate rate; refunds will continue when investment income is paid out**

Under the changes, as of 2019:

An individual owning a private company earning more than \$500,000 yearly and with a portfolio valued at \$5 million will no longer receive the benefit of the small business rate to fund further passive investments, starting in 2019. All of the business income will be taxed at the general corporate rate.



CCA concerned by delays in infrastructure investment, encouraged by skills training support

An open letter to CCA members from Chair Chris McNally

The Canadian Construction Association (CCA) is concerned by the implications on infrastructure spending from the federal government's Budget 2018 announcement on Tuesday, while it supports the government's recognition that the construction industry, like many other sectors, is facing significant labour challenges.

"Canada's aging infrastructure combined with the need to keep pace with Canada's growth require the promised funding and timelines by the government," said Mary Van Buren, CCA president. "This stimulus funding creates jobs in local communities while improving the overall quality of life of residents."

The industry has also championed support for increased investment in skills training and better alignment with post secondary institutions. "Construction is increasingly a technology-forward industry. From the use of drones to 3D printers and autonomous vehicles, we need technology-savvy and ready-to-work employees. We are happy that the government is recognizing the major labour shortage that the industry will face over the next few years and supporting training," continued Mary.

"The new apprenticeship programs for underrepresented groups, including women, Indigenous people, people with disabilities and visible minorities, are positive. In addition, as proposed in our pre-budget submission last fall, we would like to see some programs that would supply robust financial support to employers that provide apprenticeship training and for those in the STEM industries," said Chris McNally, CCA chair. "The construction industry is trying to bring new workers to the industry. We look forward to working with the government on initiatives that would move the needle in the right direction."

You can find this release from the CCA website and social media channels.
If you have any questions or concerns, do not hesitate to contact me or the CCA staff.

Provincial tender schedule revised, available now

Manitoba Infrastructure has revised and posted a new tender schedule for 2018. It is available on its website, under Contract Services. You can get to the site by clicking the following link:

http://www.gov.mb.ca/mit/contracts/pdf/ad_schedule_february2018.pdf





Data deluge: diving in or drowning

Peter G. Hall, Vice President and Chief Economist



“Knowledge will increase.” Three simple words at the end of a once-famous chronicle dating back to ancient Babylon, spoke of a distant future that looks a lot like now. Today’s exponential explosion of data is historically unprecedented, and shows no sign of abating. Some say that new data is doubling every year; some predict it will double every 12 hours.

Whether or not they are right, the current measured increase is staggering. For the average small or medium-sized business, this is pretty daunting stuff. So, are we going to drown, or should we dive in?

The Global Datasphere Prediction

The numbers are mind-blowing. Vastly greater computing power has led to greater data generation and processing, which has fed demand for ever-more-powerful computers. Data is now being collected not just by humans and businesses, but by machines and sensors – at 50 times the pace. In 2017, International Data Corporation predicted that the global datasphere would rise from 16.1 zetabytes (a trillion gigabytes) to 163 zetabytes by 2025 – a ten-fold increase in nine years. It’s hard to fathom figures like this, as there seem to be a limited number of things around us to compare them with. Again, it’s daunting; what do we do with it?

Top Responding to the Oceans of Data

A quick reaction is that this is something only the big players can do. This is for the Googles, Facebooks and Amazons of the world to manage, and only they can collect, store, analyze and respond to the signals that these vast oceans of data are sending out. True, they and those like them have invested heavily in systems to collect the vast amounts of data flowing through their networks. True again, they have armies of analysts poring over the data, or alternatively, creating algorithms to process the data and produce insights through correlation and regression analyses – it’s a data geek’s paradise.

Knowledge is Power

If knowledge is power, then it seems that the large players indeed have a scale advantage that will inexorably increase corporate concentration, and ultimately give rise to knowledge monopolies that exclude and ultimately eliminate smaller players without the means to keep up or catch up. Some clearly believe that the Fourth Industrial Revolution will have a lot of casualties that fit this very description. Is this a sad inevitability, or is there a way that even small businesses can harness the changes?

Answering that question will take more than this missive’s single page, but here are some top-line things to think about. First, everyone wants to own a monopoly; kids experience this early on playing the game of the same name. Your firm’s data is your monopoly; nobody else owns it unless you want them to. It is your unique window on the world, and the more you have, the more insight is available for decision-making.

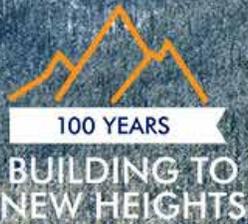
Second, proactively collecting this unique data is a strategic decision. It has never been easier to do, but data gathering can often be a decision that is easy to put off, in favour of more urgent, immediate business issues. Often the data is already there, and simply needs to be organized. However, data is increasingly being collected by smarter machines. Failing to invest continually in technologically up-to-date machinery cheats companies out of valuable feedback that is likely critical to operational planning. Social media is also a huge data inlet.

Third, it’s not enough to collect the data; it’s also imperative to invest in processing it. This can be outsourced, but there’s a risk of leaking out the secret sauce of the future. Increasingly there are tools that enable processing, leading to the determination of ‘next-level’ business and market trends. As time progresses, it will be more necessary – and lucrative – to onboard effective data analysis tools.

Fourth, when the insights pour in, experimentation is likely the next step. Larger companies are trying new things out all the time in an effort to prove or disprove market movements. Not all experiments will succeed, but there is no doubt that with practice, a ‘digital read’ of the marketplace will grow. Finally, successful experiments need a good execution plan.

The bottom line?

Among the assets belonging to a firm, data rarely makes it onto the balance sheet. Whether the accountants agree or not, data is fast becoming one of the most important business assets, as it increasingly holds the keys to future relevance. Big firms of the future already have a data strategy – and with today’s technology, it’s never been cheaper to do.



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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

This is an important opportunity to listen to the Mayor's reflections in 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

MHCA welcomes new members

The MHCA is pleased to welcome its newest members:

Aactive Personnel Services Ltd.

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**ORDER # 6: 2017-2018 WINTER SEASONAL WEIGHTS (WSW)
(February 23, 2018)**

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

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

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

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

AXLE AND GROSS VEHICLE WEIGHTS

Winter Weight Premium (WWP) means: 10% increase in the maximum gross axle weights-

For Non-RTAC Vehicles as set out in Schedule E (MR 575/88):

- a) On a single axle or axle group on a class A1 highway or class B1 highway.
- b) The gross vehicle weights not to exceed the prescribed maximum for a normal class A1 highway or class B1 highway.

For RTAC Vehicles as set out in Schedule H (MR 575/88):

- a) On a single axle on a RTAC route.
- b) On a tandem axle on a RTAC route up to but not to exceed 17,600 kg.
- c) On a single or a tandem axle on a class A1 highway or class B1 highway.
- d) The gross vehicle weights not to exceed the prescribed maximum for a normal RTAC route, class A1 highway or class B1 highway.

Winter Seasonal RTAC Routes Designation means: Reclassification of specific portions of class A1 highways and class B1 highways as RTAC routes-

- a) Normal RTAC route gross axle weights on all axle units plus the allowable WWP on a winter seasonal RTAC route.
- b) The gross vehicle weights not to exceed the prescribed maximum for a normal RTAC route.
- c) Winter seasonal RTAC routes are listed in Schedule B- subsection 2(1) of MR 575/88.

Winter Seasonal Class A1 Highways Designation means: Reclassification of specific portions of class B1 highways as class A1 highways-

- a) Normal class A1 highway gross axle weights on all axle units plus the allowable WWP on a winter seasonal class A1 highway.

**2018 SPRING ROAD RESTRICTIONS (SRR)
ORDER FOR THE START AND END DATES**

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

Pursuant to *subsections 86(1), 86(2) and 86(3), The Highway Traffic Act (C.C.S.M. c. H60)*, I order that **2018** spring weight restrictions will be implemented as follows:

IMPLEMENTATION DATES

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

***Start Date:** 6:00 A.M., Friday, March 9, 2018.

****End Date:** 11:59 P.M., Tuesday, May 31, 2018.

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

***Start Date:** 6:00 A.M., Monday, March 12, 2018.

****End Date:** 11:59 P.M., Tuesday, May 31, 2018.

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

***Start Date:** 6:00 A.M., Monday, March 12, 2018.

****End Date:** 11:59 P.M., Sunday, June 10, 2018.

****May be delayed depending upon weather conditions.***

***** May be earlier depending upon weather conditions.***

Please refer to website www.gov.mb.ca/mit/srr for details and updates.

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

BY ORDER

Original signed by _____
Ron Weatherburn
ASSISTANT DEPUTY MINISTER
ENGINEERING & OPERATIONS

February 23, 2018

Date



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



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- Personal Protective Equipment
- Prime Contractor

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WORKSAFELY™ online safety training goes viral

WORKSAFELY™ Back to You with Don Hurst

MHCA's WORKSAFELY™ team has worked with industry partners to offer new, online features that enhance some of our safety courses, employing technology such as virtual reality, QR codes and blended/online learning tools.

In a two-year project, with partners Manitoba Construction Sector Council, the Workers Compensation Board and BIT Space Technology, we have developed innovative ways to improve online training in our Personal Protective Equipment, RSTS, Prime Contractor, and Flagperson training courses.

On March 6, at 10 a.m., we are showcasing the new features at MCSC (1000 Waverley Street) and we invite you to join us, and see for yourself how technology is taking our training to another level.

For more information on this event, please contact Jackie Jones at 204-947-1379.

KNOW YOUR WORKSAFELY™ TEAM

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Gerry McCombie

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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.

March 2018

- 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

- 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

April 2018

- 4 Train the Trainer - Facilitation Skills
- 11 Flagperson 1/2 day AM
- 11 TDG 1/2 day PM
- 16-17 COR™ Leadership in Safety Excellence**
- 18 COR™ Principles of Health & Safety Management**
- 19-20 COR™ Auditor**
- 23-24 Traffic Control Coordinator

April 2018

- 23-24 COR™ Leadership in Safety Excellence**
- 25 COR™ Principles of Health & Safety Management**
- 26-27 COR™ Auditor**

May 2018

- 7 Safety Committee/Representative 1/2 day AM
- 7 Excavating & Trenching 1/2 day PM
- 11 Auditor Refresher 1/2 day AM
- 11 Flagperson 1/2 day PM
- 14-15 COR™ Leadership in Safety Excellence**
- 16 COR™ Principles of Health & Safety Management**
- 17-18 COR™ Auditor**
- 23-24 Traffic Control Coordinator



SAFETY TALK

Black ice awareness

What's the danger?

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

Protect yourself

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

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

Date: _____

Supervisor: _____

Performed by: _____

Location: _____

Concerns:

Corrective Actions:

Employee Name:

Employee Signature:

Unreserved Public Consignment Auction

Brandon, MB Mar 16 (Friday), 8 am



2015 Hitachi ZX210LC-5N



2006 Caterpillar D6N LPG



2011 Caterpillar 950H



2004 Freightliner CL120 Columbia



2001 Caterpillar 950G



2006 Arnes 30 Ft



2007 International 9400I



1999 Champion 740A Series V



2008 Custombuilt 42 Ft



2009 Caterpillar 324DL



1986 Decap 32 Ft

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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.



TRAINED DRILLERS AND BLASTERS AVAILABLE

Manitoba Construction Sector Council (MCSC) is partnering with Austin Powder to train Indigenous Drillers and blasters to work on heavy construction projects in northern Manitoba. Sandvik and Atlas Copco drilling simulators will be used to support training. MCSC is seeking companies to employ the trainees.

Wage subsidy will be provided.

For more information, please contact **Carol Paul**
cpaul@mbcsc.com | 204-272-5092



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

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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