

# The Heavy News Weekly

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## Province will not cancel sole-sourced contracts on Lake St. Martin project

### *Sole-sourced access road contract a bad precedent, bad decision: Lorenc*

Manitoba Infrastructure Minister Ron Schuler says the two contracts sole-sourced for initial work on the access road for the Lake St. Martin outlet project will not be canceled, as the industry has requested. Schuler met with the MHCA Thursday.

Further, the minister would not commit to ensuring no further sole-sourcing would occur on remaining access-road construction. In total, some \$30 million worth of road work will be done.

“Clearly we are disappointed,” MHCA President Chris Lorenc said. “We have asked for and expect to see release of information associated with what was negotiated.”

The two sole-sourced contracts are worth a combined \$11.3 million and are part of the larger outlet-channel project, which in total is worth more than \$500 million.

Schuler said publicly this week that sole-sourcing of the contracts was intended to help the flood-ravaged First Nations, moving back to their communities after dislocation in the 2011 flood, find employment. Both contracts carry a requirement of 50% Indigenous content, although details have not been released to what that means, or how it is to be achieved.

Lorenc said sole sourcing contracts sets a bad precedent, and contractors within the heavy construction industry were justifiably concerned.

Openly tendered public work could simply have included an Indigenous content requirement.

“We’re aware of the government’s reasoning — we’ve had numerous discussions on the project with Manitoba Infrastructure — but sole sourcing is just bad practice.”

Lorenc noted that the industry is in a very competitive bidding environment, which means contractors are submitting tight bids and that can ensure taxpayers get maximum value for the contract cost.

The heavy construction industry has worked with Indigenous communities in the past in construction projects and training programs. Tender documents can and do contain local-content and purchase requirements designed to employ and purchase services and supplies from Indigenous communities.

“The association offered alternatives to what exists recognizing the need for Indigenous engagement and demonstrated how the alternatives could be incorporated within a competitive bidding framework,” said Lorenc.



## Trudeau government muddles infrastructure strategy, investment

by *Chris Lorenc*

**R**eport after report, the evidence of a return on investment from publicly funded programs has shown putting our money on infrastructure projects holds the greatest boost to GDP. Consequently, from the Chretien government on, federal administrations have heeded the wisdom and made nation-building, trade-enabling infrastructure programs a centrepiece of election platforms and annual budgets.

So, what is going on in Ottawa these days? What is the Trudeau government thinking?

Justin Trudeau's Liberals rode into power assuring the country it had our best economic interests in mind, and would not falter on the need to boost Canada's trade potential — through strategic infrastructure investments. In the first budget delivered by Finance Minister Bill Morneau, the Liberals boasted of the \$180 billion — a combination of existing and new infrastructure investment dollars — to roll out over the next years.

But last Tuesday, in his third budget, Morneau rewrote the investment script. Billions of those infrastructure-investment dollars, from legacy and newer programs, will be held up for distribution until after the 2019 federal election.

More than \$3.8 billion of the plan's first phase, supposed to be invested by the end of this month, will not flow until at least 2021 and another \$3 billion of the next phase will have to wait until at least 2025, and the majority of it in 2028, Canadian Press reported.

Further, details within the budget papers show that the roll-out of dollars from the 'legacy' infrastructure investment funds will also be slowed. Forecasts to 2019-20 show a \$2.8-billion lag in spending, compared to original plans of \$13.3 billion.

That's beyond discouraging: it puts Canada's actual economic growth at real risk.

How did we get here?

The prime minister had repeatedly assured Canadians that his administration would improve upon the Harper government's record, by focusing on accelerated and purpose-driven investment in Canada's critical trade enabling and core infrastructure.

But the reality is that the federal Liberals, immediately upon taking office, twisted the term 'infrastructure' to encompass a shopping list of items far beyond what Canadians understood infrastructure to be (streets, highways, water and sewer, trade corridors and inland and marine ports). In 2017, it came to include social programs (day care centres) and green innovation (renewable energy technology).

And last week, Morneau did not utter the word 'infrastructure' once in his budget speech.

Nor, to our knowledge, was infrastructure identified in any strategic nation-building way.

This is troubling, to say the least.

Canada is muddling badly on strategic investment in trade-enabling infrastructure, a fundamental element to any plan to boost trade, internally or globally and by extension growth in the economy.

The federal government, in this latest budget, explains the "reprofiling" of the expenditure forecasts for its broader infrastructure programs is due to slower take-up at the provincial and municipal levels. But it can't escape the findings of the Senate, which reported last year that Ottawa's infrastructure programs are dispersed across multiple departments and offices, working without coordination or a collective strategy. It is this lack of coordination among them that creates confusion and protracted delays.

Delaying the flow of federal dollars has a ripple effect on provincial and municipal infrastructure budgets and their ability to plan their own critical investments for maintaining, repairing or constructing new core infrastructure assets. A delay in those plans deepens the multi-billion dollar infrastructure investment deficit all governments are battling.

Further, shifting the priority from trade-enabling infrastructure, as has happened, defies and negates the acknowledged potential for economic growth and impacts jobs across the economy.

Canada's economy relies on trade. Our highways, corridors, inland and marine ports move people to jobs and products to market: they are indispensable to our economic health. Canada's export capacity materially affects our ability to sustainably fund our social programs, which are envied the world over.

Governments have multiple priorities and face competing demands — that's understandable. But if we squander our potential for economic growth, the capacity to meet demands or even make a list diminishes markedly.

The Trudeau government must put trade-enabling and core infrastructure programs back at the top of its agenda. Get the dollars now holed up in federal programs out to the provinces, cities and towns so Canadians see a defined and maximum return to their regional and national economies.

*This commentary was published in the Winnipeg Free Press March 7, 2018.*

## MHCA expresses concerns to MI about revised tender schedule

### ***A number of projects dropped from the list first issued in November, 2016***

The MHCA and board members met with senior Infrastructure officials this week to seek clarity on the department's intent on tendering construction projects this year. The meeting was requested following the revised tender ad schedule, issued by Manitoba Infrastructure the last week in February.

The revised schedule drops seven tenders from the original schedule, announced by Infrastructure Minister Ron Schuler at the MHCA Awards Breakfast on November 16, 2017. MI has said some of the projects dropped require confirmation still of federal cost-sharing.

"We are awaiting more detail, to understand not just what was dropped and why, but also the department's fuller intent this year, in making good on the commitment to its announced \$500 million budget for maintenance and preservation of provincial highways," MHCA President Chris Lorenc said.

Of equal concern is the fact that the tender schedule is light on capital projects and increasingly heavy on routine maintenance work, such as dust control and stockpiling of aggregates.

"We need some certainty for the industry, in order to allow companies to make their plans for resources, including hiring employees, for the coming construction season," Lorenc noted.

He said that the tender schedule does not reflect the message the MHCA has been given in meetings with a variety of departments and ministers about a sustainable approach to infrastructure planning in the age of the carbon tax and Manitoba's climate and green plan.

"The government has said repeatedly, for example, that water-control projects have to be a central part of the agenda as we are facing climate-change induced extreme weather, such as downpours and resulting flooding."

The MHCA will be at the March 12 tabling of the provincial budget and will deliver updates on Manitoba Infrastructure's 2017 Highways capital and its 2018 investment plans in the following days.

# Mayor Bowman takes a Q & A as State of the City address approaches

Winnipeg Chamber of Commerce, February 28

**The Winnipeg Chamber: The City is embarking on a mandatory review of the OurWinnipeg 25-year plan, seeking public input on a range of items. From your perspective, what can the city do to promote a planned, livable city for the next twenty five years?**

Mayor Bowman: This is a very opportune time to be taking a critical look at OurWinnipeg. Why? Because Winnipeg today finds itself in a strong and steady cycle of population growth. On average, population growth over the next 25 years in Winnipeg is estimated to increase by 8,200 people per year... We need to be planning for this growth!



**WC: As Mayor, you have helped ramp up infrastructure spending in Winnipeg. Right now there is \$182 million ask to senior levels of government for more money to fix our roads over the next six years. Where do things stand?**

MB: Millions of dollars in federal funding is currently sitting idle in a bank account when it could be used to fix many of our regional roads. The province simply has to endorse and submit to the federal government. Council's unanimous proposal to access this funding, and regional road renewal across our city can be further bolstered. The federal budget has just been released, and Manitoba's provincial budget is being released in early March. So, I remain hopeful that in this context we will see progress on this request.

Addressing our city's infrastructure needs, and fixing our roads in particular, remain top priorities for many, many Winnipeggers. There remains a tremendous opportunity right now for federal, provincial, and city governments to work together and partner in rehabilitating Winnipeg's regional roads, and there's an opportunity to do it at no additional incremental cost to Winnipeg and Manitoba taxpayers!

**WC: NAFTA is a front burner issue for a lot of local businesses. How do you see your office playing a role in those discussions - and in promoting Winnipeg businesses globally?**

MB: Winnipeg has always been a trading city, and open and free trade remains critically important for Winnipeg and Manitoba. Notwithstanding today's trade rhetoric, I do believe cities and businesses, on both sides of the border, remain keenly interested in maintaining strong trade relationships...

So, it is more important than ever to be advocating against protectionist policies. And we have seen over the last year that mayors and local officials can have an important role to play in advocating for free trade. The recent Bombardier-Boeing dispute underscored how local governments can play an important role in national issues, and how we can help build and strengthen partnerships between businesses and government stakeholders in Winnipeg and the United States.

We've also seen how Winnipeg's participation in the North American Strategy for Competitiveness (NASCO), as a grassroots organization focused on the competitiveness of the North American supply chain, workforce, and energy independence, underscores the importance work at the local level can have on increasing competitiveness and opening up trade opportunities...

**WC: Over your term as Mayor you have successfully brought down the business tax in each successive budget. However, Winnipeg remains the only city with a business tax in Canada. What are the next steps in reducing taxes for small businesses, the job creators of our economy?**

MB: Yes, I have remained committed to reducing Winnipeg's business tax, and have done so each year since being elected. I'm not planning to deviate from that trajectory!

You are correct that small businesses are the cornerstone of our economy. They assume an incredible amount of risk, they work hard, they're significant employers, and at the same time are very active volunteers and sponsors of many different community events and initiatives. They power our economy, and they empower our communities!

**WC: What has been your biggest accomplishment since taking over as Winnipeg's 43rd Mayor in October 2014?**

MB: I feel we've really returned a sense of pride to our city. Actually, pride in our city has always been there. What I've tried to do is better reflect the level of pride many Winnipeggers already feel about our city, and I've tried to raise these feelings to the surface for all to see. We are an incredible city!

We are ethnically and economically diverse, we're growing, we're rebuilding after years of infrastructure neglect, and we're building in a better and smarter way. There's a lot to be proud of in Winnipeg, and I will continue promote this pride!

**WC: What do you still want to accomplish this term?**

MB: There is still more work to do to on an efficiency front as well as improving certain processes at the city. We know the permitting system remains one of the processes businesses are frustrated with even though we have made some improvements. And I know many taxpayers feel we can be more efficient with the money they send our way.

As well, I think we can work at better orienting city services around residents and ratepayers rather than around the process itself. We have to do a better job of putting residents and ratepayers first.

*This is an edited version of a blog posted Feb. 28 on the Winnipeg Chamber of Commerce website.*



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

**AON**  
Event Sponsor

**To register, please contact MHCA Operations Manager Christine Miller, by email [christine@mhca.mb.ca](mailto:christine@mhca.mb.ca) or by phone 204.947.1379**

# The Tory challenge: to build our economy

*Editorial, Winnipeg Sun, March 7*

There's nothing that undermines a government's ability to balance the books like a slow-growth economy. Yet that's what Finance Minister Cameron Friesen will have to contend with next week when he unveils his 2018 budget, a fiscal blue print that's expected to show at least some progress on reducing the size of the provincial deficit.

Unfortunately, that task will be made a little more difficult than expected with new gross domestic product projections that show Manitoba's economy is estimated to grow by a modest 1.8% in 2018.

That's according to the Conference Board of Canada which also projects Manitoba's economy is expected to slow even more in 2019 with an estimated growth rate of 1.3%.

The slower the economy, the less own-source revenue government has in the form of income, corporate and consumption taxes. A one-percentage point drop in GDP can result in the loss of hundreds of millions of dollars in tax revenue, making it that much more difficult to align income with expenditures.

The good news is the province is also getting a \$217-million bump in equalization payments from the federal government this year, which will help offset modest own-source revenue gains in 2018.

Still, when GDP grows by only 1.8%, it's challenging to say the least for governments just to maintain existing programs while chipping away at the deficit.

It can be done. With a focus on getting better value for taxpayers' dollars and a commitment to eliminating wasteful or discretionary spending, government can make progress on reducing the deficit even with modest GDP growth.

In fact, it has no choice. Failure to make progress on balancing the books would result in more credit rating downgrades for the province, making it more expensive to service the province's growing debt and leaving even less money available for program spending.

The real challenge is a long-term one. Manitoba has to do better economically. It needs to become a more competitive province commercially and break-free from the modest GDP growth rates its currently experiencing.

Manitoba needs real GDP growth rates in the order of 3% a year to bring it to the next level economically, to create better, higher paying jobs, to reduce provincial debt and bring taxes more in line with neighbouring jurisdictions.

That will be the real challenge for the Pallister government over the long haul, in partnership with Manitoba's business community. Manitoba needs to become a "have" province.



**LAWSON**  
CONSULTING • SURVEY • PIPELINE • UTILITY SERVICES

ACCURATE SURVEYING ANYWHERE 204-414-3169  [lawsonsurveys.com](http://lawsonsurveys.com)

The advertisement features a logo for Lawson Consulting, which includes a stylized road icon and the company name. Below the logo are the services offered: Consulting, Survey, Pipeline, and Utility Services. The main body of the ad contains the slogan 'ACCURATE SURVEYING ANYWHERE', a phone number (204-414-3169), a location pin icon, and the website 'lawsonsurveys.com'. The background of the ad is a collage of images related to surveying and construction, including a surveying instrument on a tripod, a construction site with a crane, and a surveyor in a high-visibility vest using a surveying instrument.



## CPTPP: Trade is still in vogue!

*Peter G. Hall, Vice President and Chief Economist*



A good night's sleep doesn't come easily for Canadian exporters these days. Export sales aren't the issue; they are booming, thanks to the red-hot US economy. The big worry is that it'll all come to a grinding halt. The threat of protectionism has zoomed up their insomnia list; they are keenly concerned about radical changes to the international trade superstructure, and how to prepare themselves. Are their fears founded?

Great question. Global support for the anti-trade movement intensified in the suddenness of the Great Recession, and the inability of the world economy to rack up respectable growth for the past seven years. Millions were unable to find meaningful work, or any work at all, sparking a negative reaction toward government, corporations, post-war institutions and the '1-per-cent'. It's a delicate dance: just as frustration is fomenting, the disaffected are returning to the job market in droves. Activism could lead to an undermining of the very architecture that at long last is serving up the very thing activists have been asking for.

Thankfully, to date anti-trade political bombast is just that. Last year's volley of European elections all tilted toward traditional structures. The US keeps threatening to back away from trade agreements, most notably NAFTA, but in this case, it keeps coming back to the table with a modernization message.

### **Why is the CPTPP important to Canada?**

Amid the mayhem, deals are still being done. Canada has inked CETA with Europe, and indications are that the Comprehensive and Progressive Agreement for Trans-Pacific Partnership (CPTPP) might indeed be signed this week. This new deal is exciting for a number of key reasons. First, it is dealing with intellectual property considerations in new ways. Next, it crafts new rules for trade in services, a burgeoning segment of the international trade space. Third, it is bringing together nations with very exciting growth stories and potential to continue that path for years to come. Fourth, the deal could have fizzled in the wake of American withdrawal, but it hasn't. For Canada, it's our first free-trade foray into Asia, aside from the deal with Korea. And it further expands – by over 13 per cent – the significant share of world GDP that Canada has access to through trade agreements.

### **Top Trade with Canada and CPTPP countries**

What's in it for Canada? About \$100 billion in goods and services flowed between Canada and CPTPP countries in 2017 – enough that collectively, they are Canada's third-largest trading partner. Net of Japan, merchandise exports to this bloc has grown by 6.6 per cent annually since 2000, over four times Canada's average. More recently, it's consistently double the overall growth of goods exports. Add to that the more sizable investment relationship with CPTPP countries - \$122 billion in 2016 – and the picture of potential gets even better.

Lowering tariff barriers with the CPTPP countries yields considerable benefits. Economists at Global Affairs Canada estimate that a trade agreement will ultimately lift Canadian GDP by \$4.2 billion, and exports by \$2.7 billion. The bulk of the gains arise from tariff reductions, which are larger for other nations than for Canada. Interestingly, both the GDP and export gains are larger under CPTPP than under the original TPP agreement.

Not all sectors will benefit equally. Those with the larger gains include meat exports, with a net increase of greater than \$1 billion. Exports of services see the next-highest impact, while the auto and wood products sectors are next. In the case of autos, there is concern about non-tariff barriers and cultural factors that may limit the ability to penetrate certain markets.

Given the general shift to a more anti-trade stance, it was a pleasant surprise to see revived interest in the CPTPP deal. It is giving liberalized trade and the process of globalization a very needed and timely shot in the arm. Hopefully it is timely enough to stave off the popular but misguided notion that gains from trade are an economic theorist's illusion, one that has in general failed a vast chunk of the population. Thankfully, the economic cycle has stepped up to lend its support – the benefits are mounting, and are consistently grabbing the headlines.

### **The bottom line?**

Sleep-stealing anti-trade politics isn't likely to cease anytime soon. As long as it has mass appeal, it'll be used as vote-getting rhetoric. So far, the 'gains from trade' logic is winning out. Inking the CPTPP deal will give the movement needed momentum – and for exporters, an angst antidote.

**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., Thursday, March 15, 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., Thursday, March 15, 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., Thursday, March 15, 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](http://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

March 5, 2018  
\_\_\_\_\_  
Date

**ORDER # 7: 2017-2018 WINTER SEASONAL WEIGHTS (WSW)  
(March 5, 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.

- b) The gross vehicle weights not to exceed the prescribed maximum for a normal class A1 highway.
- c) Winter seasonal class A1 highways are listed in Schedule C- subsection 2(1) of MR 575/88.

**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 (**Climate Zone 1**).

**Start Date:** 12:00 A.M., Saturday, November 25, 2017.

**End Date:** 11:59 P.M., Wednesday, February 28, 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 (**Climate Zone 2**).

**Start Date:** 12:00 A.M., Saturday, November 18, 2017.

**End Date:** 11:59 P.M., Saturday, March 10, 2018.

**C.** For the province of Manitoba, north of the virtual line specified in B (above) (**Climate Zone 3**).

**Start Date:** 12:00 A.M., Sunday, November 12, 2017.

**\*\*End Date:** 11:59 P.M., Tuesday, March 13, 2018.

*\*\* May end later depending on the weather condition.*

Please refer to website [www.gov.mb.ca/mit/wsw](http://www.gov.mb.ca/mit/wsw) 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

March 5, 2018

## Breakfast with the Minister of Finance

The MHCA is pleased to announce that the **Hon. Cameron Friesen** has accepted our invitation to be keynote speaker on April 19 at MHCA's second 'Breakfast with the Leaders' event in 2018.



The Minister will give his prospective look at:

- the province's fiscal health and challenges
- economic growth strategy and projections for Manitoba
- the role strategic investment in infrastructure will play in supporting economic growth

This is an important opportunity to listen and ask questions related to the 2018 budget to be tabled March 12 along with his reflections on the challenges and opportunities ahead.

**THURSDAY APRIL 19, 2018**

Doors open and registration - 7:30 am

Hot breakfast - 8:00 am

Presentation and Q & A - 8:20 am

Holiday Inn

Winnipeg Airport Polo Park

Madison B

1740 Ellice Avenue

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

To register, please contact  
Christine Miller at: 204-947-1379 or  
email at [christine@mhca.mb.ca](mailto:christine@mhca.mb.ca)

## 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](mailto:cpaul@mbcsc.com) | 204-272-5092



## 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](mailto: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](mailto: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.)**

Director, WORKSAFELY™ Education and Training  
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To contact your WORKSAFELY™ advisor assigned to your area, please see [mhca.mb.ca/worksafely/know-your-advisor](http://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

- 12-13 **COR™ Leadership in Safety Excellence**
- 14 **COR™ Principles of Health & Safety Management**
- 15-16 **COR™ Auditor**
- 19 Flagperson 1/2 day AM

#### April 2018

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

#### 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

#### 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

## 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:

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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

**Don't Miss Out!**

**Equipment including:**

Crawler Tractors, Wheel Loaders, Hydraulic Excavators, Truck Tractors, Trailers...**And Much More!**

**More inventory added daily!**

**New Brandon Location:**

5350A Limestone Road E

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[rbauction.com](http://rbauction.com) | 306.776.2397

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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](mailto:catherine@mhca.mb.ca)

Thank you,

Greg Orbanski  
Chair, MHCA

Chris Lorenc  
President, MHCA