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Message from the President

The MHCA attended the Budget 2018 release on March 12. The news is stark (see "Budget 2018 analysis" inside).

Despite numerous assurances pre- and post-election in 2016, the Progressive Conservative government has not lived up to a number of its commitments, including:

- Open, unfettered tenders for public infrastructure projects, except in emergency situations — construction of the access road for the Lake St. Martin/Lake Manitoba outlet project is not an emergency
- Highways Capital investment of no less than \$500 million — this year Highways Capital will fall to \$350 million — that is \$152 million less than budgeted in 2017/18; the increase in the water-related capital program this year includes \$70 million for LSM/LM outlet channel, including the access road work. The government would not commit to our request for no further sole-sourcing of future access road contracts, beyond the two contracts already awarded.
- Commitment to expend full Highways Capital budget — the 3rd Quarter Financial Report (2017/18) forecasts that MI's Highways Capital expenditure for 2017/18 will be only \$436 million, not the \$502 million budgeted. The PC administration has repeatedly criticized the previous NDP government for not fully expending budgeted Capital Program.
- Investment in core infrastructure of at least \$1 billion annually — the Progressive Conservative government has adopted the term 'strategic' infrastructure, in which it includes health, education and housing, for example. This year, investment in 'core' infrastructure, total, is budgeted at \$624 million (including airport/runways).
- Annual and five-year infrastructure program planning — no indication the government will commit to a five-year program

In short, none of the commitments made, but for the elimination of the East Side Road Authority, has been kept.

Further, the revised Manitoba Infrastructure tender schedule for 2018 saw seven projects dropped from the initial schedule, released by MI Minister Ron Schuler in November. (We are told some projects are awaiting federal commitment to cost-sharing.)

With respect to the Lake St. Martin/Lake Manitoba outlet channel project, we were told in 2016/17 that it would be 90/10 federal/provincial cost-shared. Now we are told it is 50/50.

Up to \$40 million of the access road work associated with the project will be sole-sourced — this, despite the industry's objections. Indigenous content could be included as a requirement within bid documents, via an open, competitive tendering process.

Sole-sourcing provides those contractors a competitive edge in future project work, which further distorts the market.

And to date, the provincial government has not committed to approving the City of Winnipeg's request for \$182 million for regional road work in 2018, through the federal New Building Canada Fund. A significant portion of Manitoba's allotment of the NBCF remains "on the table."

The MHCA has requested an immediate meeting with Premier Brian Pallister. We await reply. Inside the Weekly, you will find more detail about the 2018 Budget.

We will keep you apprised of developments as we meet with ministers and senior officials in the coming weeks.

Chris Lorenc, B.A., LL.B.,
MHCA, President

Provincial carbon tax revenues to help cut PST

Tax will be added at the pump September 1st

The Progressive Conservative government has announced all revenues raised by the carbon tax will go into general provincial treasury, for use with general tax cuts.

In delivering Budget 2018, Finance Minister Cameron Friesen said Monday that this means the carbon tax will help the government cut the PST by 1 percentage point, by 2020.

The provincial budget estimates carbon tax revenues will be \$143 million in 2018, as the tax comes into effect September 1st. By 2020, the carbon tax is expected to return \$248 million in annual revenues. The PST cut is expected to cost government about \$300 million.

The revelation surprised industry, business groups and the media. All were assured previously by the provincial government's climate change adviser, David McLaughlin, that revenues would not be used to help with the PST cut. (McLaughlin left the provincial government late last year.)

At a Manitoba Chamber of Commerce breakfast Tuesday, Friesen said all revenues collected by the carbon tax will go back to Manitobans and businesses, noting the budget reduced the basic personal exemption (the amount of income allowed before tax is applied) and cut the small business tax. The carbon tax is expected to hike annual expenses by \$300 for a two-child family.

He said when asked by reporters about the revenues offsetting the cost of the PST cut, he replied, "I said, 'well, it helps. It's revenue.' "

MHCA President Chris Lorenc said the heavy construction industry is disappointed with the government's decision not to dedicate carbon tax revenue to helping Manitoba businesses adjust to the additional costs of the tax, so they can remain competitive, and to adopt greener technology as it becomes available.

The heavy construction industry is fuel-intensive, using gasoline, diesel and natural gas across its operations, including vehicles, machines, processing of materials and business offices. There are no practical alternatives, at present, to the heavy-duty diesel engine for heavy construction vehicles and machinery, which are moving to new, cleaner diesel technology.

The price at the pump for diesel will rise by 6.71 cents per litre on Sept. 1 and the price of gas will increase by 5.32 cents/L.

The budget papers' accounting of the provincial government's tax measures — a fiscal summary of revenues from tax hikes against planned tax cuts — shows that in 2018/19, \$117.7 million more will flow into the treasury. (In a full year, the tax cuts and increases would put the government \$95.3 million ahead.)

"We have given all relevant ministers and departments — Finance, Municipal Relations, Infrastructure and Sustainable Development — a number of solid recommendations for measures to recycle the revenues collected from the heavy construction industry, in order to help us adjust to higher costs while it reduces its greenhouse gas emissions," Lorenc said.

Budget 2018 announced the provincial government would be establishing a \$102-million Conservation Trust Fund, intended to go to preserving wetlands, grasslands, forests and other natural areas. It is to be held by the Winnipeg Foundation.

As well, it set up a Climate and Green Fund of \$40 million, for development of environmental innovation and climate change projects. However, only \$8 million of that is new money, with the remainder gathered from current programs. The provincial government's signature to the federal carbon framework will see more money flow to Manitoba.



Finance Minister Cameron Friesen with Manitoba Chamber President Chuck Davidson

Budget in brief

In a budget entitled "Keeping our Promises," the provincial government reduced Manitoba Infrastructure's **Highways Capital budget** for 2018/19 to \$350 million. That is:

- \$152 million less than was budgeted last year
- some \$80 million below the forecasted expenditure (\$430 million) for Highways Capital 2017/18, contained within the 3rd quarter report, which was issued with the budget

This year, \$70 million is being added to "water-related" line (not highways) within the MI Capital budget, for Lake St. Martin/Lake Manitoba. This brings the total 'water-related' capital budget to \$104 million.

Water related infrastructure (within MI Capital budget):

- \$104 million for 2018/19, compared to \$60 million budgeted 2017/18

However:

- 3rd quarterly report shows 2017/18 forecast at \$45 million, a \$15-million underspend
- \$70 million of the \$104 million is for LSM/LM outlet project, including the contracts to be let for the access road (some of which have been and likely more will be sole-sourced)
- Effectively, this means 2018/19 budget for non-outlet 'water-related' work is \$26 million less than budgeted in 2017/18, or \$11 million less than forecasted for that year

Maintenance and Preservation

MI budget over budget, there is \$3 million less in 2018/19 (\$102.5 million vs. \$105.5 million in 2017/18).

Minister Friesen was asked why the 2018/19 Highways Capital envelope falls below the pledged \$500 million. He said the decision was to put more money into the "water-related" line of the MI Capital investment section.

The Budget Paper indicates for "roads, highways, bridges and flood protection" (incl. airport runways):

| 2018/19 Budget | 2017/18 forecast | 2017/18 budget |
|-------------------|---------------------|-------------------|
| \$624 million | \$653 million | \$747 million |

This is a component of "strategic infrastructure" — which includes health, education, housing and municipal/local infrastructure. The budget for strategic infrastructure, total, in 2018/19 is \$1.56 billion, compared to 2017/18's \$1.67 billion. The 3rd quarterly report, however, forecasts '17/18 will come in at \$1.26 billion.

Other items:

Carbon tax

Tax comes into effect Sept. 1, 2018. This will see these increases at distribution:

- 5.32 cents per litre on gasoline
- 6.71 cents/L on diesel
- 4.74 cents/m³ on natural gas (collected by MB Hydro)
- 3.87 cents/L on propane

Revenues

- \$143 million in carbon tax revenues for 2018/19 (partial year)
- \$248 million in annual revenues, by 2020
- Carbon tax revenues to go into general revenues — there is no revenue 'ear-marked' directly for green initiatives.

Expenditures

'Green' expenditures this year from general revenues include:

- \$40 million for Climate and Green Fund; \$32 million has been expended from different departments of these same initiatives in 2017/18 (ie. \$8 million in new money)
- \$102 million to be set aside in Conservation Trust Fund, "an endowment for an arms-length trust to support community-based green projects for generations"

Therefore, there will be \$110 million 'new' provincial dollars committed to 'green' initiatives, vs. \$143 million collected via carbon tax for 2018/19. There will be additional federal dollars flowing for green initiatives to Manitoba, which signed on to the climate change agreement.



A contractor parked his truck in protest at the steps of the Legislative Building March 12



**Canadian
Construction
Association**

CCA unveils new strategic plan, renewed vision

by Lindsey Cole, ConstructConnect, March 12

Canadian Construction Association (CCA) chair Chris McNally says the association's recently unveiled strategic plan will be more provocative and work harder to unite the industry.

"Fracturing into different segments does not help our collective cause," he told CCA members who attended the board meeting over the weekend at the 100th annual conference in Banff, Alta. "We are much stronger together."

The 2018-2023 strategic plan sets out a new mission, vision and values as well as areas of focus that ultimately aim to "build a better Canada."

"This started long before I arrived at CCA," said CCA president Mary Van Buren of the planning process.

"Throughout the year the leadership, as they met with partner associations and members, they were listening for some of the key issues."

After Van Buren came on board several planning sessions were held with stakeholders, staff, members and the executive in order to hash out what the plan should focus on.

"We need to work more closely with our partner associations," she stated. "We have to be a lot more sensitive to what CCA does and how it affects the associations and also to build on each other's strengths."

The new plan's mission, it reads, is to "inspire a progressive, innovative and sustainable construction industry that consistently acts with integrity."

The values outlined in the plan centre around industry first, Van Buren stated, adding "every decision we make has to be the lens of, is this the best for the (construction) community, is this the best for the industry?"

Other values included being innovative, inclusive, smart and débrouillard – a French word that McNally said was used purposely "to communicate that we are an English and French speaking community. It's also a very good value. It's more of a concept...it's innovative and risk taking."

"As we look to the next five years, we considered various factors that could result in different scenarios for the industry," McNally stated. "Strategic planning is all about making choices and then ensuring that there is an understanding of what needs to be done."

There are three specific priorities the CCA outlines in its plan.

The first is uniting the industry while championing national issues. This means re-positioning the image of the industry and addressing the workforce shortage by attracting underrepresented groups such as women, Indigenous Canadians, new Canadians and others not only to the industry but to the leadership and membership.

"We'd like to attract more women, younger, Indigenous folks, so how do we do that?" Van Buren said. "Same with our board."

When it comes to championing national issues, Van Buren said this may mean scaling back on being vocal on numerous topics and deepening the influence on government.

"Maybe we need to cut back a little bit and look at more impactful activities," she explained. "That is something that came up."

The second priority looks at leading the construction industry in adopting best practices. The plan indicates becoming an “information hub to quickly and effectively connect members to valued resources, emphasizing technology and innovation adoption.”

“The industry suffers from an image of being a traditional industry,” McNally stated. “The government, the public and the workforce do not see us as progressive at leveraging technology from site management software to 3-D printing. We must and will change that.”

Part of this includes sharing CCA’s “thought leadership” in an accessible format and being digital first in communications, content and services, the plan reads.

The last priority aims to broaden the membership and drive member value.

The plan states working with partner associations goes hand in hand with this goal, as well as ensuring all voices are represented, from colleges and universities to owners.

It also includes seeking non-dues revenue services to fund activities; considering a tiered services delivery model versus one-tiered; and reviewing the CCA governance model, which is currently underway.

McNally said overall the new plan is clearly defined and easy to understand, while laying the groundwork for the future.

“We exist to advance the collective interests of the construction industry,” he said. “This strategy goes farther.”



MHCA is pleased to announce:

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.



Event Sponsor

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



The Canada-Peru connection

Peter G. Hall, Vice President and Chief Economist



Last week, a large delegation of Peruvian industrialists, policy-makers and financiers descended on Toronto for the annual PDAC mining convention and trade show. Some of Peru's highest officials were on hand for a Peru-sponsored gala luncheon on Tuesday. What's behind all this attention – what is the Canada-Peru connection, and what is its future?

Miners know well that Peru is laden with rich ore bodies. It's perhaps best known for Incan gold, which is prominently displayed on the national flag. Peru still has lots of low-cost gold, but there's much more. It boasts the world's third-largest deposits of copper, and it's the number two global producer after Chile. The story goes on: it is among the top four producers of silver, lead zinc, tin and molybdenum. The deposits are so great that they are spread across most of Peru's provinces. If you are a miner or prospector, you really want to be there.

Peru: Leveraging nascent global growth

Why now? Well, pricing is not as great as it was in the recent heyday years leading up to and just following the Great Recession. But global growth is ramping up, lifting prices up from their early-2016 lows and stoking interest in the industry. Moreover, the nascent uptick in the world economy is expected to last for a number of years yet, pulling large, mineral-hungry emerging markets along for the ride. Things are looking good for minerals in general, and interest in Peru's cache is re-igniting.

This may be the case, but all projects need to be financed and developed. With interest rates now generally entering a tightening phase, there are broad-based concerns about access to financing, especially in emerging markets. Easy liquidity is slowly becoming a story of the past, and there is worry about spread-widening and the ability to pay up. Thankfully, Peru compares favourably with many other emerging market suitors. It has an investment-grade rating, and has had for a number of years – ranking second in Latin America, sharing the space with Mexico. It is second behind Chile in macroeconomic conditions, well ahead of other mining-focused Latin American markets. The Fraser Institute's 2017 Mining Survey ranks Peru 19th of 91 mining jurisdictions studies, and in South America is second in terms of investment attractiveness. Add to that a strong track record of fiscal and monetary management and a well-developed financial sector, and the case for being there appears strong.

The market does have its weaknesses, though. Many potential projects are hampered by poor transportation and energy infrastructure. A fraction of potential projects went forward in 2017, and much of this was related to reconstruction in the wake of the \$9 billion in damage caused by extensive flooding. Corruption investigations in the wake of the Odebrecht scandal are also hobbling infrastructure construction. Add to that the lack of local institutional capacity for funding and administration of infra-structure projects and the picture of potential looks less rosy.

Mining bonanza in Peru

In spite of this, the world's miners are lining up to do business in Peru. The pipeline of mining projects over the coming five years adds up to USD 47 billion, on top of the USD 42 billion invested between 2012 and 2015. With the world on its doorstep, why is Peru so interested in Canada? Well for starters, we are in the project mix: currently there are two new Canadian plays that are confirmed for development, and nine others in exploration.

Canada's activities go well beyond mining, though. There is a very significant in infrastructure projects as well. Over half of EDC's book in Peru is in the infrastructure space, and clearly there is much more to be done.

Where things get even more interesting, though, is not that, but how these projects are being done. I heard more than one delegate from Peru mention the country's need for higher ethical values in construction, engineering and mining activities. They seem aware of the issues that corrupt and encumber their system, and are looking for solutions to overcome the sclerosis that corruption scandals have created. Officials recognize the need for resolution, and are tackling the task. Working together with partners like Canada have worked through tricky issues is seen as a means to paving Peru's path to prosperity.

The bottom line?

Peru's potential is staggering. Institutional, environmental and ethical issues are stalling success, putting a high price on solutions Canada is well-placed to serve up.

MHCA welcomes new members

The MHCA is pleased to welcome its newest members:

JR Sewer and Water

JR Sewer and Water specializes in sewer and water installation (renewals, residential, commercial) and excavations.

JR Sewer and Water can be contacted at:

Jodi Reimer
Box 534
Steinbach, MB R5G 1M4
Ph: 204-880-5326
E: jodireimer@jrsewerandwater.net



Bob's Hauling

Bob's Hauling specializes in hauling of wood products, gravel and lowbed, and also excavation and loader work.

Bob's Hauling can be contacted at:

Robert Bracegirdle
The Pas, MB R9A 1K4
Ph: 204-978-1232
E: robert_bracegirdle@live.ca



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 or by phone 204.947.1379

MANITOBA HIGHWAY SPECIAL WEIGHT RESTRICTIONS ORDER

Under the authority of *Section 86 of The Highway Traffic Act (C.C.S.M. c. H60)*, I order the following weight restrictions:

| Description of Weight Restricted Highway Section | |
|---|---|
| Highway No. | Provincial Trunk Highway (PTH) 20 |
| From | PR 272 |
| To | PTH 10 |
| Duration of Weight Restrictions | |
| Start Date | 12:00 A.M., Friday, March 16, 2018. |
| End Date* | 11:59 P.M., Thursday, May 31, 2018. |
| Axle Weight Restrictions | |
| Single Steering Axle | 1) Maximum 6.5 kg per millimetre width of tire; 2) Gross axle weight cannot exceed 65% of the legal gross axle weight on Class A1 highways. |
| Tandem Steering Axle | 1) Maximum 5.85 kg per millimetre width of tire; 2) Gross axle group weight cannot exceed 65% of the legal gross axle group weight on Class A1 highways. |
| All Other Axle Groups | 1) Maximum 6.5 kg per millimetre width of tire; 2) Gross axle group weight cannot exceed 65% of the legal gross axle group weight on Class A1 highways. |

**May be earlier depending upon conditions of the road.*

Note: Weights exceeding the restricted limits mentioned above may be considered by special permit. Permit application can be made to Motor Carrier Branch, Permit Services, by calling toll free 1-877-812-0009.

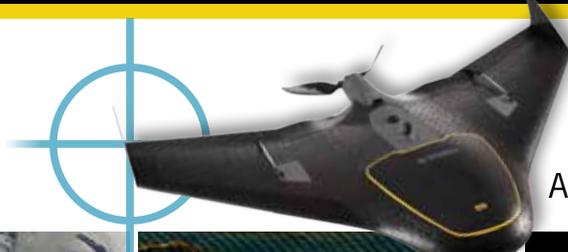
BY ORDER

Original signed by
 Ron Weatherburn
 ASSISTANT DEPUTY MINISTER
 ENGINEERING & OPERATIONS

March 14, 2018
 Date

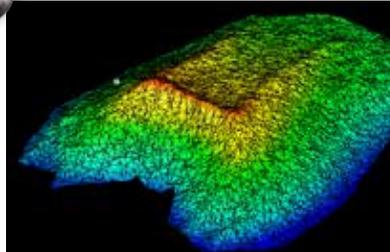


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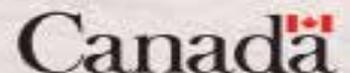
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TRAINED DRILLERS AND BLASTERS AVAILABLE

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





Spring tune-up for safety programs

WORKSAFELY™ *Back to You with Don Hurst*

Pre-season is an ideal time to review your safety program and assess what is working and what is not, and whether the program is on track to achieve its goals.

When reviewing your safety program and manual, take into consideration the following areas to ensure your company policies satisfy your COR™ program requirements and ultimately promote strong worker safety.

- Review hazard assessment forms - who is completing them; how do the forms describe the task at hand and hazards/controls?
- Review safe-work practices and procedures; ensure that these are developed and/or reviewed with valid worker involvement

In addition to the above, consider a review of specific program areas such as alcohol and drug-use policy, training certifications, safe-driving policies, inspection procedures and frequency, etc.

Whenever these assessments identify opportunities to improve the program, employers, managers and supervisors — in coordination with workers — should make adjustments and monitor how well the program performs as a result. For assistance with your safety program please contact your regional advisor at 204-947-1379.

KNOW YOUR WORKSAFELY™ TEAM

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WORKSAFELY™ Safety Advisor, Western Region
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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

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
12 Flagperson 1/2 day AM
12 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

Loading/transporting equipment

Loading and transporting equipment are common overlooked causes of injury and equipment damage.

What's the danger?

Equipment that has been improperly loaded or secured could shift or fall. This can injure workers, cause equipment damage or loss and is a danger on roadways.

Equipment that is transported on unsuitable routes can come in contact with hydro lines, causing a potential injury to the truck driver.

How to protect yourself

- Always conduct a pre-trip inspection on both your equipment and vehicle
- Ensure chains are not cracked, bent, twisted or stretched
- Ensure the equipment is balanced and properly secured
- Keep chains straight and tight
- Be sure to flag the equipment if it exceeds the width requirements for transporting
- Confirm all appropriate persons have been informed and permits have been acquired when moving large equipment
- Always know your route
- After beginning a trip, re-check all load-securing devices and make necessary adjustments
- Be aware of other vehicles on the road
- Look up, and make overhead safety a priority!

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

Date: _____

Performed by: _____

Concerns:

Employee Name:

Supervisor: _____

Location: _____

Corrective Actions:

Employee Signature:

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For more information, contact Sarah Craig, **WORKSAFELY™** Program Advisor, at 204-947-1379 or at sarah@mhca.mb.ca

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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.





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