

## Industry calls for \$500 million in highways capital, cancelation of sole-sourced contracts



*Provincial government asked to reply with immediate next steps*

**L**eaders of heavy construction firms gave a blunt assessment of the impact to their industry and to Manitoba's economy of the extraordinary cut to this year's highways capital program, at a meeting with the Infrastructure minister and deputy ministers of three provincial departments Tuesday.

"Our industry is hurting — never in our memory has the highways capital budget been cut by government and never has it been contemplated that this program would see a 44% reduction over three budget years, as has happened now," MHCA President Chris Lorenc said.

Insult to injury, more than \$11 million worth of work on the access road, in the Lake Manitoba-Lake St. Martin outlet channel project, was handed to First Nations groups in two contracts last week. Those groups have partnered with two companies.

Sole sourcing of public infrastructure projects distorts the market and does not get taxpayers best price for the work, Lorenc stressed. A review of the tender tabulation indicates that the price the government got on the sole-sourced contracts is higher than what would have been seen had the contracts been open to competitive bids industry-wide.

"We are not critical of any company that seizes opportunity to do business however that opportunity presents — no firm would turn their back on business," Lorenc stressed. "We are very critical, however, about government straying from solid procurement rules and the disrespect shown for the open, unfettered tendering process for publicly funded projects."

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# Industry calls for \$500 million in highways capital, cancellation of sole-sourced contracts

**M**embers of the MHCA board and past chairs were at the table with the Infrastructure minister and deputy ministers of Infrastructure, Finance and Municipal Relations.

The MHCA presented a stark picture of the magnitude of the investment reduction, budget by budget, since 2014/15 (see sidebar). In the latest budget, presented March 12, the highways capital program was cut to \$350 million, from last year's budget of \$502 million.

The industry asked government to:

- 1) cancel the sole-sourced contracts and commit to putting all future infrastructure projects out to open, competitive tenders
- 2) fulfill its repeated pledge to invest at least \$500 million, annually,

No other government program has been attacked in this way, Lorenc said. The heavy construction industry is being made to bear the burden of deficit reduction, even though \$1 investment in infrastructure has been shown to have a return on investment of \$1.16.

"Our industry represents a 15,000-job payroll, directly and indirectly," Lorenc noted. "We are at the point where companies are being called by worried workers, asking when they will return to work this season— and we saw the revised MI tender schedule take 7 projects off the table.

"Sole sourcing contract awards is patently wrong, except in emergencies, which this is not. How, in this environment and with this magnitude of cut to investment, can the industry cope with sole sourcing of infrastructure contracts?"

The MHCA is urging members to email the premier, the Finance and Infrastructure ministers and their local MLA to impress upon the government the gravity of the situation in the industry and the impact a reduction of capital investment will have on the economy.

## Highways capital investment, 2014-2018

NDP Actual 14/15	NDP Actual 15/16	PC Actual 16/17	PC Actual 17/18	PC Budget 18/19
\$534	\$628	\$520	\$430	\$350

### Impact, in dollar value:

- o 2016/17 - \$108 million less, from 15/16 (actual)
- o 2017/18 - \$90 million less, from 16/17 (forecast to actual) and \$72 million under budget (\$502 million)
- o 2018/19 - \$152 million less than 17/18 (budget), \$80 million less than forecast

### Reduction, 2018/19 budget:

- o 44% less than 2015/16 (actual)
- o 32% less than 2016/17 (actual)
- o 30% less than 2017/18 (budget)

Budgets 2017/18 to 2018/19 represent a \$222-million program reduction:

\$72 million underspent ('17/18)  
+  
\$150-million reduction  
=  
\$222 million

# Federal Tory leader says Ottawa's infrastructure, economic growth plan fails

PC leader Andrew Scheer says Canada needs date for getting out of deficit

**The Trudeau Liberals are spending the country's future prosperity now because the government has no set time line to get the federal finances back into black ink, PC leader Andrew Scheer told a lunch business gathering Monday.**

The federal government's primary responsibility is to grow the economy, Scheer noted at the Manitoba Chambers of Commerce lunch. "This (federal) budget has failed to do that."

In particular, he said, the Parliamentary Budget Office has just reported that just a quarter of all infrastructure program funds are expected to be expended in the next two years, delaying the rollout of billions more in funding for national infrastructure projects. Scheer reminded the audience that the Trudeau government came to power promising to fund infrastructure through the initial deficits it would post, in order to get the economy growing.

The February 27th budget contained no provisions to blunt any possible impact that a revised or broken NAFTA deal would have on our country's economy, Scheer said. Further, the poor performance in infrastructure funding in Canada is compounded by the fact the federal government has invested \$500 million in an Asian infrastructure bank.

"Our plan will put Canadian interests first, always."

Scheer also told the crowd a Conservative government would:

- Ensure Canada's natural resource commodities get to their international markets
- Repeal the federal mandate for carbon tax/pricing; allow provinces to proceed as they decide
- Consider a broad review of the country's tax system



MHCA President Chris Lorenc (left) with PC leader Andrew Scheer

## Planning Act amendments still need work to protect access to aggregates

Proposed changes fall short of solid legislation reform: Lorenc

**The provincial government's bill for changes to the Planning Act takes a tentative step toward improving how applications for pits and quarries are treated at the municipal level, but there is room for improvement, MHCA President Chris Lorenc says.**

The provincial government this week presented Bill 19, which includes new elements for the process of municipal review of a pit or quarry application. For example, when a municipality is weighing a conditional-use application, it will be subject to a technical review by the province. The government would then return a report to the RM on how the development proposal complies with or falls short of provincial regulations and legislation.

"We see that there are some progressive pieces to the amendments being proposed," MHCA President Chris Lorenc said. "We see, however, that Municipal Relations can add more strength to the process - to assert the province's

authority to protect access to aggregate deposits, against competing and conflicting land-use development - by further revisions."

The MHCA was part of a consensus report, along with the Association of Manitoba Municipalities and some Capital Region RMs, that moved to make the rules clearer on how municipalities consider pits and quarries applications. That consensus document was submitted earlier this year to a provincial advisory committee for government consideration.

"Pieces are falling into place, slowly," Lorenc said. "We hope to get substantive changes through the legislative process this year."

## Lamont: Entrepreneurs leaving Manitoba to get access to capital

**A** Liberal government in Manitoba would step up to immediately make access to capital a reality for home-grown business, a Manitoba Chambers of Commerce breakfast crowd heard Thursday.

Dougald Lamont, elected to lead Manitoba Liberals last October, said this is the fastest and most effective way to grow Manitoba's economy, to create jobs and see more of the revenue generated from economic activity stay at home.

Lamont told a small gathering at the breakfast that a Liberal government would create a Manitoba business development bank — following the example of similar economic development strategies in other jurisdictions, including in Alberta. Manitoba's development bank would be a separate Crown corporation. "The idea is we can actually grow and create things here," Lamont explained. Manitoba entrepreneurs are leaving because they can't get access to capital for scaling up their business, he said.

Lamont told the business gathering that the problem with the financial management plan of the Progressive Conservative government is that it is too focused on cutting to balancing the books, to get out of deficit. That has had a noticeable impact on the economy - Manitoba's rate of economic growth is slowing: "There's nothing wrong with focusing on the bottom line; the problem is he (Premier Brian Pallister) is focused on only his bottom line."

Manitoba needs a government that has a solid economic growth plan, to balance off the necessary spending cuts with investment to ensure that revenues are not reduced, as well.



Lamont (left) discusses Liberal agenda with Manitoba Chambers President Chuck Davidson

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**Canadian  
Construction  
Association**

## CCA considers absorbing CCInnovations as technology focus ramps up

*Warren Frey, ConstructConnect, March 16*



Canada's construction innovation hub is looking to become part of a bigger industry picture.

During the Canadian Construction Association's recent meeting of its Innovation and Technology Committee in Banff, Alta., which took place at the 100th anniversary conference, Bockstael Construction president and CCInnovations (CCI) chair John Bockstael explained to members that in order to continue its mission of bringing innovation to the industry, the organization should join forces with the CCA.

CCA president Mary Van Buren explained the association's 2018-2023 strategic plan to members at the board meeting and explained a key component is to refocus the association on industry innovation and technology.

Bockstael said CCI could be a key part of that change.

"Hitting the refresh button at CCA, and this adoption of bringing in CCI as a division of CCA, means we'll be one of the tools of that step forward in the strategic plan," Bockstael said.

A CCA task force is being formed, Guildfords Inc. branch manager Kevin McEvoy said, to look at the role of technology as a whole, with a possible merger between CCI and CCA is one of the factors being considered.

"The first step is the CCI model coming into CCA, but there will be lots of conversations on how we funnel our energies with innovation and how can we work together to be the hub of technology and innovation," McEvoy said.

"There's a lot of potential there for both parties."

The executive has asked for a business plan, McEvoy

added, which will be presented at the CCA's next set of board meetings in Montreal in May. Until that point, no decision will be made.

A 2009 CCA report highlighted the need for the Canadian construction industry to step forward and provide commercially viable innovation. CCI was formally created in 2013 to provide leadership and a framework for innovation within the industry.

When CCI began, Bockstael said, their role as an innovation facilitator wasn't part of the CCA's plan, but "we've kind of come full circle."

With the election of the Trudeau government in 2015, there was a new emphasis on innovation and the use of "superclusters" which would compete for federal funds.

The government recommended CCI best fit with an Alberta-based supercluster led by Stantec, Bockstael said, but that group ultimately did not secure funding.

In December 2016, the organization issued a report with a budget submission to the federal government requesting \$150 million in funding to be matched by the Canadian construction industry, but that funding did not materialize.

There are sources of funding both inside and outside government, Bockstael said, "but it became evident we need the heft, size and reach of the CCA."

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**E-NEWSLETTER**

# Zey Emir takes CCA's helm for its centennial year

**BANFF, March 15** — The Canadian Construction Association (CCA) has appointed Zey Emir as chair of the 2018 board of directors at its annual general meeting. Zey takes over the position from Chris McNally, director of C & M McNally Engineering Corp.

Zey is president of Revay and Associates Limited, a dispute resolution and project management provider to the construction industry in Canada and internationally. She is a professional engineer and holds an MBA from McGill University.

Zey has over 25 years of experience specializing in construction claims and dispute resolution as well as contracting strategies. She has been recognized as an expert witness in court, by arbitration panels and dispute resolution boards in the

areas of delay, productivity and the quantification of damages. Zey has also developed and presented training programs for the construction industry and is a frequent lecturer at several universities.

Zey joined the CCA board in 2009 and has chaired the CCA Manufacturers, Suppliers and Services Council and been the vice-chair of the CCA Standard Practices Committee. She joined the CCA executive in 2010 and is a past board member of the Canadian Construction Innovations (CCI).

In her address to the annual general meeting, Zey discussed her priorities for her term at CCA's helm. CCA turns 100 this year. "In the coming year, we will be reviewing the governance of the

CCA in order to improve our effectiveness and maximize our efficiency leading into the next 100 years," said Zey.

"This includes being open to diversity and representation that reflects our industry. I believe that having more women, more diversity, provides fresh ideas, different insight and points of view that will strengthen our association."



# MHCA welcomes new marketing and communications coordinator

The Manitoba Heavy Construction Association is pleased to welcome Taya Rtichsheva to our team.

Taya comes to the MHCA with an impressive background in journalism, marketing and communications, most immediately having worked with Congregation Etz Chayim in Winnipeg. Taya specializes in video production and marketing. She will be creating new marketing strategies for MHCA and, specifically, for WORKSAFELY™'s education and training programs. Taya will introduce herself to many of the MHCA members in the coming months, as the plan rolls out.

For communication and marketing inquiries, including advertising opportunities in the Heavy News Weekly, please contact Taya at 204-947-1379 or at [taya@mhca.mb.ca](mailto:taya@mhca.mb.ca)



**Q:** What is an inland port?

**A:** Inland ports provide **industrial land** connected to **multi-modal transportation**, and help businesses efficiently manage their supply chains and connect them to markets around the world.

# Top 10 Economic Risks to Watch in 2018



*Ian Tobman, Senior Political Risk Analyst*

**Is the world in fact a riskier place?**

**Many believe so, and our team here at EDC often debates the issue. Daily we are inundated with negative news ranging from impending trade wars to yet another climate-change-driven natural disaster. How are we to make sense of it all?**

The go-to indicator for many investors has often been the VIX index, which measures market expectations of near-term volatility. Its latest reading is up 19 per cent from this time last year. Other traditional volatility measures, such as gold prices, have not shown large movements. However, many of the risks presented below, while still considered tail risks (low probability/high impact), are increasing in likelihood and could well become base case scenarios.

## 1. Fortress America

Our top risk remains Fortress America. Whereas last year the talk was all about the possibility of the US imposing a border adjustment tax, there is increasing concern about the future of NAFTA and what a materially renegotiated agreement or even a US withdrawal would mean for Canada.

## 2. Global protectionism

Closely connected is the worry that US actions won't stay contained but will spread internationally: the growing risk of Global Protectionism. The recent announcement of tariffs on aluminum and steel imports threatens to spark retaliatory actions – a key threat to world growth just as it's building momentum. Although the newly-signed Comprehensive and Progressive Agreement for Trans-Pacific Partnership counters this risk, the structure of international trade is still being challenged.

## 3. Global recession

Newcomer-Global recession: Unlike the first two risks, which are being driven by a wave of anti-trade sentiment, it is unclear what the

primary driver of a new recession would be; overleveraged corporations? A collapse in consumer confidence? One notable difference from the previous financial crisis is that Western governments no longer have the fiscal capacity nor their central bankers the policy room to remedy the situation.

## 4. Quasi-sovereign default

Easy lending conditions the past several years have allowed state-owned enterprises (SOEs) in emerging markets to accumulate high external debt levels. As rates rise, companies could default on debt and fail to honor amounts outstanding to suppliers. Several state-owned oil companies are particularly vulnerable given their growing debt and the somber outlook for oil prices.

## 5. Cyber attack against major corporate or public-sector entity

Cyber-theft and economic cyber sabotage used by criminal groups can inflict material damage on a country's critical infrastructure and/or corporate sector. Canada is not immune to this growing risk; the Bank of Canada has repeatedly warned that cyberattacks could undermine confidence in our financial system.

## 6. Inter-state war

Although the probability of an Inter-state war remains low, it could provide a major shock to the global economy if it were not contained. As military tensions rise between Russia and the West, most notably over the skies of Syria, the potential for miscalculation and escalation grows.

## 7. China's credit/financial crisis

Financial imbalances are on the rise in China - growing debt levels, mostly involving SOEs and local government, are acknowledged and heightened risks. Total outstanding debt now stands at over 250 per cent of GDP. A financial sector crisis due to bad debts would lead to a widespread economic slowdown and reduced demand for Canadian exports.

## 8. Conflict on the Korean Peninsula

Although the Olympics offered warm images of Korean athletes uniting, and

recent diplomatic overtures by the North Korean regime have lowered the temperature and the likelihood of Conflict on the Korean Peninsula in the short-term, this risk remains ever-present and could surge again.

## 9. Automation + technology = youth unemployment

While this trend of automation and technology upsetting traditional industries is already happening, youth will be disproportionately impacted by these changes. This could have a destabilizing effect on societies, including on domestic politics.

## 10. Disorderly Brexit

This time last year Europe seemed en route to electing radical parties across the Continent and putting the eurozone in its crosshairs. Instead, the centrists prevailed, and France elected its most pro-EU president in decades. While we remain concerned about a disorderly Brexit, this risk has dropped significantly from last year.

Finally, our honorable mention is a cryptocurrency-induced currency collapse. Given they are unregulated and vulnerable to theft, cryptocurrencies' rise has the potential to be very disruptive to the global money supply.

## The bottom line?

While much has changed in a year, we haven't significantly altered our top-risks list. This can in part be explained by the fact that structural changes, even if sped up by technology, don't happen overnight. For Canadian exporters, understanding how these shifts will unfold and the impact they will have, will be key in realizing the opportunities risks undoubtedly create.

## AMM reacts to provincial Budget

AMM President Chris Goertzen attended the reading of the 2018 provincial budget at the Manitoba legislature on March 12.

The AMM was pleased to see an approximate \$6.5-million increase for municipal capital grants outside the City of Winnipeg, more funding for the Community Places Program, and \$5 million over three years to create the Manitoba Heritage Trust Program.

However, freezing municipal operating and public safety funding at 2016 levels does not recognize inflationary increases and puts greater financial and administrative pressures on municipalities.

"The reality is, 2016 dollars for 2018 problems will be a challenge," Goertzen said.



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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

**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

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

**Start Date:** 6:00 A.M., Tuesday, March 20, 2018.

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

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:** 6:00 A.M., Friday, March 30, 2018.

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

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

**\*Start Date:** 6:00 A.M., Tuesday, April 03, 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 22, 2018  
Date



**ORDER # 9: 2017-2018 WINTER SEASONAL WEIGHTS (WSW)  
(March 15, 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., Friday, March 23, 2018.

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 15, 2018

## Breakfast with the Minister of Finance

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



The Minister will speak to these industry priorities:

- Budget 2018 and the Highways Capital program 2018/19
- economic growth strategy and projections for Manitoba
- the role of strategic investment in infrastructure in growing the economy

This is our members' opportunity to speak to, and ask questions of, Minister Friesen following the tabling of the March 12 provincial budget, along with 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

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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



## Helping new workers put a safe foot forward

WORKSAFELY™ Back to You with Don Hurst

On-the-job safety is important in every workplace, but for the heavy construction industry it is vital. As spring approaches our industry will be seeing an influx of new hires. In an industry that exposes even seasoned employees to risk on a daily basis, it is especially important to understand the increased risk to new employees.

New workers need to understand proper safety and operating procedures to ensure the safety of themselves and others, and to keep projects on time and work quality high.

Worker orientation should include training on safety procedures, proper equipment handling, project process and more. Having a thorough orientation process ensures all aspects of the job are covered and should give workers the chance to communicate with their supervisors.

It is also important to have regular check-ins after orientations to ensure new workers are getting the training they need to work safely. Remember strong orientations can help retain workers and attract new ones.

This is your opportunity to “mould” your new workers/employees to YOUR company priorities by emphasizing safe work is fundamental to good work.

## KNOW YOUR WORKSAFELY™ TEAM

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

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### **Kristen Ranson**

WORKSAFELY™ Administrative Assistant  
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### **Gerry McCombie**

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](https://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.

#### 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

#### 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

#### June 2018

- 5 Flagperson 1/2 day AM
- 5 Safety Committee/Representative 1/2 day PM
- 11-12 COR™ Leadership in Safety Excellence**
- 13 COR™ Principles of Health & Safety Management**
- 14-15 COR™ Auditor**
- 19 Transportation of Dangerous Goods 1/2 day AM
- 27 Train the Trainer - Facilitation Skills



# SAFETY TALK

## Hearing protection

In the heavy construction industry, workers can be exposed to noise levels that can damage their hearing.

### What's the danger

Hearing loss prevents you from hearing other hazards on the job. It also causes problems in your personal life.

- It interferes with how you hear normal speech
- It prevents you from socializing
- **It is permanent**

### How to protect yourself

Hearing loss is preventable. The best prevention is hearing protection.

- Employers are responsible for providing devices to protect hearing
- To monitor the effectiveness of hearing protection, workers must have their hearing tested every year

### Demonstrate

Show two types of hearing protectors:

- Ear plugs
- Ear muffs

Show how to insert ear plugs:



Reach one hand around back of head, pull ear upwards to straighten S-shaped ear canal, then insert plug with other hand according to the manufacturer's instructions

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:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



## 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 Taya Rtichsheva at [mhcamarketing@mhca.mb.ca](mailto:mhcamarketing@mhca.mb.ca)

Thank you,

Greg Orbanski  
Chair, MHCA

Chris Lorenc  
President, MHCA