

## MHCA, province to meet on sole sourcing, budget



*A 33% reduction in highways capital over one year not acceptable*

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**The MHCA will be meeting next week with three provincial ministers, in pursuit of the cancelation of two contracts that were sole-sourced to start work on the proposed Lake St. Martin outlet channel's access road.**

"Of equal priority is pressing the government to fully restore the 2018/19 highways capital program to \$500 million," said MHCA President Chris Lorenc.

The MHCA has given the government a comparative analysis of the price of the two contracts, a total \$11.1 million versus current MIT contracts awards based on tendering. "We think ministers needed

to see, in black and white, the true cost of the decision to use sole-sourcing on these road-building projects," Lorenc said.

Lorenc said the analysis was undertaken by industry, making good on a commitment MHCA made to the Infrastructure minister and the deputies of three departments at the March 20 meeting.

"Our principles for infrastructure investment make clear our advocacy is done in a manner consistent with the public best interest. That's why we conducted the analysis of the costs associated with going sole source."

# MHCA presses for cancelation of sole-sourced provincial contracts



**The MHCA will strongly press, as well, for the full restoration of the highways capital budget to \$500 million annually.**

Budget 2018, presented on March 12, cut the highways capital program by \$152 million this year, reducing it to \$350 million, compared to Budget 2017. "A 33% reduction in one year is unprecedented and not acceptable. It needs to be fully restored," said Lorenc.

Fully restoring the budget cuts is critical not just to this industry, but to any hope for meaningful growth in Manitoba's economy, Lorenc stressed.

Smart, strategic investment in infrastructure is central to moving our GDP up. "One dollar invested in infrastructure yields a \$1.16 economic output. It is without question the highest area of return in public sector invested dollars."

Manitoba's transportation system, which moves Manitobans to jobs and

products to market, is facing a roughly \$6 billion investment deficit.

"How are such massive cuts to investment in transportation reflective of sound asset management principles? They're not."

The meeting with ministers is but one element of MHCA's advocacy on Budget 2018. Members will receive updates on MHCA advocacy as they occur.

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# Winnipeg roads, bridges need billions worth of investment

*Infrastructure report underscores need for new fiscal deal, says Lorenc*

The City of Winnipeg has a \$3.8-billion “investment deficit” in core infrastructure, more than half of the city’s total infrastructure deficit, according to the 2018 State of the Infrastructure Report recently released.



And the bulk of the core tab is for roads.

The results of the infrastructure — condition assessment, the first done since 2009, are not surprising, MHCA President Chris Lorenc said. “We know that the conditions of our streets and roads — local and regional — are not good and Winnipeggers are loud and clear on that point.

“We understand and agree that headway has been made, but the report itself notes that progress is slow and we need to find new ways of sourcing revenues to get the job done.”

The State of the Infrastructure Report puts the total investment deficit at \$6.9 billion. The “investment deficit” is the difference between what should be invested in all existing and new infrastructure vs. what the budgets allow for now. Roads account for \$1.9 billion, bridges are \$1.13 billion and transit comes in at \$1.2 billion. Core infrastructure (defined as streets, roads, bridges and sewer & water), at \$3.8 billion, comprises 55% of the total deficit.

The city, however, notes that compared to the 2009 figure of \$7.4 billion, the deficit in current dollars has been reduced by about \$3 billion (\$7.4 billion, converted, would be almost \$10 billion today).

In its public survey, the city found that generally, citizens are happy with the level of its services: 75% or more of citizens are ‘somewhat or very satisfied’ with most services. However, this is not true of Winnipeg’s transportation infrastructure. Less than 50% of citizens polled are satisfied with the condition of residential and major roads; 41% of respondents were satisfied with management of rush-hour traffic.

“We think city council has shown it is serious about addressing the condition of our streets and has put its program budgets — the walk — behind its talk,” Lorenc said. This year, the budget calls for \$116 million to be invested in regional and local street renewal.

“We also know that we are not going to get out of this hole, to a point where what we invest annually is sufficient to keep our streets in good condition, unless Winnipeg and all municipalities, in fact, find new ways of generating revenues.

“That, in our industry’s opinion, is the ballot — box question as we move to municipal elections this fall.”

Lorenc was quick to point out, as well, that the city’s production of its infrastructure report, setting out the investment deficit, assessment of infrastructure condition and a valuation of its infrastructure assets deserves kudos. Without such asset management assessment and infrastructure investment deficit reports, citizens can’t know whether progress is being made on maintaining or building required infrastructure.

This, in combination with the production of annual and five-year infrastructure investment programs, should be the hallmark of transparent, accountable public administration of tax dollars.

MHCA has repeatedly requested the provincial government, which demands five-year programs of municipalities, to produce its own multi-year infrastructure investment programs and to release its infrastructure investment deficit report.

## Other key findings from The 2018 State of Infrastructure Report:



- Capital Region to grow to more than 1 million in population by 2034; Winnipeg, to more than 900,000 by 2040
- In condition reports, roads get a C+ grade and bridges, a B- 58% of the investment deficit (2018-2027) is for existing infrastructure, 42% for new infrastructure
- Progress on reducing the deficit is a result of a number of efforts, including the allocation of \$2.1 billion more to infrastructure investments than originally planned from 2009-2017, "successfully leveraging federal and provincial funding for major capital projects and the city dedicating an annual 2% property tax increase to improve the condition of roads."
- From 2010 to 2015, the city spent on average \$689 per person on capital works, about \$90 less per person from the average among some major Canadian cities.
- The deficit has identified a higher need to address existing infrastructure requirements compared to new infrastructure
- The city's current funding model is not sustainable: other prairie cities in Canada collect on average 44% more revenue per capita. Since 1998, many cities roughly doubled their property taxes, while Winnipeg has increased property taxes by only 9%

*To address the infrastructure deficit, some strategies could include:*

- Increases to existing revenues, exploring access to new revenues, and leveraging maximum dollars from federal and provincial capital funding
- Innovative approaches to maintaining or enhancing existing levels of service, as well as challenging decision-making in cases where reductions to service levels are warranted
- Ensure guiding policies, such as OurWinnipeg, and service strategic plans, such as the Transportation Master Plan, consider what the city can afford
- Ensure critical infrastructure continues to receive adequate funding to address 'Poor to Very Poor' condition and to mitigate against assets deteriorating to this condition
- The asset management program and budget process operate as a system that offer the greatest benefit if processes between each are fully integrated



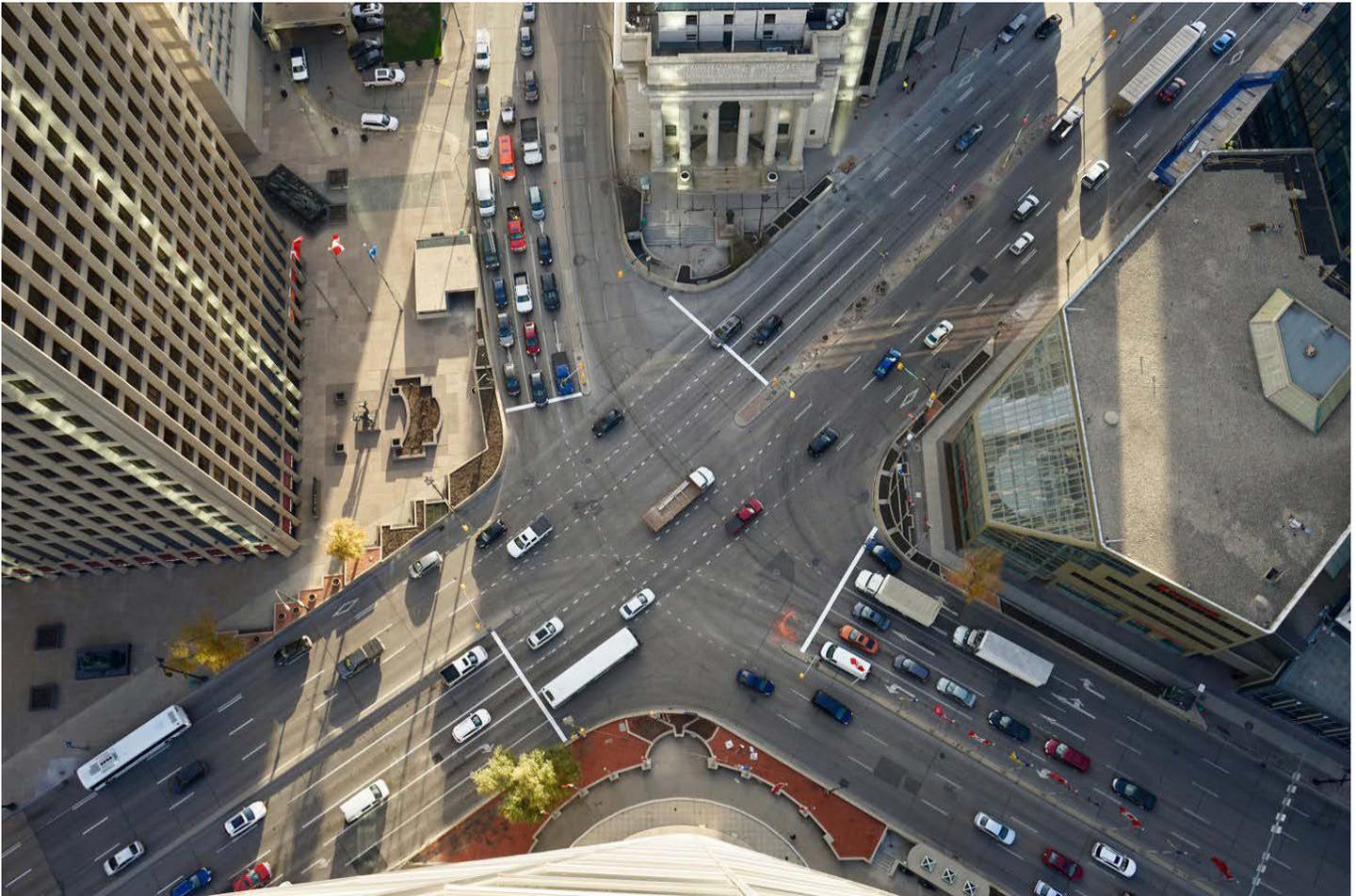


Photo: Tourism Winnipeg

## Winnipeg's core infrastructure at a glance

**1,939 (lane-km)**

Regional Streets

**5,396 (lane-km)**

Local Streets (excluding Lanes/Alleys)

**2,994 km (linear)**

Active Transportation (Bike Paths and Sidewalks)

**145**

Bridges (Vehicular, Pedestrian, and Underpasses)

**2,637 km**

Distribution System Water Mains

**2,681 km**

Collection and Interceptor Sewer Mains

**1,403 km**

Land Drainage Sewer Mains

**152 km**

Feeder Mains

**118 km**

Dikes



Photo: Don Procter

Carl Haas at the 18th annual Ontario Construction Secretariat's State of the Industry and Outlook Conference in Toronto.

**A University of Waterloo professor argues that statistics concluding the construction industry has recorded low production output gains over the decades are unfair.**

That moniker fails to note seminal periods in the industry's evolution. Take the shift from cable — actuated to hydraulic road-building equipment that saw production increases of "several hundred times" in the 1950s, said Carl Haas, the interim chair of the department of civil and environmental engineering at the University of Waterloo.

A more recent example is the automated site layout laser station — "a huge productivity improvement and a huge improvement" in the reduction of the risk of rework, he said.

Haas gave a seminar titled Adapting to New Technology and Innovation in Construction at the recent 18th annual Ontario Construction Secretariat's (OCS) State of the Industry and Outlook Conference in Toronto.

*Dramatic shifts in transportation technologies are driving innovation in infrastructure design, construction and operation. MHCA's Driving innovation will help you keep up with the evolution.*

He told delegates only recently the U.S. Bureau of Labor Statistics started measuring productivity output in the industry and it now pegs the compound annual rate for labour productivity improvements in the industrial sector at "well over four per cent" in the past decade.

Why the production boost? Haas attributes it largely to new technologies including robotics/automation, new materials and building methods. Worker training initiatives are another factor.

Emerging artificial intelligence is already used commercially for automated earned value tracking in concrete and steel construction, he pointed out.

For mechanical, electrical and plumbing processes scan-to-BIM (building information modeling) and scan versus BIM technologies ensure that everything is routed where it is supposed to be, Haas said.

Automated building to 3-D is the "next big thing," he told the audience, explaining that a building is constructed first in virtual reality and then built the way it was designed.

Other examples of new materials and technologies raising productivity levels include sustainable warm-mix asphalt and organic bricks and automated business process workflows for change requests, Haas told delegates.

In a panel session at the OCS conference on new technology in construction, Brandon Bird, CEO, Bird Mechanical, told delegates while technologies like BIM are important to the industry, all of a project's players have to participate "or your model might be useless."

**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.

Warren Frey, ConstructConnect, March 22

**Public Services and Procurement Canada (PSPC) implemented mandatory credit checks as part of its personnel security process on Jan. 29, 2018. In practical terms, anyone working on a government construction project must go through the credit check process regardless of their position.**

At the Canadian Construction Association's Civil Infrastructure Council meeting, held during the association's recent 100th anniversary conference in Banff, Alta, several members expressed concern that the new security measures would cause further work delays and hinder those in construction workforces with credit issues.

"The reason given for credit checks is to get a sense of the sensitivity of workers on a project to criminal elements and foreign governments," said council chair Henry Borger.

He added by the government's reckoning the security check should only take "two minutes extra" during the application process.

The Government of Canada's website also points out the check is done at no cost to the applicant and does not affect their credit history. The government also has said, Borger relayed, that last year only 89 people were rejected out of 120,000 applicants.

"Anecdotally, I don't know anyone who had to go through this for a job," Borger added.

But other attendees at the council meeting expressed concern with both the process and its underlying reasoning when applied to the construction industry.

"It takes longer than is claimed," council secretary Kyle Larkin said. "Also, construction is seasonal, which means some workers might be experiencing credit fluctuations."

## Industry wary of new security check protocol

*Industry experts are flagging new security checks as productivity speed bumps.*



During a question and answer session members also pointed out while the industry is making efforts to hire more marginalized workers, those workers are also more likely to have credit issues, creating roadblocks to getting them into the industry.

According to the federal government, credit checks are "one of many factors considered when assessing risk to government information, assets and sites. PSPC

will also verify an applicant's background, education and professional credentials, personal and professional references and criminal record."

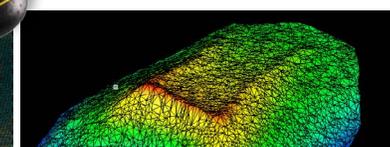
Credit checks are mandatory for applicants needing a new security status or clearance, renewal of their status or an upgrade of their existing status or clearance. Previously, credit checks were done only for "Top Secret-level" personnel security screening requests and when PSPC needed additional information during an applicant's security screening assessment.



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Susanna Campagna, Manager, EPIC

**Exporters have a lot on their plates these days. Global growth is accelerating and Canadian companies are seeking to either establish or increase their footprint in diverse markets. At the same time, political risks dominate the headlines, muddling decision-making on when and where to do business. Included in this class of risks is the increasing presence of political violence, given its potential to significantly impact foreign investments and commercial operations. It's a shocking reality; but is there a way that Canadian businesses operating internationally can protect themselves against the onset of political violence?**

It's an uncomfortable subject, but recent examples are manifold. The Arab Spring, which began in late 2010, abruptly toppled long-standing regimes in mere days. Change hit Turkey in the wake of a failed 2016 coup. Today, there's ongoing terrorism risk in Egypt, war in Syria and North Korean nuclear threat concerns. Whether or not this is predictable, it entangles established business operations in debilitating ways.

## WHAT IS POLITICAL VIOLENCE RISK?

To elaborate, political violence risk, as we define it, covers a range of risks from protests, riots and terrorism, to rebellions, revolutions and coups. The defining feature is that these are politically motivated acts of violence aimed at changing a government or its policies. At EDC, we recently revised and updated our late 1990s vintage political violence risk assessment model. This tool provides a standardized framework in which we assess the likelihood of political

violence risk in any country over a five-year horizon. Key to our model is its ability to evaluate the structural pre-conditions of risk—that is, factors that make a country vulnerable or predisposed to outbreaks of political violence.

## HOW WE ASSESS POLITICAL VIOLENCE RISK?

How does our model do this? Clearly, no model can accurately predict the exact timing of an outbreak of violence or the triggering event that will motivate people to take to the streets in protest. However, our model's robust structure, evolved out of almost two decades of analysis; its broad reach, covering just over 200 markets; and its reliance on comprehensive data sources allows us to assess the risk that, if certain preconditions exist among other factors, a country is more likely to experience an outbreak of political violence. So what do we look at?

## TYPE OF REGIME IN POWER

The first lens is understanding what type of regime is in power, ranging from full autocracy, to partial autocracy to full democracy, as this influences risk in our model. Next up are variables which our analysis found to be among the best markers of risk. We discovered, for example, that higher infant mortality, lower trade openness, weaker democratic accountability and political freedoms are all key drivers of political violence risk.

## INTERVENING VARIABLES

Next, we brought in intervening variables—those factors that dial risk up or down—such as the state's military capacity. One of our best indicators involved the five-year trend analysis of human rights

violations by the state against its citizens: the greater the propensity of the state to violate the physical rights of its citizens, the higher the risk of political violence.

## RECORD OF ARMED CONFLICT

Lastly, we examined the country's historical record of armed conflict. Countries with a history of conflict in the previous decade were found to be at greater risk of future conflict. All these metrics are then calculated to provide an ordinal rank of risk in a given market. Our final step is to overlay subject matter expertise by our country risk analysts on the quantitative model. The combined metrics and expert judgement allows the model to be best in class.

Why produce this type of model? Preparatory analysis is key to managing risk. If we can better understand which markets are at risk and how quickly those risks are evolving, we can get past the headline noise to help exporters seek out opportunities in markets where risk-aversion could dominate. Our country risk models help us do that.

## THE BOTTOM LINE?

Political violence risk is intimidating and for good reason. But EDC can support you on your export and foreign investment journey through the provision of risk mitigation strategies, such as comprehensive political risk insurance coverage. With our input and advice, you can manage your political risks as you grow your exports abroad.



MHCA is pleased to announce:

## 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.



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](mailto:christine@mhca.mb.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

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., Saturday, April 07, 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., Monday, April 09, 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 26, 2018  
\_\_\_\_\_  
Date



# Start safe, with Dig Safe Month, and all season long

WORKSAFELY™ Back to You with Don Hurst

April 1 marks the official start of Dig Safe Month. This month is dedicated to improving safety and reducing damages to underground facilities by raising awareness of safe digging practices. Dig Safe Month is designed to coincide with the beginning of our construction season and to serve as a reminder to our contractors that they need to call or click before they start digging.

We are all responsible for ensuring the safety of those who work or live in the vicinity of underground facilities and for protecting vital services.

When planning your excavation remember to click before you dig at [www.clickbeforeyoudigmb.com](http://www.clickbeforeyoudigmb.com).

Additionally, for April, our Safety Talks will be focused on encouraging safe excavating practices.

Our industry is working toward ZERO damages. Through unified efforts, we are working together for a safer Manitoba. Please remember:

- Click or call before you dig
- Wait for locates
- Respect the marks
- Dig with care

## KNOW YOUR WORKSAFELY™ TEAM

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

Director, WORKSAFELY™ Education and Training  
E: [don@mhca.mb.ca](mailto:don@mhca.mb.ca) T: 204-594-9051 C: 204-291-4740

### **Ed Gregory, NCSO, OH&S Cert.**

WORKSAFELY™ Safety Advisor, Southern Region  
E: [ed@mhca.mb.ca](mailto:ed@mhca.mb.ca) T: 204-594-9058 C: 204-227-6932

### **Randy Olynick, CRSP**

WORKSAFELY™ Safety Advisor, Eastern Region  
E: [randy@mhca.mb.ca](mailto:randy@mhca.mb.ca) T: 204-594-9057 C: 204-295-3876

### **Trevor Shwaluk, B.P.E**

WORKSAFELY™ Safety Advisor, Central Region  
E: [trevor@mhca.mb.ca](mailto:trevor@mhca.mb.ca) T: 204-594-9061 C: 204-871-0812

### **Dave McPherson**

WORKSAFELY™ Safety Advisor, Northern Region  
E: [dave@mhca.mb.ca](mailto:dave@mhca.mb.ca) C: 204-271-2088

### **Phil McDaniel, OH&S Cert., P. GSC, NCSO, CRM**

COR™ Program Development & Quality Control Advisor  
E: [phil@mhca.mb.ca](mailto:phil@mhca.mb.ca) T: 204-594-9059 C: 204-997-5205

### **Jackie Jones, CAE**

WORKSAFELY™ COR™ Program, Education and Training Advisor  
E: [jackie@mhca.mb.ca](mailto:jackie@mhca.mb.ca) T: 204-594-9054 C: 204-509-0384

### **Sarah Craig, OH&S Cert.**

WORKSAFELY™ Client Services Advisor  
E: [sarah@mhca.mb.ca](mailto:sarah@mhca.mb.ca) T: 204-594-9060 C: 204-979-3971

### **Kristen Ranson**

WORKSAFELY™ Administrative Assistant  
E: [kristen@mhca.mb.ca](mailto:kristen@mhca.mb.ca) T: 204-594-9056 C: 204-330-3520

### **Gerry McCombie**

WORKSAFELY™ Safety Advisor, Western Region  
E: [gerry@mhca.mb.ca](mailto:gerry@mhca.mb.ca) C: 204-720-3362

To contact your WORKSAFELY™ advisor assigned to your area, please see [mhca.mb.ca/worksafely/know-your-advisor](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.

#### April 2018

- 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
- 9 Train the Trainer – Facilitation Skills
- 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**

#### 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

### BRANDON - St. John Ambulance

Shoppers Mall, 1570 18th St.

#### April 2018

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

### RUSSELL - The Russell Inn

Provincial Trunk Highway 83

#### April - May 2018

- April 30-May 1 COR™ Leadership in Safety Excellence
- May 2 COR™ Principles of Health & Safety Management
- May 3-4 COR™ Auditor





# SAFETY TALK

## Eye protection

Each year hundreds of Manitoba construction workers suffer the effects of an eye injury on the job.

### What's the danger?

Some of the most common eye hazards are:

- Flying particles and debris – dust, concrete, metal and stone
- Welding arcs
- Splash from chemicals
- Environmental elements – wind and sun

### How to protect yourself

Safety eyewear is an essential piece of personal protective equipment.

When selecting suitable eye protection, consider the following:

- Specific workplace hazards
- Fit and comfort
- Vision and movement

### Types of eye protection:

- **Safety glasses** – eyeglasses with safety frames constructed of metal or plastic and have impact-resistant lenses
- **Goggles** – provide higher impact, dust and chemical splash protection as they fit snugly around the eyes
- **Face shields and helmets** – considered secondary protectors as they are used in conjunction with other protective eyewear to provide additional full face protection
- **Welding goggles** – prevent exposure to harmful light rays

We only have one pair of eyes; it pays to protect them. Make a point to wear your safety glasses as soon as you set foot on the jobsite.

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:

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



# 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](http://www.mhca.mb.ca) or calling 204-947-1379.





# CONSTANT CONTROL.

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## Get Gold Seal Certified

Since 1991, the Gold Seal Certification program has set the Gold Standard in the Management of Construction. Today, more than 8,000 construction professionals have been recognized as Gold Seal Certified.



### What is Gold Seal Certification?

The Gold Seal Certification program is a nationally recognized certification for **Project Managers, Superintendents, Estimators, Construction Safety Coordinators and Owners of construction projects** in the Canadian construction industry involved in:

- General Contracting
- Electrical Contracting
- Mechanical Contracting
- Road Building & Heavy Construction
- Specialty Trades

### What are the benefits of Gold Seal Certification?

Whether you are a **Construction Professional, a Contractor, Project Manager, or an Owner of a construction project**, Gold Seal Certification can help you set a high standard - the Gold standard - on a construction project.

### There are many benefits to Gold Seal Certification:

**For individuals**, Gold Seal Certification offers opportunities to improve skills, advance careers, and provides recognition for years of experience and education.

**For contractors and subcontractors**, it signifies a commitment to excellence in the management of construction, shows that your organization values professionalism and ongoing education. As well, Gold Seal Certified employees provide a competitive advantage on tenders.

**For owners**, Gold Seal Certification is an investment in quality, best practices and ensures excellence in the management of a construction project.

[goldsealcertification.com](http://goldsealcertification.com)

# APRIL 18 & 19, 2018

## SAFETY

## TRAINING

## FOR ALL

## INDUSTRIES



CONFERENCE PARTNERS



# WESTMAN SAFETY CONFERENCE

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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





## 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