

# The Heavy News Weekly

**CALL TO ACTION:  
EMAIL THE PREMIER,  
FINANCE AND INFRA-  
STRUCTURE MINIS-  
TERS AND YOUR MLA,  
ASKING THE  
PROVINCE TO:**

- RESTORE THE MANITOBA INFRASTRUCTURE HIGHWAYS CAPITAL BUDGET TO \$500 MILLION

- COMMIT TO NO FURTHER SOLE SOURCING OF ANY OF THE LAKE ST. MARTIN OUTLET CHANNEL PROJECT

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**Your MLA's email  
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[http://www.gov.mb.ca/legislature/members/pf/electoral\\_pf.pdf](http://www.gov.mb.ca/legislature/members/pf/electoral_pf.pdf)



## WINNIPEG MAYOR PLEDGES TO KEEP INFRASTRUCTURE TOP PRIORITY OF CITY COUNCIL

### Winnipeg seeks new revenue sources and funding relationship with Manitoba, Ottawa

**T**here has been progress made on Winnipeg's infrastructure investment deficit but there's still work to be done, Mayor Brian Bowman said before a sellout breakfast hosted by the MHCA April 10.

Part of the work toward achieving city budgets that are sufficient to keep our streets in good condition will rest on convincing the municipality's partners — the provincial and federal governments — to adopt a predictable funding model, the mayor said. That model must focus on long-term investments that can meet the needs of a growing city.

Bowman noted that the recently released State of the Infrastructure report showed

some headway has been made against the deficit on investment in roads, compared to the figure cited in a 2009 analysis, updated to 2018 dollars.

At present, our roads account for almost \$2 billion of what it would cost the city to bring the existing infrastructure up to good condition, or to build new infrastructure required for growth — the 'infrastructure investment deficit'. The total investment deficit for all city infrastructure is \$6.9 billion, with "core" infrastructure (streets, bridges and sewer & water) accounting for \$3.8 billion of that.

However, the city's bridges account for 16% of the deficit, a notable increase over the years.

*Continued on page 3*

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# Call to action:

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MHCA Board of Directors voted April 9 on next steps toward restoring the highways capital budget

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**Your MLA's email address can be found here:**

[http://www.gov.mb.ca/legislature/members/pf/electoral\\_pf.pdf](http://www.gov.mb.ca/legislature/members/pf/electoral_pf.pdf)

# CALL TO ACTION

# Winnipeg mayor pledges to keep infrastructure top priority of City

*Continued from page 1*

Bowman and MHCA President Chris Lorenc described the infrastructure deficit report, along with the city's capital asset management report, as putting Winnipeg above what other municipalities in Canada are reporting.

Bowman thanked the MHCA for its help on improving the city's procurement processes, an initiative in progress. This is evidence of the strong relationship the industry and the city have had over the years, he said, congratulating MHCA on its 75th anniversary this year.

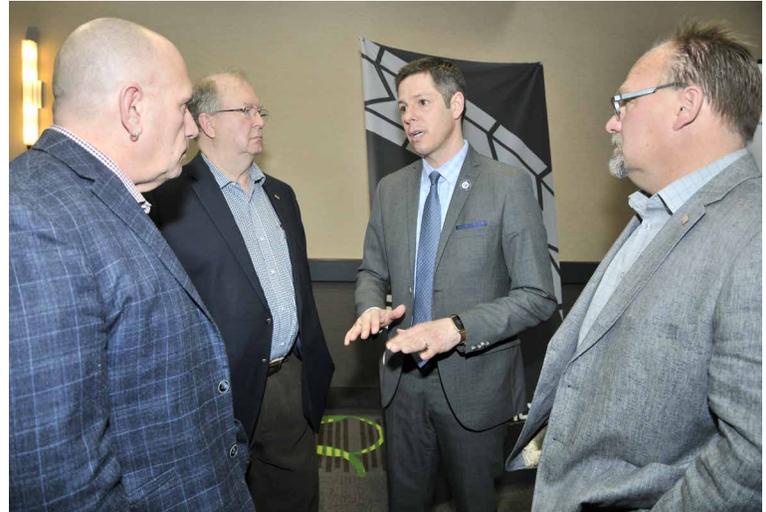
The city is also focused on construction methods, to get greater value from investments through streets and roads that don't deteriorate as quickly.

"We need to find ways to build better and smarter." Winnipeg is still waiting to hear how much of its request for \$180 million of federal infrastructure funding allotted to Manitoba in legacy programs will flow to the city, for improvements to regional roads. The request requires provincial approval.

Bowman pledged to continue to work toward ensuring each year's budgeted amount for local and regional street renewal gets expended in the budget year.

Lorenc thanked the mayor and said Winnipeg's annual and five-year infrastructure investment programs, published in each year's budget, are a model the province should follow.

He urged the industry to write to Premier Pallister, Finance Minister Cameron Friesen and Infrastructure Minister Ron Schuler to press the province to reinstate the highways infrastructure budget to the promised \$500 million level. This year, that budget was cut to \$350 million from \$502 million, budgeted in 2017-18.



# NDP Leader announces plan to delay carbon tax bill

by Manitoba Chambers of Commerce



Manitoba NDP leader Wab Kinew told a Manitoba Chambers of Commerce breakfast audience that his party will use the legislative process to delay the government's Made-in-Manitoba carbon plan bill. Kinew told the business crowd who gathered for the second of the 2018 Leaders Series Breakfast presented by Deloitte that decision will allow for further discussion and assessment of how the tax would impact business and industry. He also hopes to use the delay to make a larger case to the government to change their direction and recycle the revenue into green initiatives and not into general revenues.

The NDP leader also spent the breakfast talking about his background, the role his parents have had on him, and the impor

tance of people who have taken time to mentor him. He spoke of the motto often spoken to him by the co-founder of BlackBerry, Jim Balsillie. "Play for emergence"

is something that has stuck with Kinew and helped shape his view of the opportunities that can be possible. Kinew also touched on his view of the importance of balancing the provincial budget but stated it's how you do it that is important. He spoke about creating a job growth plan as a central theme and engaging with those who may not see policy the same as

Kinew, telling the audience that he respects the experience those who might disagree with him and needs to hear their voice.

*NDP leader Wab Kinew said it is important carbon tax revenues go to green initiatives.*

Aside from policy, Kinew spent some time walking the audience through his thought process of moving into public service and now leading the official opposition. He told those gathered that while his decision was not met with wild excitement, given the expected fortunes of the party heading into the 2016 election, he felt the time was right to add his voice to help Manitoba.



# Manitoba needs an economic

## growth strategy

By Don Leitch



**Across the country, provinces are grappling with their budgets. Some provinces are in deficit and a few are not. All realize a sound, stable fiscal framework is the starting point for a prosperous growing economy.**

In Manitoba some progress is being made on managing expenses. However, the flip side of the coin is implementing policies and programs to incent investment, grow the economy and enable Manitobans to build that more prosperous future for themselves, their families and their communities.

ming from more business activity and investment. A growing economy yields more government revenue.

So, what do we need to ensure sustained economic growth, and how should the Manitoba government pursue that economic growth? First, ensure we have a competitive economic climate. A competitive jurisdiction is more than low taxes. It is a province with a regulatory environment conducive to private-sector investment, coupled with public investment in the world-class infrastructure required to move people and goods within and between our communities, and investments enabling Manitobans to be educated, trained and prepared to compete internationally. A successful economic framework enables access to capital and promotes innovation.

Regrettably, less progress has been made on these issues.

The Business Council of Manitoba had submitted, in time for last week's provincial budget, some recommendations. The council noted that Manitoba continues to be in a precarious fiscal situation — the provincial debt is so large that even with the unprecedented low interest rates that have prevailed for several years, the entire annual deficit is attributable solely to interest payments on the provincial debt. In other words, we are borrowing every nickel required to pay interest to the bondholders of Manitoba's debt. That recipe leads only to a continually escalating public debt load. It is impossible to forecast when the tipping point will be reached, but an ever-escalating debt in a moderately growing economy leads only to more pressure to eliminate or reduce services and postpone investments. This is troublesome.

Adding to our debt worries is the mounting debt at Manitoba Hydro; a burden that is carried either by Hydro ratepayers, or Manitoba taxpayers.

Continuing the usual deficit-reduction practice of cutting services and postponing investments to free up cash to pay the interest will not get us to where we need to be.

Government requires more revenue — without raising taxes. That is only achievable with a growing economy in which there are more employment opportunities, in all regions of the province, and rising incomes stem-

Another troubling issue is the federally mandated carbon tax with its unequal impacts across the country. When implemented as designed it will further compromise the competitive position of exporters.

Our manufacturers will be disadvantaged relative to competitors in non-carbon tax jurisdictions.

In the Business Council's pre-budget submission, all of these were highlighted as needing attention immediately. Without government investment decisions and in the absence of an economic framework that both government and business endorse, long-term growth and prosperity will continue to be a challenge we have not met.

Governing has always been difficult. It is even tougher when international uncertainty abounds as it does today. But as a former premier said, 'Making difficult decisions is the reward for winning an election.'

Manitoba needs the Pallister government to make those decisions now. We need our government to invest in our infrastructure, while working to create a competitive economic environment, enabling access to capital for businesses — established and new — and to take advantage of emerging trade opportunities, and to ensure Manitobans are educated and trained to compete and succeed.

**Don Leitch is president of the Business Council of Manitoba.**



MHCA is pleased to announce:

## Breakfast with the Minister of Finance



Event Sponsor

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

The MHCA Board of Directors is urging industry to attend this breakfast to listen to, and ask questions of, Minister Friesen about the decision to reduce the high-ways infrastructure budget by \$152 million (from \$502 million to \$350 million) this year.

The 30% single-year cut to the highways budget is unprecedented and is a threat to the sustainability of many companies in our industry and the workforce we employ. This is your opportunity to speak to those challenges ahead.

**THURSDAY APRIL 19, 2018**

Doors open and registration - 7:30 am

Hot breakfast - 8:00 am

Presentation and Q & A - 8:20 am

Holiday Inn

Winnipeg Airport Polo Park

Madison B

1740 Ellice Avenue

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

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

## Become an MHCA Member Today

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**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.

[CENTREPORTCANADA.CA](http://CENTREPORTCANADA.CA)



**Canadian  
Construction  
Association**

# Industrial growth to make up for 'upheaval' in commercial and residential sectors: Hall

By Don Procter, Daily Commercial News, April 4

**Industrial growth will make up for a slowdown or "upheaval" of activity in commercial and residential building sectors in Canada, according to Export Development Canada's (EDC) chief economist.**



Photo: ConstructConnect

It is not normal for one sector to fill the void when other sectors are "fundamentally weak. We rarely see this," Peter Hall told a seminar audience recently at the 18th annual Ontario Construction Secretariat's (OCS) State of the Industry and Outlook Conference in Toronto.

But these are not normal times.

"The industrial capabilities together with world growth and our capacity to fill that going forward with high-value contributions to the supply chains of the rest of the world are what I believe will carry us forward over the next number of years," he said. "And it is already occurring."

Markets are diversifying and growth is taking off in emerging industrial markets, he said.

Hall told OCS delegates he believes there are three to eight more years of growth ahead for Canada.

But not everything is rosy. He challenged economic prognostications that residential construction's high growth is a "new normal." "I am in the camp that says, 'Yes, we do have a housing bubble,'" he said. Canada's rate of consumer indebtedness, 170 per cent, is higher than the debt to income ratio in the U.S. just before its 2008 recession, he told delegates. "But that is only part of the story," he explained. "Normally, when we get an economic correction it happens on all fronts." In the Greater Toronto Area's non-residential building sector "over the next number of quarters things are looking pretty exciting," Hall said.

"The greatest news I can give you today is that the global economic cycle is getting back on its feet again." He says Canada is in a "stretched out business cycle," which is part of a global economic cycle, rather than the traditional business cycle of the North American economy.

"We now have longer longs, higher highs...lower lows," he said.

As an example, he points to the last growth cycle of the world, from the early 1990s to 2008, which was "twice as long" as a traditional business cycle lasts.

"We are living in world now that is not a slow-growth new normal that everybody is sort of conditioned to believe in," said Hall. He dismissed forecasts by many economists that the next step in the business cycle is a global recession. Hall said the world's economy, including the U.S., is up more than it has been in a decade since the recession, and it won't be heading into a tailspin anytime soon. Many European countries are operating under-capacity, he added.

His takeaway to Canada's building and design community: "We should be looking with our capacity at what we can service there."

He called millennials "first-wave consumers" preparing over the next five years to make major purchases as their income grows. That includes buying cars, their first house and "first everything" to fill that house.

"All of a sudden you have a new engine in your economy," he said.

And it is not just happening in Canada. He pointed out many countries are witnessing the growth of their middle class. Brazil is adding five million people annually, Indonesia seven million, India 20 million and China 36 million.

"The world is firing up," he stated.

He said if Canada's trading relationships grow exponentially with countries like China in the next 16 years, as EDC projections indicate, then there will be "a lot of building happening" in Canada's industrial sector. While President Donald Trump has taken a hard line on U.S. trading partners and has suggested pulling the rug out from under NAFTA, Hall said Americans have a number of sound reasons to preserve the agreement, starting with the fact three million American jobs depend directly on trade with Mexico and Canada.



## Export outlook by industry

By Peter G Hall, Vice President and Chief Economist

Industry is by and large a neutral noun, but not these days. It's giving many the shivers on our neo-protectionist planet. Why? Well, anti-trade policy is not yet undoing trade agreements, and isn't likely to because of the costs. But it is taking aim at individual industries, and it's a radar screen that no industry wants to be on— especially if you happen to be in a trade-intensive economy like Canada's. Amid trade policy turbulence, what's the outlook, by industry, for Canadian exporters?

### THE ECONOMY IS NOT THE PROBLEM

Usually, protectionist rhetoric and policy moves occur when the economy is languishing. That was yesterday's story, and is in our view the foundation for populist resentment of freer trade. In contrast, today's growth laughs at backward-looking and backward-moving policies, complete with its soaring industrial output and plunging unemployment rates — occurring as they are in the very places where trade naysayers are most vocal. It's a stunning juxtaposition; what are the actual impacts?

### THE 'TARGETS' ARE AIMING HIGH

The aerospace industry is one that benefits from an upswing in global growth, as business travel accelerates and as rising disposable income boosts tourism. It was also among the first of Canada's industries to get into the anti-trade crosshairs. Thankfully, the 300 per cent duties levied by the US

Commerce Department were struck down by the US International

Trade Commission. Uncertainty alone could upend export activity; not so in this case. Exports are forecast to rise smartly by 16 per cent this year, and to add a further 7 per cent in 2019.

Lumber is another embattled industry. Expiry of the Softwood Lumber Agreement with the US in October, 2015 led to announcements of stiff tariffs on Canadian producers about a year ago. That ought to be enough to shut things down — but it's also up against a US housing market that is on the move. Starts of new dwellings are at their highest 6-month average level since the Great Recession — and there is still plenty of pent-up demand to spur the market to much greater heights. Canada is capitalizing: exports of forest products are forecast to rise 16 per cent this year, and to build that up by 2 per cent more in 2019.

Steel and aluminum were industries in a tizzy mere weeks ago when the US administration slapped tariffs on US-bound Canadian exports. True, we were given a temporary exemption but again, the turbulence can rattle activity. Metals are another case where the data argue the opposite: we see 13 per cent growth in 2018.

### MARKET CONDITIONS TO WEIGH ON AUTO SECTOR

Not all recipients of protectionist pronouncements can sport double-digit projections, though. The auto sector faces back-to-back years of virtually zero growth, as increases in parts shipments are offset by lower exports of assembled vehicles. Weakness is due to the long-anticipated unwind of assembly

facilities and the peaking of US sales, and is not currently related to threats

of increasing US content requirements or political pressure to invest stateside.

Other industries that will perform decently include industrial machinery and equipment, slated to expand by 9 per cent this year and 5 per cent in 2019. Revived mining activity and tight US capacity constraints are two key reasons for this impressive showing. Chemicals and plastics should also perform well, sectors that typically benefit from rising US — and global — industrial production.

Distribution of this growth across the provinces is understandably uneven. Both Alberta and Newfoundland & Labrador will benefit from the ramp-up of key energy projects. Quebec will also fare well, boosted by the performance of the aerospace and metals industries. Autos will keep Ontario muted, and the ups-and-downs of the agriculture sector will soften growth in both Manitoba and Saskatchewan.

### THE BOTTOM LINE?

EDC's latest Global Export Forecast shows that the free market is currently doing what it does best: overall growth is trumping anti-trade tactics, and for the time being, Canadian exporters are capitalizing on good times.

# BUILDING A CULTURE OF SAFETY

MANITOBA'S HEAVY CONSTRUCTION INDUSTRY BUILT A CULTURE OF SAFETY THE WAY IT DOES ALMOST EVERYTHING ELSE — BY BREAKING NEW GROUND AND THEN IMPROVING ON IT.



The Manitoba Heavy Construction Association was ahead of the curve in 1990, when it hired its first safety adviser to develop an industry-focused workplace safety and health program that was eventually branded as WORKSAFELY™.

Over the next 10 years, MHCA worked with its partners in the Canadian Federation of Construction Safety Associations to develop and deliver a common safety platform, which evolved in 2000 into the COR™ (Certificate of Recognition) program.

Today, both WORKSAFELY™ and COR™ are models for other industries, but it took a societal shift to raise the safety bar, says Maple Leaf Construction president Barry Brown, who was MHCA's board chair in 1990.

"In those days, I hate to say this, but safety probably wasn't on very many people's minds," Brown says. "It was, 'Well, this is the way we do things and we've always done it this way so what do we need safety for?'"

As a board member of the Canadian Construction Association, Brown knew safety was an evolving issue and that the MHCA had to be a leader, on moral and practical grounds.

"(We) were able to convince a lot of people in Manitoba that we need to do this because it was the right thing to do," he says. "And unless we developed or helped develop it we'd be left behind. We felt it was important that we drive the bus rather than chase the bus."

The MHCA and the Winnipeg Construction Association (WCA) each developed safety programs tailored to their specific industries, with support from the Workers Compensation



WORKSAFELY™'S DON HURST TALKS ABOUT COR™ ON-SITE

Board, which collects levies from construction companies to fund WORKSAFELY™ and the WCA's Construction Safety Association of Manitoba (CSAM) programs. They were the first industries to strike such an agreement with WCB, which required approval from more than 50 per cent of their member companies.

Brown says the MHCA developed its own safety program because of the unique challenges of the more mobile heavy construction industry.

"How we go about things is totally different and our needs are different," he says.

Don Hurst, director of WORKSAFELY™ training and education, says the nationally recognized COR™ program contains 13 procedural and training requirements that are standard across Canada, along with additional requirements specific to different provincial safety regulations. Certified companies are required to conduct annual internal audits of safety training and procedures, and provide documentation to WORKSAFELY™, which conducts an external audit every third year.

COR™ certification, required to bid on contracts worth more than \$100,000 in Manitoba, is recognized as equivalent to SAFE Work Manitoba's new SAFE Work Certified program. Starting in 2018, companies that are certified under either program for a full year receive a 15 per cent rebate on their WCB premiums.

Hurst says 75 per cent of the heavy construction workforce in Manitoba is employed by one of the 350 COR™-certified companies.

"I think that's a really good level of success. That is, I would say, an enormous milestone in terms of just reaching and delivering programs to those companies."

Training may be delivered on-site at a company's offices or at the MHCA's offices, with conventional classroom presentations augmented by practical training in the field.

Hurst says training programs are continually maturing and evolving, and WORKSAFELY™ is embracing technology to deliver and document programs.

Safety-management software called SiteDocs allows COR™-certified companies to maintain and share electronic records on tablets and mobile devices. And WORKSAFELY™ has worked with WCB's research and workplace innovation program for two years to develop electronic teaching tools for four safety programs — flag person, personal protective equipment, prime contractors and road builders safety programs — that introduce new workers to safety, and it is exploring e-learning programs that might be offered in future.

**TRAINING MAY BE DELIVERED ON-SITE AT A COMPANY'S OFFICES OR AT THE MHCA'S OFFICES, WITH CONVENTIONAL CLASSROOM PRESENTATIONS AUGMENTED BY PRACTICAL TRAINING IN THE FIELD.**

Barry Brown says technology is changing the way work is performed on job sites, too.

"It won't be long now before a lot of the machines are robotic. You'll still need operators but they won't sit in the machine, they'll sit somewhere else in a safe environment and control the machine remotely."

Brown is pleased to see how a culture of safety has become the industry norm.

"It's a different thinking. It's certainly now front and centre," he says. "Virtually all the contractors now have a safety officer, or numerous safety officers, within their employ. It's good that we're more cognizant of the fact that employees can get hurt. We don't want them to get hurt — we want them to go back to their families every day in one piece."

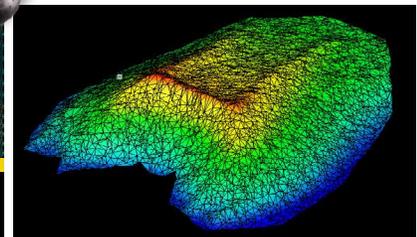


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# Training for safe excavations and trenching

WORKSAFELY™ Back to You with Don Hurst

April is Safe Digging Month and serves as a reminder for our industry to review procedures and training, including controlling the hazards related to excavations and trenching.

MHCA WORKSAFELY™ offers a training course for our industry on safe excavations and trenching. The next training course will be offered at the MHCA office in Winnipeg on May 7, 2018. This course deals with awareness of the hazards of excavations and Manitoba's Workplace Safety and Health regulatory requirements of contractors, including:

- permitting and registration requirements
- the Manitoba Excavation and Trenching Guideline
- Click Before You Dig
- Manitoba Hydro procedures for soft digging and directional drilling

If you are interested in enrolling in this course, please **contact Kristen Ranson at 204-947-1379 or Kristen@mhca.mb.ca**

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

## KNOW YOUR WORKSAFELY™ TEAM

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# Training Schedule

## Construction Safety Excellence™

**TO REGISTER,  
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### WINNIPEG - MHCA Office

3-1680 Ellice Ave.

#### April 2018

- 16-17 **COR™ Leadership in Safety Excellence**
- 18 **COR™ Principles of Health & Safety Management**
- 19-20 **COR™ Auditor**
- 23-24 Traffic Control Coordinator

### 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**

#### 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**
- 23-24 Traffic Control Coordinator

### 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**

#### 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

## Mounting and dismounting equipment

### What's the danger?

The improper mounting and dismounting of equipment is a common cause of injuries.

**Hazards include:**

- Mud or grease on footwear
- Slippery equipment surfaces
- Cluttered or uneven landing area
- Torn or loose clothing
- Incorrect hand and foot placement
- Entering or exiting equipment in a hurry
- Jumping from equipment

### Protect yourself

**Mounting:**

- Ensure equipment is off and all boom attachments are lowered
- Face equipment when climbing and maintain 3-point contact
- Ensure you have a solid grip on the handles
- Take your time entering the equipment
- Avoid contact with machine controls

**Dismounting:**

- Position the equipment on even ground when possible
- Ensure equipment is off and all boom attachments are lowered
- Face equipment when climbing down; maintain 3-point contact
- Take your time exiting the equipment
- Be aware of your surroundings
- Watch for hazards when dismounting

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:**

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



**TOPCON**

# CONSTANT CONTROL.

**TOPCON 3D-MC<sup>MAX</sup>**



Topcon's new high-speed 3D-MC<sup>MAX</sup> system delivers maximum speed, control, and performance for any rough or fine grading application. 3D-MC<sup>MAX</sup> uses two Inertial Measurement Unit (IMU) sensors that enable you to blade faster and smarter, all without the need of a mast. The high-performance body and blade sensors keep the blade cutting-edge on-grade and enable you to make tighter turns, cut smoother grades, and expand your work potential beyond normal automated dozing applications.

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



Stay Connected >>> [mhca.mb.ca](http://mhca.mb.ca) >>>

**A newsletter for contractors  
and safety supervisors  
in the heavy construction  
industry**

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# SAFETY

**E- NEWSLETTER**



75<sup>M</sup> MHCA

WWW.MHCA.MB.CA



2018

# SPRING MIXER

**WEDNESDAY MAY 30, 2018**  
ASSINIBOIA DOWNS - 3975 PORTAGE AVE

RECEPTION

5 P.M.

DINNER

6 P.M.

LIVE RACING

7 P.M.

TICKETS:  
\$92.50+GST  
PER PERSON

TABLES OF  
EIGHT OR TEN

Company: \_\_\_\_\_

Contact Person: \_\_\_\_\_ No. of tickets: \_\_\_\_\_

Invoice: \_\_\_\_\_ Visa/MC/AMEX #: \_\_\_\_\_ Exp. \_\_\_\_\_

Signature: \_\_\_\_\_

TO ORDER TICKETS OR FOR MORE INFORMATION, PLEASE CONTACT CHRISTINE MILLER  
AT CHRISTINE@MHCA.MB.CA , PH: 204-947-1379 OR FAX: 204-943-2279

AS PER MHCA BOARD POLICY, ONLY REGISTRATIONS CANCELLED UP TO FIVE BUSINESS DAYS  
PRIOR TO THE COMMENCEMENT OF THIS EVENT WILL BE REFUNDED.

**75<sup>th</sup>** MHCA

[WWW.MHCA.MB.CA](http://WWW.MHCA.MB.CA)

**WEDNESDAY MAY 30, 2018**  
ASSINIBOIA DOWNS - 3975 PORTAGE AVE

**2018**

# SPRING MIXER SPONSORSHIP OPPORTUNITIES

## SPONSORSHIP INCLUDES:

- Recognition in the MHCA dinner program
- Your company logo on event signage for over 500 attendees to see
- Recognition in the Heavy News Weekly and on the MHCA website

**RACE SPONSOR**  
(7 RACES)  
COST: \$475+GST

**What you get:**  
A race named in your company's honour, your picture taken with the winning race horse, an 8x10 keep-sake picture and engraved trophy.

Yes, I would like to sponsor a race

**EVENING APPETIZERS:**  
\$2000+GST - SOLE SPONSOR  
\$1000+GST - CO-SPONSOR

**What you get:**  
Guests will enjoy a nacho buffet bar that will be set up after dinner for their enjoyment while socializing and betting on the races. Your company logo will be prominently displayed.

Yes, I would like to be the sole-sponsor of the evening appetizers

Yes, I would like to be a co-sponsor of the evening appetizers

**TABLE WINE:**  
\$4000+GST - SOLE SPONSOR  
(TWO BOTTLES PER TABLE)  
\$2000+GST - CO-SPONSOR  
(ONE BOTTLE PER TABLE)

**What you get:**  
Over 500 guests will enjoy complimentary wine at their tables during dinner service with your company logo displayed on the bottles.

Yes, I would like to be the sole-sponsor of the table wine

Yes, I would like to be a co-sponsor of the table wine

Please check which opportunity that you would like to sponsor and fill out the information below

Company: \_\_\_\_\_

Contact Person: \_\_\_\_\_

Invoice: \_\_\_\_\_ Visa/MC/AMEX #: \_\_\_\_\_ Exp. \_\_\_\_\_

Signature: \_\_\_\_\_

*For more information, please contact Christine Miller at christine@mhca.mb.ca or 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.

- 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:** 6:00 A.M., Tuesday, April 17, 2018.

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

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

**\*Start Date:** 6:00 A.M., Tuesday, April 17, 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

April 09, 2018  
Date



CANADIAN CONSTRUCTION  
ASSOCIATION  
CANADIENNE DE LA CONSTRUCTION

## 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 owner's project managers in the Canadian construction industry involved in:

- General contracting
- Electrical contracting
- Mechanical contracting
- Road building and 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 higher standard—the *gold standard*—on any 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



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Seal  
Intern  
GSI



Gold  
Seal  
Certified  
GSC



Professional  
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Seal  
Certified  
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# THIS COULD BE YOUR AD

Advertising in the Heavy News Weekly gets your message out to our powerful and influential audience in the heavy construction industry across Manitoba

Contact Catherine Mitchell for advertising options and rates at [Catherine@mhca.mb.ca](mailto:Catherine@mhca.mb.ca)

We offer special advertising rates for members



## 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





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# CALL TO ACTION:

EMAIL THE PREMIER, FINANCE AND INFRASTRUCTURE MINISTERS  
AND YOUR MLA, ASKING THE PROVINCE TO:

- RESTORE THE MANITOBA INFRASTRUCTURE HIGHWAYS CAPITAL BUDGET TO \$500 MILLION
- COMMIT TO NO FURTHER SOLE SOURCING OF ANY OF THE LAKE ST. MARTIN OUTLET CHANNEL PROJECT

**Email addresses:**

[premier@leg.gov.mb.ca](mailto:premier@leg.gov.mb.ca)

[minfin@leg.gov.mb.ca](mailto:minfin@leg.gov.mb.ca)

[minmi@leg.gov.mb.ca](mailto:minmi@leg.gov.mb.ca)

Your MLA's email address can be found here:

[http://www.gov.mb.ca/legislature/members/pf/electoral\\_pf.pdf](http://www.gov.mb.ca/legislature/members/pf/electoral_pf.pdf)

## 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 [taya@mhca.mb.ca](mailto:taya@mhca.mb.ca)

Thank you,

Greg Orbanski  
Chair, MHCA

Chris Lorenc  
President, MHCA

