

# The Heavy News Weekly

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## MANITOBA FINANCE MINISTER TO INDUSTRY: LET'S KEEP TALKING

**F**inance Minister Cameron Friesen defended his government's budget decisions this year at a breakfast gathering Thursday of more than 100 MHCA members and associated business groups. The province has cut the highways infrastructure budget by \$152 million this year, to \$350 million.

Friesen acknowledged there have been some tough discussions with the MHCA in recent weeks — most recently April 5 — in the wake of the March 12 budget. The association has stressed that the \$350-million highways budget is unsustainable for the industry and will affect jobs, and the number of hours our employees are able to work this year.

The finance minister has said the government cannot change the \$350-million highways capital budget, but noted the budget allotted \$100 million for maintenance, and there will be more work through the Lake St. Martin outlet channel project.

"I know that we won't always agree, but we are listening," Friesen assured. "There's been a lot of work done since that meeting. By no means was that meeting (April 5) the final say."

The \$152-million budget cut is an unprec-

edented single-year reduction, and comes on the heels of successive cuts to the province's investment in highways construction since 2016. The minister, in a question and answer session, was asked how the heavy construction industry can weather this impact.

Friesen said other budget measures will defray industry costs. He included:

- Keeping this year's increase to the minimum wage increase low; the minister said this will lift pressure off companies to raise their wages, too.
- Raising the basic personal exemption threshold; he said this means more money in workers' pockets
- Raising the small business income threshold to \$500,000, the level at which corporate income tax kicks in

# MHCA Board approves push - back on provincial budget cuts

## Public to hear highways budgets cut by \$330 million since 2016

**T**he MHCA intends to tell the public the impact of the deep cuts the government of Manitoba has made to the highways budgets since the Progressive Conservatives took power in 2016.

“When the highways budget is cut by hundreds of millions of dollars, that directly affects how people get to their jobs, how our goods get to their markets — that’s our economy,” MHCA President Chris Lorenc said. “And with 30% of construction contracts supporting wages, that is a direct hit to the incomes of the women and men in the industry who fix our roads.”



Approval for getting that message out in the public was given at the MHCA Board of Directors meeting Wednesday. Lorenc said how that is done will be shaped in the coming weeks.

“The intent is to ensure that the government knows the highways budget cannot continue to bear the brunt of cutting the provincial deficit. Our industry understood and accepted that it, too, would share some of the pain, but the budget slashing has hit too deep.”

Budget 2018’s impact on the heavy construction industry was among a number of items the Board discussed. Also on the table were:

- Premier Brian Pallister announced April 16 that no further work within the proposed \$540 million Lake St. Martin/Lake Manitoba outlet channel project will be sole sourced. The MHCA vehemently opposed the sole sourcing of two contracts on initial work on the access road in the project.



- The MHCA will speak in opposition to Winnipeg Mayor Brian Bowman’s motion to write new provisions in its procurement procedures to give preference to local businesses.

- Bill 14, recently introduced in the legislature, loosens the language in the duty to tender construction work and allows the government greater flexibility to sole source public contracts. The government has responded to MHCA’s inquiries, stating the language reflects the intent of current rules, which permits limited exceptions, including in a ‘pressing emergency’.

- Planning Act amendments, before the legislature now, may allow for an appeal when a municipal council turns down an application for a pit or quarry as a conditional use. As well, the government has said a conditional use application will be assessed by a technical-review committee, and the committee will submit its report to the municipal council prior to its decision.

- Review of Manitoba Infrastructure’s service-delivery model continues, with MHCA input.

- The MHCA signed, with about 80 Canadian business organizations, a letter April 12 urging the federal government to ensure the Kinder Morgan pipeline project moves ahead.

- Manitoba Finance Minister Cameron Friesen confirmed in writing March 16 that provincial policies forbid arbitrary reprisal clauses within public entity procurement, including by municipalities.

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# Finance minister to industry

One industry employer asked the finance minister whether the province will return to companies in the industry some of the revenue collected from the carbon tax on fuel, to be applied this year, noting the fuel tax will raise expenses by \$100,000 this year.

The provincial government is returning the revenues to households, the minister said, so Manitobans have more disposable income to spend, and that is good for the economy.

MHCA President Chris Lorenc said it was good to hear the minister wants to continue discussions about the highways budget and industry issues, however we need some sign the province understands the full impact of \$330 million in cuts to highways investment since 2016, and that it is bad for roads, taxpayers and the economy.



## Winnipeg pushes local preference in buying services, goods

### *City proposal sets bad example, risks taxpayers' best interest: MHCA*

**The MHCA has urged Winnipeg's city council to back away from a local procurement push that will give preferential treatment to local suppliers of goods and services including construction purchased by the city, where the contract values do not exceed \$100,000.**

The motion to change the procurement procedure was tabled by Mayor Brian Bowman at the executive policy committee meeting this week and will go to council for approval April 26.

"We will be speaking on this motion at council next week," MHCA President Chris Lorenc said. "The motion, if approved, leads to slippery slope on local preference clauses in procurement and invites other jurisdictions to do the same. That's not good news."

The MHCA has repeatedly opposed local preference clauses in tender and bid documents where ever they

have appeared. The association sought the assistance of the provincial government to push back on such clauses in use by the Saskatchewan government and by SaskPower.

Bowman's motion restricts the local preference to contracts of less than \$100,000, to comply with Canadian and international trade agreements. But Lorenc said even at that, it sets a bad precedent.

"Restrictive procurement practices do not assist local growth. They encourage trade barriers being established by other jurisdictions in which Winnipeg businesses conduct their business. That hurts Winnipeg businesses large or small," Lorenc said in an email circulated to councilors.

"We don't quarrel with the objective of supporting Winnipeg's growth and ensuring our local competitiveness, but this is not the tool to use."

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# Open Letter to PM Justin Trudeau and Cabinet

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*The MHCA joined some 80 business organizations across Canada in signing the following letter to Prime Minister Justin Trudeau urging the federal government to act to save the Trans Mountain Pipeline project.*

Dear Prime Minister Trudeau and Cabinet,

Earlier this week Kinder Morgan announced its intention to suspend all non-essential spending on the federally and provincially approved Trans Mountain Pipeline project citing “unquantifiable risk” as a result of the continuing uncertainty created by the B.C. government. In response we are taking the unusual step to come together and call upon you to convene a meeting without delay with the Premiers of British Columbia and Alberta to resolve the impasse on the Trans Mountain Pipeline project and to clear the way for this project to proceed in the national interest.

Regrettably, this may not be enough. The continued obstructionist position of the current Government of British Columbia calls into question whether an agreement can be reached where the rule of law will prevail and commercial enterprise can, with confidence, build and operate a business in our country.

Should you and the Premier of British Columbia be unable to cooperatively resolve the current impasse within days, we then call upon you to utilize all appropriate federal powers at your disposal, including expand, if required, the Ocean Protection Plan, to ensure the Trans Mountain pipeline project proceeds without further delay.

At stake is more than a pipeline project. The global reputation of our country as a safe and secure place to invest and do business is at serious risk.



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# Open Letter to PM Justin Trudeau and Cabinet

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It's deeply concerning that a project that has gone through rigorous review, including four years of consultation and numerous federal and provincial conditions is now in this situation *after being given a green-light to proceed*. This threatens to provoke a crisis of confidence in Canada's regulatory processes with far reaching implications which go well beyond this project. It threatens to send a message to investors that Canada cannot be trusted. It puts billions of dollars of government revenue at risk—billions that pay for things that Canadians need, from teachers to MRI machines to affordable housing and further investments in protecting the environment.

Many small and medium-sized business owners, construction workers, people who support their families in manufacturing, and Indigenous Nations are now unfairly caught in the crossfire as a result of the uncertainty surrounding the project's future and, collaterally, our country's growing uncertain investment climate.

We appreciate your government's support of this federally and provincially approved project. In the interest of all Canadians, your government must now make this issue its top priority. Creating certainty is of the utmost importance not just for the Trans Mountain pipeline project, but also to uphold the rule of law and Canada's reputation as a place in which to invest, build and operate businesses. As you are well aware, investor confidence is essential to creating jobs, supporting healthy communities, and funding health, education and social programs.

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## How are we doing?

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### *MHCA to survey members, improve service to industry*

The MHCA last surveyed members on the association's priorities and services in 2014. We think it's time to check in, ask how we're doing.

Very shortly, all members will receive a short electronic survey from the MHCA. It should take no more than three minutes to reply and send it back.

Your answers are important to us. We need your input.

**Bob Reidy**  
Chair, MHCA Membership Committee

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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

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

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

**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)

# CALL TO ACTION



## NDP LEADER WAB KINEW

will be MHCA's guest at a breakfast on Friday May 4, 2018.

Mr. Kinew will speak about:

- The government's Budget 2018, its economic growth strategy, carbon tax plan, and the role for strategic investment in infrastructure
- The NDP plans to delay passage of the Manitoba government's climate change plan. Come ask the NDP Leader how his own plan would help the heavy construction industry adjust to the carbon tax

*Reserve your seats early. Space is limited*

**When:** May 4, 2018

**Where:** Madison B Room

Holiday Inn Winnipeg Airport Polo Park  
1740 Ellice Avenue

**Cost:** \$35 plus taxes

**Agenda:**

7:30 am – doors open

8:00 am – hot breakfast

8:20 am – Leader's address  
followed by Q & A

## Become an MHCA Member Today

Go to [mhca.mb.ca](http://mhca.mb.ca) to learn how to apply and see the benefits that membership brings

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



# Material made from desert sand matches concrete's strength

By Laurie Cowin, *ConstructionDive*, April 4

## Dive Brief:

— **Finite, a newly developed biodegradable material made from desert sand, matches concrete's strength but has half of the carbon footprint, reported Dezeen.**

— **Using desert sand, which is smooth compared to the grittier sand typically used to make concrete, also could save water-based ecosystems where water-swept sand typically is mined from, sometimes aggressively, according to Fast Co. Design.**

— **The developers, from Imperial College London, claim the material is nontoxic and can decompose naturally or be remolded and used in a later project. In theory, Finite could be used for permanent structures, but not before several rounds of testing and regulation oversight.**

## Dive Insight:

This new material is especially welcome in light of the global shortage of construction-grade sand. The concrete industry alone uses approximately 25 billion tons of sand and gravel each year, and glass production is another sand-intensive market.

Some experts estimate there might be only 20 years left of high-quality sand for the construction industry's needs. Further complicating the shortage is the 50 billion tons per year that gets trapped behind dams

and therefore inhibits rivers' ability to carry deposits downstream, as well as illegal sand mining.

More materials made from readily available substances or that can be recycled after their initial use are making headlines. The food industry disposes of nearly 60 million tons of food each year, and engineering firm Arup has suggested turning such waste into construction materials. This would help create a circular economy, which aims to recycle as much as possible while using as few raw resources and throwing away as little as possible.

AeroAggregates LLC is using post-consumer mixed-glass waste and recycling it into foamed glass aggregate, which weighs 85% less than stone and has insulating qualities. Researchers are exploring the possibility of using it as aggregate in concrete for nonstructural applications.

Meanwhile, new building materials and methods can help reduce buildings' substantial carbon footprint — buildings alone account for 70% of power consumed in the U.S. when taking into account electricity use and the manufacture of high-carbon footprint materials such as steel and concrete. Some manufacturers are adopting methods to combat this number, including using algae to absorb carbon emissions, developing concrete that absorbs carbon dioxide and making materials from recycled goods.

The ability to recycle construction materials also could help reduce the construction industry's waste production. A report last month from Transparency Market Research estimated the industry's waste volume will nearly double to 2.2 billion tons by 2025. North America will become the second-largest producer of waste, behind the Asia Pacific region.





## Last year matters to this year's growth

By Peter G Hall, Vice President and Chief Economist

Data has regularly been dissed in the past for the conclusions it has led to. But data is data; it's not really the villain, but the victim of those who use — and abuse — it. What is clear in today's world of vastly increased computer power is that data is a key engine of conclusions about a vast variety of issues. It's becoming an integral part of life on Planet Earth.

If so, we need to know how to handle it, and how to leverage it in our businesses to get the most out of it. Competitiveness is increasingly being defined by how we use data to get the right signals, and make the necessary adjustments. Data is also key to a business function that is growing in practical usage and sophistication: forecasting.

### **FORECAST: THERE WILL BE MORE FORECASTS!**

The practice of forecasting has had its ups and downs. The first models developed to predict the economy were greeted with great fanfare, only to prove a great disappointment, as they could not account for all the possible disruptions economies could (and did) encounter. Predictive models still have their problems, but advanced techniques are enabling models to self-correct, to automatically refine themselves, in effect to have on-board learning functions that continuously drive them to greater accuracy. There are applications in the financial world, but also in key artificial intelligence

functions, machine learning and other such applications.

This can all sound daunting for the average small- and medium-sized business, as it looks like something only the big operators can afford. At the end of the day, it's still the decision-maker that's accountable for interpretation and use of the data, which brings me to a key — and pretty basic — point: there are still some simple data concepts that elude even the well-trained. Take as an example yearly growth. It is used in the economy, in business everywhere and in countless personal applications. It is calculated by taking the sum of this year's activity over the sum of last year's activity. Simple, right?

It's so simple that it can lead to the conclusion that every year starts with a clean sheet, and that everything is based on the growth experienced in each month. Sounds reasonable — but it's not 100 per cent correct. The calculation is actually average activity this year over average activity in the prior year. What that means is that if a business ends a year on a high note, and that level of activity is sustained through the next year, then last year's in-year growth is determining this year's forecast. Put another way, if last year ends with sales 5 per cent higher than average sales for the year, then with zero growth in any month this year, annual growth is actually 5 per cent. That's what we call built-in growth.

What this reveals is that this year's reported growth is actually being determined a lot sooner than is commonly thought. In fact, in a quarterly data series, next year's growthrate starts being

determined in the second quarter of the current year. In a monthly series, it's even earlier — this year's growth actually began getting cooked in February of last year!

### **DATA INTERPRETATION MAKES ALL THE DIFFERENCE**

Why is this useful? Well, consider explaining to your boss that the sales team is going flat out, and the boss gives you the toss, because overall performance is still 10 per cent below last fiscal year. Both of you are right — monthly growth can be red-hot, but if last year's sales tanked toward year-end, the year-on-year growth could indeed be quite negative.

It is amazing how often this simple mistake is made, and sometimes at the highest levels of power. Of course, if the growth path is linear (whether up or down), this whole argument is far less important, as even casual observers will come to the correct conclusions. Where this becomes critical is in times of disruption — which just happen to be make-it-or-break-it moments in business, government and personal finances.

### **THE BOTTOM LINE?**

Data is not always what it seems to be, but getting it right is becoming even more critically important. As we increase in sophistication, it is important that the ultimate interpreters of this stuff keep a good handle on the basics.



# Prepare for the risks of breaking ground on-site

WORKSAFELY™ Back to You with Don Hurst

Our industry breaks ground, literally. Our work involves excavation, trenching, pipe or cable drilling, vertical and horizontal auguring, grading and more. Those operations carry risk and have to be done carefully.

Key responsibilities when disturbing ground are:

## 1. Awareness of hazards

- Identify and assess all existing and potential hazards at the worksite
- Take action to eliminate, reduce or control the hazard
- Have written safe-work procedures when working near underground utilities (such as cables) and ensure that workers follow those procedures

## 2. Identify and contact facility owners

- Identify all owners whose utilities are buried at the excavation site

- Contact Click Before You Dig.MB at [www.clickbeforeyoudigmb.com](http://www.clickbeforeyoudigmb.com)

## 3. Obtain all necessary information before breaking ground

- Ensure that the locations of all buried utilities have been determined
- Ensure that copies of locate documentation, including CBYD MB ticket numbers, are on-site at all times during the ground disturbance
- Mark the buried utilities and make sure the marks are maintained

Stop ground work immediately and notify utility owner if any contact is made. Contact may include puncturing or cracking, flattening, scratching, denting the surface, gouging, or damaging the protective coating.

## KNOW YOUR WORKSAFELY™ TEAM

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



# Training Schedule

## Construction Safety Excellence™

**TO REGISTER,  
PLEASE CONTACT:**  
Kristen Ranson  
kristen@mhca.mb.ca

### WINNIPEG - MHCA Office

3-1680 Ellice Ave.

#### 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



**WORKSAFELY**  **MHCA**

# SAFETY TALK

## Underground utilities

### What's the danger?

Damage to underground utilities result in:

- Costly repairs
- Lawsuits
- Injuries
- Fatalities

### How to protect yourself

Follow these steps to ensure your and your crew's safety:

#### Step 1:

- Visit [www.clickbeforeyoudigmb.com](http://www.clickbeforeyoudigmb.com) or call 1-800-940-3447 to request underground utilities be located and marked
- Submit request at least three full working days before you start your project

#### Step 2:

- Wait for the locate to be completed
- Documentation explaining the markings and how to proceed safely will be provided – this must be kept on site during excavation

#### Step 3:

- Identify any customer-owned utilities such as water & sewer, sprinkler systems and other lines on the property
- It is your responsibility to contact a private locator to mark customer-owned utilities in the dig area

#### Step 4:

- Dig with care – always follow the instructions of an authorized representative of the underground utility



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

Date: \_\_\_\_\_

Performed by: \_\_\_\_\_

Concerns:

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

Employee Name:

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

Supervisor: \_\_\_\_\_

Location: \_\_\_\_\_

Corrective Actions:

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

Employee Signature:

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



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## 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.



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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.

**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 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 13, 2018  
\_\_\_\_\_ Date



# 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

**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,

A handwritten signature in black ink, appearing to read 'Greg Orbanski'.

Greg Orbanski  
Chair, MHCA

A handwritten signature in black ink, appearing to read 'Chris Lorenc'.

Chris Lorenc  
President, MHCA

