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MHCA TRACKING PUBLIC INVESTMENT IN CORE INFRASTRUCTURE

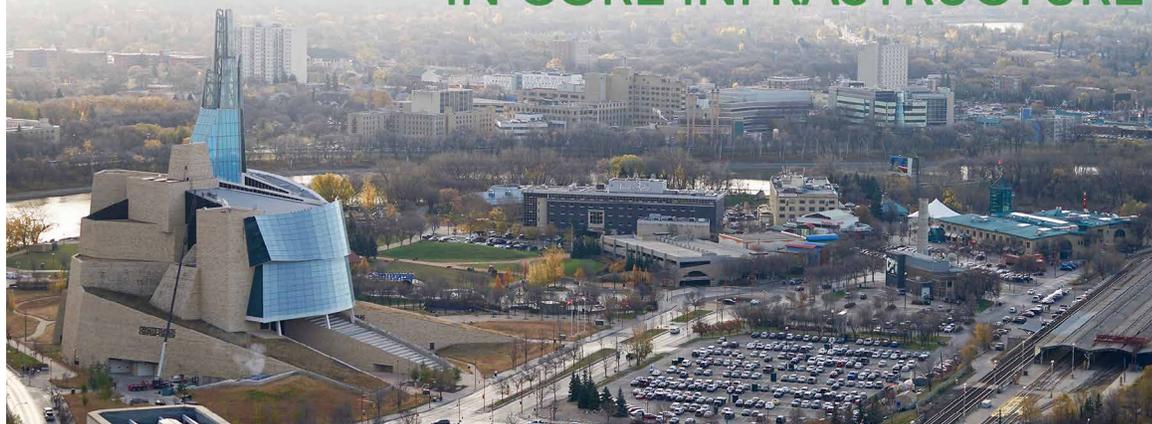


Photo: Tourism Winnipeg

Governments don't always expend the dollars set out in the annual budgets they announce. And describing precisely what those budget-line dollars bought can be even tougher to track. That's why the MHCA has launched a project to follow core-infrastructure budgets to actual expenditures, and measure that against the level of investment seen via tender awards each year.

The MHCA has asked both the City of Winnipeg and the provincial government to help compile a retrospective of annual budgets against year-end actual contract awards in core infrastructure — roads, highways, bridges and sewer and water projects.

The intent is to include the Manitoba Water Services Board in similar analyses.

Alongside the historical comparisons, public budgets for 2018-19 will be tracked, and measured against the core infrastructure project tenders advertised and awarded. The public owners will also be asked to produce the actual cost of each project, for comparison against the award value initially cited.

"We think this project goes to the heart of keeping government expenditures transparent and accountable, for responsible management of taxpayers' dollars," MHCA President Chris Lorenc said.

"We know, for example, the City of Winnipeg's stated practice is to carry over unexpended dollars from one budget year into the next — maybe longer. This kind of rolling accounting will paint that picture."

The ballot box question for fall municipal elections

By Chris Lorenc



Chris Lorenc is president
of the Manitoba Heavy
Construction Association
mhca.mb.ca

What's a mayor to do? As we sit, weeks away from the spring thaw that will trigger construction season, Winnipeg does not know if it will have funding to invest in regional roads at the top of the list for repair. Among these are Portage Avenue, Pembina Highway and Main Street, each needing significant work.

Moreover, what is going to happen to the next leg of the southwest rapid transit route? We've constructed the leg to speed buses from Queen Elizabeth Way to Jubilee Avenue. But the 'corridor' stops there, a stub of the bigger idea, which is to move commuters quickly to and from south Winnipeg.

Rapid transit is the kind of amenity almost universally available in modern, competitive cities. The city has made the decision to proceed. So why are we still in the funding weeds on this?

Winnipeggers should have been dismayed, yet again, to see Mayor Brian Bowman at the steps of the legislature, hat in hand, asking the province to flow the funds for the southwest transit corridor's Phase II, along with almost \$55 million to honour funding agreements made in 2017 for infrastructure shared-costs.

And he was in Ottawa last month, seeking federal help to get the province to approve the flow of dollars from the New Building Canada Fund for Winnipeg's regional road budget. The federal budget, released a week after his visit,

confirmed protracted delays — years, not weeks — are expected before infrastructure funds flow to their intended targets.

So, what is the mayor to do? What is any mayor or reeve in Manitoba or Canada, to do?

There is a painfully common theme to these stories.

No municipality can afford on its own to write large-scale projects into their capital budgets. So Winnipeg, like every municipality, is forced to await the nod from higher levels of government, which may decide to re-negotiate agreements their predecessors signed, or change direction based on fiscal realities they face.

Fair enough, but it's no way to plan strategically for critical investment in transportation infrastructure — systems that move people to jobs and goods to market. These are the arteries of trade that keep the heart of the economy pumping.

Municipal governments, being the legislated creatures of provincial governments, are at the mercy of provincial and federal priorities. Funding transfers from higher levels of governments, which help sustain the budgets of basic services, can and do change. These sometimes unreliable funding relationships were created at the turn of the century; they do not meet the demands upon today's cities and towns.

Municipalities rely too heavily on regressive property taxation to raise revenues, and the results are insufficient to the demands. Progressive taxation would see municipalities raising more revenues from consumption or

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Photo: Tourism Winnipeg

income taxes, which grow as the economy does.

Relying on current funding and fiscal arrangements wrecks havoc with long-range service planning, including infrastructure investments, as illustrated by Winnipeg's funding relationship with Manitoba and the delayed flow of dollars from the federal New Building Canada Fund (which also messes with provincial planning).

It's time we re-thought municipal taxation powers, so they can explore new sources of revenue, to alleviate their dependence on property taxation and the political agendas of other governments. Not a blank cheque, but a coherent, transparent, accountable series of revenue streams that rebalance roles, responsibilities and relationships among the government levels, mindful that there is only one taxpayer.

So what, indeed, is a mayor (or a reeve) to do? Good question.

There's no better time than now to explore solutions.

As we move into municipal elections this fall, Manitobans need to hear what incumbents and aspiring candidates would do to engage with the public and senior levels of government to re-visit and re-engineer the wonky relationship and rework the roles and responsibilities between them.

Manitobans should make this the ballot box question for the fall elections. And that's what candidates for the office of mayor and reeve should do, too.



Investment in infrastructure, especially trade-related infrastructure, is found to have amongst the highest return to the economy.

The MHCA continues to press the provincial government to reinstate Manitoba Infrastructure's highways capital budget to the publicly pledged \$500 million level. Budget 2018 cut \$152 million from the highways capital program, budget over budget, and it now sits at \$350 million. "That level of single reduction — 30% — is unprecedented," said Lorenc.

Budget watch: MHCA tracking public investment in core infrastructure

"This year will be a particularly tough time for the industry, no doubt," Lorenc said.

"But given the condition of the highways and the critical nature of efficient trade corridors to our economy, a cut to the highways capital program is a severe drag on Manitoba's GDP."

Updates on budget tracking results will be published in the Heavy News Weekly.

Parliament's budget office says infrastructure program falls short of promise

Another week, another grim projection on rollout, delays in federal funding but are better for environment

The planned investment in the various federal “infrastructure” funding programs has been much slower than originally plotted, and - not surprisingly - the impact on the economy has been much lower as well, the Parliamentary Budget Officer says in a recent public report.

“If federal spending on infrastructure occurs more slowly than anticipated, this will have important implications for the budgetary balance as well as the strength of the Canadian economy,” the PBO report noted.

An analysis of the commitments made in the Trudeau government’s New Infrastructure Plan, set out in Budget 2016, showed that a total \$7.2 billion worth of approved projects were started in Phase I of the NIP in 2016-17 or 2017-18. That means, \$7.2 billion remains to be committed to projects. Originally, Phase I was to see most of the funding rolled out in the first two years, focusing on social, green, transit and Indigenous projects. (Phase II, which was to direct funding to long-term infrastructure, such as transportation modernization, clean energy and the creation of the Canada Infrastructure Bank.)

The PBO report noted that from 2016 on, that office has flagged risks to the planned timelines, specifically delays in the roll out of funds.

The federal government said in Budget 2018 that the delays have substantially resulted due to the lag in time that other governments submit claims for projects. The investments generally hinge upon shared funding with provincial and municipal governments. The PBO report put skin on the bones contained within Budget 2018’s infrastructure funding updates.

“Overall, more than half of the money intended for short-term stimulus will not be spent beyond 2016-17 and 2017-18,” the PBO stated.

Consequently, the boost to GDP in 2016-17 from the NIP was 0.1% (not the 0.2% expected) and, in 2017-18, estimated to be 0.1% (not 0.4%), the report concluded.

Delays have hit the transit file hardest, but also will see allotments to ‘green’ projects flow into future years. In green infrastructure, which includes sewer and water infrastructure projects, the funding remaining to future years now is \$3.9 billion, from the original \$2.6 billion.

Budget 2018’s infrastructure update noted the national trade corridors investments are expected to roll out as planned between 2017 and 2027.

2016 Fall Economic Statement Allocation	3,885	6,268	4,245	14,398
<i>Public Transit Green</i>	852	1,696	852	3,400
<i>Infrastructure Social</i>	874	1,562	2,621	5,057
<i>Infrastructure Post-Secondary Rural</i>	1,643	1,679	119	3,441
<i>Broadband</i>	500	1,250	250	2,000
Budget 2018 Allocation	2,794	3,759	7,845	14,398
<i>Public Transit Green</i>	45	210	3,145	3,400
<i>Infrastructure Social</i>	356	773	3,928	5,057
<i>Infrastructure Post-Secondary Rural</i>	1,638	1,694	109	3,441
<i>Broadband</i>	749	1,001	250	2,000
Change in Planned Spending	-1,091	-2,509	3,600	0
	-807	-1,486	2,293	0
	-518	-789	1,307	0
	-5	15	-10	0
	249	-249	0	0
	0	0	0	0

Finance Canada.

Reprisal clauses out — province underscores fair, open tendering process

Finance minister says it's unacceptable to reject bid due to past legal action



The provincial government has reasserted that the use of arbitrary reprisal clauses in tendering and procurement is not acceptable for public sector bodies.

Friesen said his department worked with Municipal Relations to ensure that message was clear in the procedures manual, and that all public entities are aware of the wording.

"Manitoba is committed to fair and transparent tendering practices," Finance Minister Cameron Friesen stated, in a letter to the MHCA March 16. "This includes clarifying for municipalities that a reprisal clause is not an acceptable procurement criterion."

This fall, the MHCA requested that Manitoba Finance make known the ban on the use of arbitrary reprisal clauses by municipalities and school boards, after two occasions in which contractors were obstructed from bidding, due to engagement in civil disputes.

Arbitrary reprisal clauses effectively ban businesses from bidding on public work when a business is, or has been, involved in legal action arising from a past contract with the public owner of the project. The MHCA has a long-standing request of the provincial government to ensure all public bodies know that the use of reprisal clauses is forbidden.

"Accessing the right to exercise due process within contract law should never become a bar to future bid opportunity," MHCA President Chris Lorenc said.

The MHCA's principles recognize that public bodies need to be able to bar specific companies from bidding if there is good documentation of poor performance, or vexatious litigation, by the company.

Friesen's letter speaks to such instances, as well.

Reprisal clauses supplant the use of legitimate dispute-resolution mechanisms built into contract law to settle disagreements that arise in the course of business. Manitoba's heavy construction industry has joined with national and provincial associations to push back on reprisal clauses where they appear across Canada.

"Should municipalities consider past performance as a criterion, well documented, relevant and reliable information on previously performed work is required to support a municipality's decision in accepting or rejecting a bid."

"Accessing the right to exercise due process within contract law should never become a bar to future bid opportunity," MHCA President Chris Lorenc said. "We are grateful to the Manitoba government for clarifying this point within the Municipal Act Procedures Manual."



**Canadian
Construction
Association**

Aecon vehemently defends sale amidst CCA opposition

Lindsey Cole, Daily Commercial News, March 28

Aecon Group Inc. president and CEO John Beck is looking to “set the record straight” about the company’s proposed \$1.5-billion sale to a Chinese firm and why the Canadian Construction Association’s (CCA) stance against it, he says, is a misrepresentation based on opinion not fact.



Photo: COURTESY OF BC HYDRO

Beck recently spoke to the CCA, of which Aecon is a member, during an in-camera session of a board meeting held at the association’s 100th annual conference in Banff, Alta.

In a post-conference interview with the Daily Commercial News and Journal of Commerce, Beck described his presentation in Banff as the “first opportunity to address the CCA on this matter.”

He said his first inclination of where the CCA stood occurred when he saw public statements made by former CCA chair Chris McNally about the association’s opposition “to government-owned or controlled entities competing for construction contracts.”

This is a shortened version of the article that appeared in Daily Commercial News

When it comes to the proposed transaction, which was announced in October 2017 and is currently undergoing an extensive federal government review, Beck said there are important clarifications that need to be made.

Aecon has agreed to be acquired by CCCC International Holding Limited (CCCI), which is a subsidiary of publicly traded China Communications Construction Company Limited (CCCC) whose largest shareholder is a state-owned enterprise.

“The state owns 64 per cent of CCCC, CCCI is a sub. There are some important shareholders including Canada Pension Plan and Caisse de depot, which are two of the largest pension plans in Canada...as well as Goldman Sachs and BlackRock in the U.S.,” Beck explained. “It (CCCC) is governed by the best governance requirements of the Hong Kong stock exchange, which has very strict requirements.

“There is absolutely no financial subsidization by the Chinese state of these companies. They stand on their own feet and they operate on their own merits and they borrow in the public markets around the world, just like we do.” However, CCA president Mary Van Buren pointed out “at the end of the day 64 per cent ownership means you have control” and this meets the association’s threshold in standing by its policy of opposition to government-owned or controlled entities competing in the Canadian construction industry.

“Clearly, there’s no way around this, CCCI will be controlled by a Chinese state-owned enterprise,” she said.

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.

A majority (75%) of Canadians agree somewhat or strongly that the Trudeau government should stop the sale of Canadian companies to foreign investors, according to a new Ipsos poll conducted on behalf of PCL Constructors Inc., Ledcor Industries Inc., and Graham Group Ltd. One quarter disagree that the federal government should act in this manner.

Opposition towards foreign ownership of Canadian companies grows if the potential buyer is a state-owned enterprise: 79% agree that the Trudeau government should prohibit the sale of Canadian companies when the buyer is owned by a foreign government, while just 21% disagree with this position.

The federal government is currently considering the foreign purchase of Aecon, a Canadian construction and engineering firm, by Chinese state-owned enterprise CCCC. Only 11% of Canadians say that they have seen, read or heard anything about the planned purchase and 63% claim to have not heard about the issue at all (others are unsure).

Aecon Group is a major Canadian construction and engineering firm, a leading contractor on B.C.'s Site C dam project and on several nuclear power, oil and gas facilities and pipelines, and Light Rapid Transit projects across Canada. Last October, Aecon Group announced it was being acquired by CCCC International Holding Ltd. (CCCI), a subsidiary of China Communications Construction Ltd., one of the world's largest infrastructure companies. China Communications Construction is a Chinese state-owned enterprise. The deal is worth \$1.5 billion.

On February 12, Aecon announced that approval was delayed while the federal government completes a national security review of the deal.

Once they learn of these details, Canadians' views about the sale of Canadian companies to foreign entities remains largely unchanged: 27% support the sale of Aecon to CCCC, while 73% oppose it, in varying degrees

ARGUMENTS AGAINST THE AECON SALE

IPSOS SURVEY FINDS

Canadians strongly oppose Aecon sale to Chinese-controlled company

Some 80% of respondents voice concerns about national security, quality and fairness in the event a foreign-government owned company were in position to build critical Canadian infrastructure, such as power plants, government buildings, bridges and dams.

And 80% agree that if the Aecon sale goes through, it isn't fair to other Canadian construction and engineering companies because they will be put in the position of having to bid against a Chinese government-controlled and backed company.



ARGUMENTS IN FAVOUR OF THE AECON SALE

However, nearly two thirds agree that if Canada wants its economy to grow, it needs to attract foreign investment from countries like China.

Around half agree that in order to grow and be able to bid on larger and more complex projects in Canada and around the world, Aecon needs the additional capabilities and resources it will get from the deal with the CCCC.

The survey was conducted March 23-26 by Ipsos, of 1,000 Canadians aged 18 and older and the results were weighted to reflect the Canadian population demographic. The poll is accurate to within ± 3.5 percentage points, 19 times out of 20.

This article is an abridged version of a report published by Ipsos March 27.



Tighter Times

By Peter G Hall, Vice President and Chief Economist

to years of sluggish growth. Nascent strengthening is bringing them back, but there is lots of room for further growth.

Second, capacity is tight because years of slow growth led to chronic under-investment. Tightening capacity – brought on by a sustained torrent of new orders – should lead to a ramp-up of investment, and easing of the production pressures.

A third factor is advancing technology, which is daily enabling us to get more out of both existing labour supply and current industrial capacity.

A fourth and often forgotten factor is the very obvious presence of pent-up demand. Various measures strongly suggest that in both the US and Western Europe, the housing, non-residential construction and consumer sectors have not yet fully recovered, and indeed have a long way to go before conditions are fully normalized.

EDC'S GLOBAL ECONOMIC OUTLOOK

For these reasons, EDC's most recent Global Economic Outlook is bullish about the near-term outlook. Our forecast calls for the US economy to rise by more than 3 per cent both this year and next, a more aggressive outlook than most. Likewise, we see the Euro Area economies collectively rising by 2.5 per cent this year and 2.1 per cent in 2019, amounting to the best 3-year stretch of growth in over a decade. This growth will enable emerging markets to continue pumping out impressive numbers: China is forecast to average 6.5 per cent growth this year and 6.4 per cent next year, while India will see 7.5 per cent in 2018, and an increase to 7.6 per cent in 2019. This will help to push all emerging markets to growth of 4.8 per cent this year, and 4.7 per cent in 2019.

PRESSURE ON NON-COMMODITY PRICES AND LABOUR MARKETS

This tightening environment is expected to put pressure on non-commodity prices. Pressure will be greatest in labour markets and prices of finished goods. To be clear, though, this is not late-cycle runaway inflation; rather, it is a signal to markets of the need to increase hiring activity and expand existing production facilities. It does mean that tightening will spread to another realm: interest rates.

Developed markets, principally the US, are feeling this already. Consumers and businesses alike will be weaning themselves off their dependence on cheap credit. Already, firms appear to be refinancing long-term obligations in advance of the anticipated run-up in rates. This will hit emerging markets differently. There, high-interest bonds have attracted yield-hungry investors for years, making capital much more available than usual. That is expected to end, and emerging market yields are steepening already. Those that have locked in long-term lending at lower rates will weather the change much better than others.

THE BOTTOM LINE?

Global conditions are serving up attractive opportunities for Canada. Exports will rise 5 per cent this year and 4 per cent in 2019, leveraging higher growth in traditional markets and diversifying further into the emerging world. And in a rate-tightening environment where in general, financiers are more skittish than in the last cycle, there are also abundant opportunities to get more involved in the lending and credit insurance arenas. Now is a 'go for it' moment!

Are we ever satisfied? It doesn't seem so. For years humanity has been clamoring that there has not been enough growth. Now it seems there is too much. It's an instant flip that is now focused on how tight things are getting. The labour market is tightening, and so is industrial capacity. We're just hitting our stride, and we are bursting at the seams. What does it mean for the forecast?

On the face of it, the numbers are a bit scary. Unemployment rates in both the US and Europe are at or very close to cyclical lows. Industrial capacity utilization in the US is high, and in recent months is rising. In Europe, the same measure has been surging since mid-2016, and is fast moving in on previous peak levels. While these are good problems to have, they do look like a classic late-cycle burst that in the past has never ended well. Tightness inevitably results in inflation, leading to the ultimate tightening of interest rates.

4 STRONG ARGUMENTS AGAINST A RECESSION

Doomsayers already have their recession clocks set and humming. The most basic argument is timing: it has been about 10 years since the last one, and we are due. More sophisticated pundits scan the indicators, and come to the same conclusion. But dig a bit deeper, and there are strong counter-arguments.

First, there's an army of potential workers sitting on the sidelines, thanks

Winnipeg road de-icing liquids can be beet: city report

Bartley Kives, CBC News, March 29

De-icers containing beet juice just as effective as conventional products but are better for environment

A long-awaited report into Winnipeg snow removal says beet juice is an effective road de-icer and chipped granite may improve traction on city streets, but offers no means of improving snow-clearing on city sidewalks.



Photo: CBC News

In a report to council's public works committee, acting city street-maintenance manager Cheryl Anderson states winter tests of two liquid de-icing products containing beet juice found the veggie-derived de-icer was just as effective as conventional products containing salt, albeit with additional benefits.

De-icers containing beet juice are more effective at colder temperatures, last longer on city streets and also

reduce the amount of salt that winds up in the environment by 30 to 70 per cent, Anderson wrote.

The beet-juice de-icers still contain some salt, but as a result of the trials, the city will consider purchasing the veggie product after it issues a tender for new de-icing products this spring, Anderson wrote, adding cost may no longer be a barrier.

"One of the challenges of these environmentally friendlier products has been the cost of procuring the material. Suppliers understand the city's commitment toward utilizing a more environmentally friendly product that is priced competitively in Winnipeg," she wrote.

"During the test trials, pricing of the products have been comparable to the City of Winnipeg previous bid opportunities for liquid de-icer."

The report also states the city should consider adding granite chips to winter sand to chew into the winter snowpack and allow more aggregate to be recovered during the spring cleanup.

The report also recommends the repurposing of some winter snow-clearing machines for summer use, but does not address a key complaint from Winnipeggers regarding inadequate sidewalk clearing.

The report was ordered by council in January 2017. It comes before the public works committee on April 6.

PUTTING CONSTRUCTION WORKERS IN THE (SIMULATED) SEAT OF HEAVY EQUIPMENT

BY BOB ARMSTRONG



Nobody wants to be the construction crew member who accidentally destroys hundreds of thousands of dollars' worth of equipment — or even worse.

That's why simulators contribute so much to training workers to operate the bulldozers, graders, excavators and loaders that are found at heavy construction sites across Manitoba.

The Manitoba Heavy Construction Association (MHCA), which has used its seven simulators in Winnipeg for several years, is making the equipment more available now through in-house training — across the province.

"When you sit in that seat, it will be like you're sitting in that piece of equipment," says Phil McDaniel, coordinator of heavy equipment operator training with the MHCA.

The MHCA has Caterpillar and John Deere simulators — supplied with the help of Brandt Tractor Ltd. and Toromont CAT — with controls just like those on the actual machines. And they don't just simulate the experience of operating a big machine; they evaluate the students' performance. McDaniel notes that the simulators will shut down if a student does something that would be dangerous in a real-life situation, such as passing the bucket of a loader over the cab of the truck while it's being loaded or manoeuvring into a dangerous angle.

The simulators also show students when they are performing inefficiently.

"It's proficiency-based," McDaniel says. "It will show you if you're making the company money or losing the company money."

The benefits of simulator training are clear, says McDaniel, whose job includes conducting follow-up assessment of trainees on work sites.

"This allows a student to get real-world skills in a safe work environment. When you actually put them in a piece of heavy equipment they don't feel intimidated by the size and handling of the equipment."

The MHCA's WORKSAFELY™ team is working with the Manitoba Construction Sector Council (MCSC) to bring the training to northern Manitoba. Four remote First Nations will receive simulator training in Thompson and then training in heavy construction and safety courses in their own communities.

An important aspect of the project is that each of the Indigenous communities have upcoming construction projects that may give students the chance to get work experience in their home communities, says MCSC executive director Carol Paul.

"The simulator-based training project provides a controlled environment where students can develop skills in a wide range of scenarios, mimicking real-world construction work."



PHOTO COURTESY OF CATERPILLAR

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Know What's Below - make a free locate request before digging

WORKSAFELY™ Back to You with Don Hurst

With the spring digging season almost here, WORKSAFELY™ wants to remind contractors to always request a locate to have underground utility lines marked before digging. Each year, damage to buried utilities costs Canadians more than \$1 billion.

Striking a single line can cause costly repairs, fines and inconvenient outages. Worse, it can cause serious injury and, in rare cases, death. Every digging project, no matter how large or small, warrants a visit to ClickBeforeYouDig.com.

During April and throughout the year, we remind homeowners and professional contractors alike to “click before you dig” to minimize the risk of striking an underground utility line. It really is the only way to Know What's Below.

The depth of utility lines can vary for a number of reasons, including erosion, previous digging projects and uneven surfaces. That means the risk of striking an underground utility line exists even when digging only a few inches.

The “Click Before You Dig” campaign’s goal is to keep Manitobans safe by reducing preventable damages through streamlining locate requests via a one-call notification system. Requesting a utility locate truly is the first step to a safe excavation.

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



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

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**



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SAFETY TALK

The right respirator

Respirators must be matched to particular hazards. There is not an all-purpose respirator.

What's the danger?

Construction involves various airborne hazards such as silica dust, fumes and vapors.

Airborne hazards can make it difficult to breathe or trigger asthma attacks, and in the long-term cause chronic or fatal lung disease.

How to protect yourself

Respirators are the last line of defense against airborne hazards.

There are two basic types of respirators:



Air-purifying respirator



Supplied-air respirator

Air-purifying respirator:

- filters contaminants like dust and fibers out of the air
- does not supply air or oxygen
- must be matched to specific hazards
- specified in safety data sheets for controlled products
- has a limited lifespan based on contaminant levels and filter loads

Supplied-air respirator:

- supplies breathable air from a compressor, cylinder or tank
- offers the best protection against hazards
- Are the only respirators that can be used for confined-space rescue or in dangerous atmospheres

Workers must be adequately trained by a competent person in the proper fit, testing, maintenance, use and cleaning of the equipment.

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

Date: _____

Supervisor: _____

Performed by: _____

Location: _____

Concerns:

Corrective Actions:

Employee Name:

Employee Signature:



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



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MHCA WELCOMES NEW MEMBER



The Manitoba Heavy Construction Association is pleased to welcome new member Primal Contracting Ltd.

Primal Contracting Ltd. - bonded and Insured general contractors based in Winnipeg, Manitoba. Primal Contracting Ltd. provide a variety of services to keep your property in prime condition, both inside and out. From foundation Inspection and telepost adjustments to water proofing and chimney leaks, they've got you covered.

You can contact our new member at:

204-218-0955 Work

204-880-8420 Mobile

primalcontract@aim.com



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 or by phone 204.947.1379

2018 CONCRETE PAVEMENT WORKSHOP

April 11-12, 2018
 Viscount Gort Hotel, 1670 Portage Ave.
 Winnipeg, MB

You are invited to attend the **2018 Concrete Pavement Workshop** taking place April 11 & 12 at the Viscount Gort Hotel located at 1670 Portage Ave in Winnipeg.

This two-day workshop is a collaborative effort of Manitoba Infrastructure, the City of Winnipeg, the Transportation Committee of Manitoba, Concrete Manitoba, and the Cement Association of Canada.

Registered members of EGM attending will be eligible to claim 7 professional development credit hours per day under the Formal Activity category. This workshop will be of interest to contractors, engineering consultants and technicians.

Cost per day: \$85 (includes lunch)



Manitoba Infrastructure Contact:

Tara Liske, P. Eng.
 Director, Materials Engineering Branch
 Tel: (204) 612-7598
 Email: tara.liske@gov.mb.ca

75^M MHCA

WWW.MHCA.MB.CA



2018

SPRING MIXER

WEDNESDAY MAY 30, 2018
ASSINIBOIA DOWNS - 3975 PORTAGE AVE

TICKETS:
\$92.50+GST
PER PERSON

TABLES OF
EIGHT OR TEN

RECEPTION

5 P.M.

DINNER

6 P.M.

LIVE RACING

7 P.M.

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.

75th MHCA

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 New 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 10, 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 10, 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 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 03, 2018

Date



Your Voice Heard

The Manitoba Heavy Construction Association (MHCA) is the voice of Manitoba's heavy construction industry, promoting sustainable municipal infrastructure development, sustained investment in core infrastructure, and seamless, multi-modal transportation systems.

We want your voice to be heard. If you have any questions or suggestions regarding our industry, the MHCA, or the services that we provide, contact us directly by visiting our website www.mhca.mb.ca or calling 204-947-1379.





75 in 2018

The MHCA is 75 in 2018 and we're telling our story. The heavy construction industry has helped build this province, its economy and foundational infrastructure: roads, highways, bridges, and water/sewer. As part of the commemoration, which will include celebratory features throughout 2018, we are asking for your memories, your photos or any archived materials that can help tell this tale in displays at our marquee events.

Do you have something to share? Please email Taya Rtichsheva at mhcamarketing@mhca.mb.ca

Thank you,

Greg Orbanski
Chair, MHCA

Chris Lorenc
President, MHCA