



# The Heavy News Weekly

## Message from the President

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FOCUS ON  
ELIMINATING  
WORKPLACE  
ACCIDENTS AND  
INCIDENTS:  
BACK TO YOU



MHCA  
GETTING THE  
WORD OUT  
—  
NOW LET'S KICK UP  
THE VOLUME!

**O**ur public campaign to push back against the provincial 2018 Budget cuts to the highways program is getting noticed.

Along with MHCA's *FixOurRoads* radio ads, you may have seen our billboards at high-traffic intersections in Winnipeg, Brandon, Portage la Prairie and Steinbach. It is important that taxpayers know a \$330-million cut/under-expenditure of the highways budget, since 2016, has a huge economic cost.

You may have also heard some pushback on our campaign — a sign we're getting our message across.

I want to respond to one line of criticism we've seen in the media. The question asked: Everyone wants more infrastructure spending, but how do you pay for it?

First, the MHCA has never advised any government to spend; spending is difficult to track and usually tougher to discern if it has had any definable return to the economy.

Our advice? Invest.

The public record is replete with task forces we have initiated and led, and submissions made to governments at all levels, and of all political affiliations, around the importance of sustained, predictable, incremental funding and management of the public's most important and expensive single asset — its infrastructure

— upon which our entire economy and quality of life is built. And we can add that all of MHCA's advocacy is tested against whether it meets the 'public best interest' and mindful always that there is only one taxpayer.

See Page 2 for a brief synopsis of these suggestions

The MHCA has presented since 1991 its suggestions to municipal and provincial governments for both tackling their huge infrastructure investment deficits and on how to raise sufficient revenues to meet that challenge.

And here's another suggestion: Maybe the province should ask Manitobans in a provincial referendum whether they would live with an 8% PST, IF we used the revenues of that 1 point — worth \$300 million annually — specifically to fix our infrastructure including roads, as originally intended.

Now there's (another) idea worth putting on the desks of the Premier, Finance and Infrastructure ministers and your MLA.

**Chris Lorenc**  
President, MHCA

# For the record – years of principled, constructive advocacy

**The MHCA has for many decades given successive provincial and municipal governments suggestions on how to generate revenue for infrastructure investment, and how infrastructure investment programs should be managed to stretch the value of the public budget.**

Revenue suggestions include:

- raising revenues dedicated to purpose — provincially: 1 point of PST, and Gas Tax Accountability Act; City of Winnipeg: 1%+1% annual property tax; federally: federal gas tax
- balancing the share of responsibility between the governments, according to ability to pay
- new fiscal deal for municipalities to permit exploring new revenue sources, such as a municipal sales tax

Program management includes:

- smart procurement policies — get tenders out in winter, when the industry is hungry and prices are good
- award contracts early so work can start when the frost is out of the ground, making the most of a short construction season
- cost-shared, nation-building federal programs that focus on trade-enabling infrastructure for greater economic benefit
- annual and five-year budgets for infrastructure investment programs — informed by public release of the infrastructure investment deficit report - that see governments adopt

strategic long-term approaches to infrastructure/construction work

The MHCA's advocacy is tested against two fundamental objectives: growing the economy through wise, strategic investments; and, in a manner that is consistent with the public interest.

Manitoba is wrestling with a sizeable annual budgetary deficit. Yes, the province should be careful with expenditures, but it needs to be careful on cuts, too.

Deferring needed investment to maintain and rehabilitate infrastructure exponentially increases costs facing taxpayers who own that asset. Example: In 1998 and again in 2000, Winnipeg City Council ignored our advice to adopt a 20-year plan to reduce what was then an \$84-million annual core-infrastructure investment deficit to zero. By 2009, that deficit sky-rocketed to \$740 million annually. And who's paying for that? Winnipeg's taxpayers — our industry included.

Manitoba's own transportation infrastructure deficit sits at about \$6 billion. The MHCA recognizes that, because of the sheer magnitude of that challenge, the 'repair' job is a 20 to 30-year program, not an 'overnight fix.'

The discussion around meeting that challenge, however, should start with the province releasing to the public its infrastructure investment deficit report — as has the City of Winnipeg — and its long-term provincial plan to address Manitoba's own infrastructure deficit.

At present, Manitobans have neither that deficit report nor a plan.

## SUPPORT MANITOBA'S ECONOMY

# FIX OUR ROADS!



**JOIN THE CAMPAIGN! CUT AND PASTE THIS "BILLBOARD" TO ALL YOUR CORRESPONDENCE, INCLUDING EMAILS**

**MANITOBA LIBERAL LEADER  
DOUGALD LAMONT**



*will cap off MHCA's "Breakfast with the Leaders" series on Tuesday, May 15*

Mr. Lamont says Manitoba needs a solid economic growth plan, balancing budget cuts with smart investment.

Come hear the Liberal Leader speak about this and his proposal for a business development bank to keep Manitoba entrepreneurs in the province.

**Reserve your seats early. Space is limited**

**Agenda:**

- 7:30 am – doors open
- 8:00 am – hot breakfast
- 8:20 am – Leader's address followed by Q & A

**When:** May 15, 2018

**Where:** Madison A Room  
Holiday Inn Winnipeg Airport Polo Park  
1740 Ellice Avenue

**Cost:** \$35 plus taxes

*To register, please contact MHCA Operations Manager Christine Miller at [christine@mhca.mb.ca](mailto:christine@mhca.mb.ca) or 204.947.1379*



**SAFE  
ROADS**

**S  
A  
F  
E** SPOT THE HAZARD  
ASSESS THE RISK  
FIND A SAFER WAY  
EVERYDAY

**THURSDAY,  
MAY 17<sup>TH</sup>**

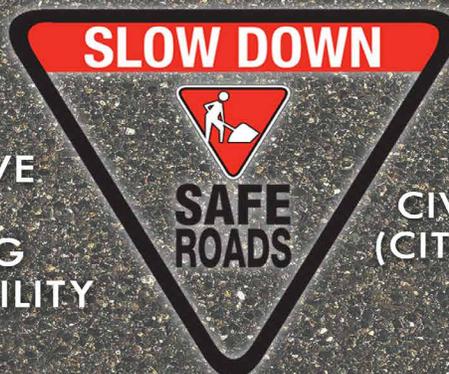


**I WANT TO MAKE IT HOME, TOO**

**YOU'RE INVITED TO ATTEND  
THE LAUNCH OF THE SAFE ROADS 2018 PROGRAM**

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**BRANDON**

900 RICHMOND AVE  
CIVIC SERVICES COMPLEX  
(CITY PUBLIC WORKS YARD)

**THURSDAY, MAY 17<sup>TH</sup>**

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# NDP Leader says MHCA's messages are heard loud and clear (and in Brandon)

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## *Opposition leader says he would make infrastructure a government priority*

**A**n NDP government in Manitoba would make investment in highways and infrastructure projects a top public priority again, Leader Wab Kinew told about 50 people who attended the most recent MHCA Breakfast with the Leaders event.

Kinew said the public knows of the NDP record support for infrastructure investment. He said he would review the party's past efforts, to build on its strengths.

Further, the NDP leader said the MHCA's public messages about the deep cuts to Manitoba Infrastructure's highways budget are being heard; he recounted a recent road trip to Brandon where he met an individual at a fast food outlet and was asked about the provincial highways budget getting cut by \$330 million. MHCA is running radio ads asking Manitobans to call the premier, the finance and infrastructure ministers and their MLAs to halt the cuts and FixOurRoads.

Kinew said he is very much convinced that investment in infrastructure grows the economy, if properly planned.

In other issues, the Opposition leader also said if elected Premier he would consider returning revenues raised by the carbon tax to assist businesses to reduce their greenhouse gas emissions. The NDP has said it will use its privileges in the legislature to delay passage of the Pallister government's climate and green plan bill, which will see the price of gasoline and diesel rise at the pump.

Kinew also said he would:



- Make economic development a part of Manitoba Hydro's mandate, and help make the Crown corporation a "renewable energy company"



- Create a no-interest loan program to encourage municipalities to purchase electric buses, and people and businesses to buy electric or low-emission vehicles

- Be open to presenting infrastructure investment plans as multi-year programs

"I think that long-term planning, multi-year planning makes sense."

MHCA President Chris Lorenc thanked Kinew for taking questions from the floor. He reminded all those at the breakfast that the association has always worked with governments of all political stripes, to advocate for public policy and investment programs that grow the economy.

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# CALL TO ACTION

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**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

# MTA tears province's carbon tax plan as 'lip service'

Martin Cash, *Winnipeg Free Press*, May 8

## The Manitoba trucking industry is in full-fledged revolt over the provincial carbon tax.

It's not because they don't want to pay it they say, but because of the manner in which the province has decided to use those additional revenues — not to encourage business to invest in green technologies but to use the revenue to cut income taxes and reduce the deficit.

Rob Penner, the CEO of Bison Transport, one of the largest in the province with 1,500 trucks on the road across the country, said the province has just "paid lip service" to the industry's concerns.

Now his company is already in the process of licensing vehicles in Ontario where its carbon tax strategy will set aside hundreds of millions of dollars to rebate companies that invest in technologies that will lower their fuel consumption and thereby reduce their greenhouse gas emissions.

Penner said the company is "absolutely" going to license trucks and grow its fleet in other jurisdictions like Ontario where Bison already has a significant terminal infrastructure. "We have a sizable order in for Tesla trucks and a few others with new (electric) technologies," Penner said. "We have no intention of putting those jobs or trucks in Manitoba, zero intention."

Although there were plenty of discussions before the provincial budget in March about rebate programs to allow owners of the province's sizable heavy duty truck fleet to invest in technologies to reduce fuel consumption, there were no such programs included in the March budget.

"To suggest that you are going to encourage industry to invest in new technologies by taking money away from them makes absolutely no sense at all," Penner said.

Terry Shaw, executive director of the Manitoba Trucking Association, said, "The discussions were about using the carbon revenues to reduce the carbon footprint. We thought that was the point. But with the budget this year they hung a complete 180 and said, no, we will use this tax to reduce other taxes. It is not revenue neutral which they said it would be."

The MTA's board has elected a special sub-committee to address the issue which Shaw said, to his knowledge, is the first time in the MTA's 86-year history that it's ever taken such action.

That sub-committee is scheduled to meet this week with finance minister Cameron Friesen and sustainable development minister Rochelle Squires.

Shaw said it appears that carbon revenues have been disconnected from any efficiency programming.

Heavy duty trucks account for the vast majority of sales of diesel fuel in the province and with the proposed carbon tax coming in at 6.71 cents per litre for diesel gas it means the

province will end up collecting about \$52 million per year of the carbon tax from the truckers. It is estimated that the trucking industry contributes about 12 per cent of the province's greenhouse gas emissions, but will be expected to pay about 20 per cent of the new tax that's collected.

(The Manitoba government's carbon tax bill has been delayed and is now not expected to be passed until late in the year.)

There is widespread disdain over the way the tax is being rolled out, including a fairly broad consensus that the loopholes that exist — like foregoing diesel purchases in Manitoba and instead, buying fuel in Saskatchewan, North Dakota and Ontario — will have further deleterious impact on the provincial economy.

A surprising degree of bad blood now exists and businesses are already making decisions that seem likely to diminish the economic activity in the province.

"It seems like our conversations get brushed off with not much follow up," Penner said. "But we can't sit on our hands or we could miss out on incentives from Ontario. Those Tesla trucks are going somewhere else."

*This is an abridged version of the Winnipeg Free Press story.*



75<sup>th</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  
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Contact Person: \_\_\_\_\_ No. of tickets: \_\_\_\_\_

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

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# MHCA seeks clarity on provincial tender rules, protection of aggregates

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## *Will province ensure municipalities follow land-use legislation?*

**Proposed amendments to the Planning Act make good progress on the goal to protect access to Manitoba's rich but finite aggregate resources, as long as the Municipal Relations department ensures municipalities respect provincial authority over development.**

That was among the points made by MHCA President Chris Lorenc, who spoke to Bill 19 — The Planning Amendment Act — at a legislative committee hearing Wednesday.

Bill 19, making its way through the legislative process, would introduce a right of appeal for any aggregate producer whose application for a pit or quarry is rejected by a municipal council, where that application is for a conditional-use approval. It also allows for review of that conditional-use application by a provincial technical review committee, triggering a report that would be used by a municipal council to help guide its decision.

Lorenc told the legislative committee that TRC review and reports are a good way to assess applications on their technical merits, including environmental and land-use regulations, and should lead to evidence-based decision making by rural municipal councillors. Some of Manitoba's richest troves of aggregates are found in the Capital Region, in close proximity to much of the infrastructure projects undertaken — many with public funds — in the province.

The RMs, however, often meet stiff opposition to applications for pits and quarries because of the rise of residential developments in the area. Lorenc said the Planning Act amendments will be fruitless if Manitoba does not require municipal development plans to respect and follow provincial statutes written to protect zones that contain aggregate

deposits. Encroachment of residential development on those zones can effectively sterilize aggregate resources.

"We are grateful for assurances given that the minister and department will be vigilant in examining proposed municipal development plans, to ensure protection of aggregate resources from effective sterilization," Lorenc said.

Alongside the public hearing on Bill 19, another committee heard from the public on Bill 14, which "modernizes" legislation that speaks to the province's authority over highways.

Lorenc said new language on the province's duty to tender construction projects is worrisome because it appears to give the government greater flexibility to set aside the requirement for open, competitive tenders. At present, legislation requires tenders but in the event of a pressing emergency, or where the work can be done more "expeditiously and economically."

The new language would allow sole sourcing when the minister believes the work to be "too urgent" or that an untendered contract would be more "efficient." Further, a cabinet committee could decide on its own to sole source a contract, regardless of circumstance.

"I was not convinced, at the committee, that this new language meets the spirit and intent of the current, restricted ability to use sole sourcing," Lorenc said. "We will have to continue this discussion at the provincial level. We know that open, competitive tenders always return the best price to the taxpayer."



# The future of construction

WORKSAFELY attended the Red River Exhibition Place for the Manitoba Construction Career Expo. The career expo is put on by Winnipeg Construction Association and is designed to encourage students to explore their future in construction.



Students try their skills on an MHCA loader simulator (left) at the Manitoba Construction Career Expo on May 9.



The WORKSAFELY™ team (right) was on-site to answer questions from the heavy construction workers of tomorrow.



# Focus on eliminating workplace accidents and incidents

WORKSAFELY™ Back to You with Don Hurst



North American Occupational Safety & Health (NAOSH) week (May 7 — 11) is an important reminder for companies across the continent to make safety their No. 1 priority.

The goal of the NAOSH week is to focus the attention of employers, employees and the general public on preventing injury and illness in the workplace. NAOSH week presents a great opportunity to reinforce and strengthen the commitment to occupational safety and health.



WORKSAFELY™ strives to help our companies eliminate accidents and incidents at the workplace. Through our WORKSAFELY COR™ program, which includes training and mentoring, we are committed to ensuring the heavy construction industry has all the tools to protect its workers.

For more information on the training and other services offered through the WORKSAFELY COR™ program please contact your WORKSAFELY safety advisor, or Kristen Ranson at 204-947-1379. your needs.



# New recruit under the wing of MHCA safety advisors

**M**HCA's WORKSAFELY™ advisors will be shadowed for the next 6 weeks by a new recruit. Delaney Kunzelman-Gall comes to the WORKSAFELY team, via the Red River College Occupational Health and Safety program, an 8-month training program for individuals looking to work in the workplace safety and health field.

Kunzelman-Gall, 25, has a BSc from the University of Manitoba and wanted to round-out his academic background with practical experience in health and safety. "They (degree and certificate) do go hand in hand." The OHS certificate program "gives you practical, structure and organizational skills."

Originally from Morden, he will be with MHCA for six weeks. At the end of the practicum he will be graded by Phil McDaniel, WORKSAFELY's COR program development and quality control advisor.

Kunzelman-Gall is hoping to work in the construction industry or energy sector.



## KNOW YOUR WORKSAFELY™ TEAM

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

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

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

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### **Gerry McCombie, Gold Seal Cert, NCSO**

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



# Training Schedule

## Construction Safety Excellence™

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

### WINNIPEG - MHCA Office

3-1680 Ellice Ave.

#### 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

#### 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

#### July 2018

- 3 Excavating & Trenching (1/2 day AM)
- 3 Auditor Refresher (1/2 day PM)
- 16-17 COR™ Leadership in Safety Excellence**
- 18 COR™ Principles of Health & Safety Management**
- 19-20 COR™ Auditor**
- 30-31 Traffic Control Coordinator

#### August 2018

- 8 Flagperson 1/2 day AM
- 8 Safety Committee/Representative 1/2 day PM
- 20-21 COR™ Leadership in Safety Excellence**
- 22 COR™ Principles of Health & Safety Management**
- 23-24 COR™ Auditor**
- 28 Train the Trainer – Facilitation Skills

#### September 2018

- 11 Flagperson 1/2 day AM
- 11 Safety Committee/Representative 1/2 day PM
- 17-18 COR™ Leadership in Safety Excellence**
- 19 COR™ Principles of Health & Safety Management**
- 20-21 COR™ Auditor**
- 24 Transportation of Dangerous Goods 1/2 day AM
- 24 COR™ Auditor Refresher**
- 25-26 Traffic Control Coordinator



# Training Schedule

## Construction Safety Excellence™

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

### BRANDON - St John Ambulance

- May 2018**
- 23 Flagperson 1/2 day AM
  - 23 Excavating & Trenching (1/2 day PM)
  - 24 Auditor Refresher (1/2 day AM)
  - 24 Safety Committee/Representative (1/2 day PM)
  - 28 Train the Trainer – Facilitation Skills
  - 29-30 Traffic Control Coordinator

The digging season's underway. Remember to 'click before you dig' before you excavate.

For help with  
CBYD.MB protocol or  
locate issues, contact

**WORKSAFELY™'s  
Jackie Jones at  
204-947-1379.**



## SHOVELS in the ground!

**Click  
Before  
You Dig**

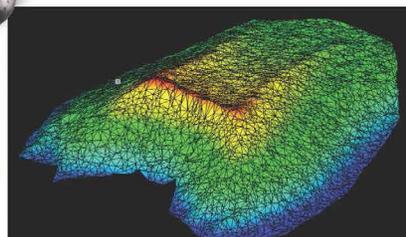
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# SAFETY TALK

## Preventing Lyme disease

Working outdoors in spring, summer and fall can expose you to Lyme disease.

### What's the danger?

Lyme disease is caused by tick bites and can be a serious and potentially fatal disease if left untreated. Symptoms can include:

- Fever
- Muscle and joint pain
- Fatigue
- Severe skin rash

### How to protect yourself

#### What should employers do?

- Ensure workers are educated to understand:
  - the risk of tick bites and Lyme disease
  - how to prevent tick bites or minimize exposure
  - how to treat a tick bite

#### What should workers do?

- Use insect repellents containing DEET to repel ticks – apply to both clothes and skin
- Check for ticks on or under clothing and pay attention to armpits, in and around ears, behind knees, areas with body hair and the navel and groin areas
- Carefully remove ticks found attached to the skin. Gently use fine pointed tweezers and grasp tick as close to the skin as possible. Pull slowly to remove the *whole* tick
- Seek medical attention if any symptoms develop – early treatment usually results in a complete recovery

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:

\_\_\_\_\_  
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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.





## What's up with Canada's exports?

By Peter G Hall, Vice President and Chief Economist

'Up' wasn't the adjective of choice for Canadian exports in the opening months of this year. Momentum was decent as 2017 closed out. However, January and February numbers all but smothered that. It left Canada with an unwanted paradox: strengthening world (and US) growth, with not much to show for it on our bottom line. Are the glory days passing us by, or is there some other reason behind current weakness?

### EXPORT GROWTH IS ON-AGAIN, OFF-AGAIN

FFunny, a year ago we weren't having this conversation. In fact, at that time exports were rocketing higher. It looked like payback time, that Canada was actually capitalizing on stronger US and world growth. That rapid runup melted in the second half of the year, a hit that was shared by both the oil and gas sector and a North American auto industry that had gotten a bit ahead of itself. A handy recovery at year-end paved the way for growth this year, but January and February declines sawed off gains completely. Thankfully, this was contained; tight rail capacity caused a temporary plunge in agricultural shipments, and the both the auto and industrial equipment sectors underwent fluctuations that are typical in both industries.

Even so, by all counts this shouldn't really be happening. After all, US GDP growth has recently been doing well, not to mention the ramp-up in European growth. Numbers

in both economies are outpacing original expectations, and forecasts have been revised upward. Not to mention that we have the CETA agreement with Europe that kicked in last fall; everyone was expecting dividends, not losses. Layer in the continued rapid growth of emerging markets, and the story ought to be much more positive than our early-year results.

Thankfully, March came to the rescue, proving the underlying strengths powering our exports, and the transitory nature of the things that held us back in the early going. March's 3.7 per cent growth surge more than erased the losses sustained in the first two months of the quarter, generating overall quarterly growth of 1 per cent. March was strong for another reason: although the Canadian dollar shed 3 per cent of its value against the greenback, it wasn't the primary driver of monthly growth. The physical volume of shipments formed the bulk of monthly growth, up 3 per cent.

On a sector-by-sector basis, the story was part relief, part inspiration. The agriculture sector surprised with an earlier-than-expected comeback. Aerospace — typically volatile — was up by double-digits, which is the performance we expect for the year. Even more inspiring was the monthly rise in industrial machinery and equipment, which is related to the US economy's need to ramp up investment. Stateside, many industries are dealing with constraints on productive capacity that are as tight or tighter than they were in the peak years of 2006-08.

This turns our gaze on the future. Are we going to continue the on-again, off-again pattern, or is

growth going to become a bit more dependable? Fluctuations will never be a thing of the past in trade numbers, but on balance, March data demonstrate that Canada is currently in the global growth game. A number of factors suggest growth will persist throughout the year. First, the US is facing capacity pressures inside its economy, and will be looking to others to fill in gaps in labour and production. Second, the Canadian dollar is expected to remain weak. Third — and this is more speculative — resolution of the NAFTA deliberations would restore a good deal of certainty to Canadian exporters and their investment plans.

### EDC'S EXPORT FORECAST SEES 6 PER CENT GROWTH IN 2018

Before today's data, we were a bit worried about our 6 per cent export forecast for the year. Building on the March result as the year unfolds has us feeling much better about our 6 per cent growth forecast. Global growth has never for us been the worrisome issue; it's Canadian participation in that growth that form the bulk of our early-year concerns. US industry is still humming, and prospects there, and by extension in the rest of the world, are as good or better than they have been in years.

### THE BOTTOM LINE?

'Up' is again in Canada's trade language. March was a great down-payment on growth that should stretch through year-end. Prospects have long looked bright, and once again, we are cashing in.



## Infrastructure

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Engineering and Operations Division  
420 – 215 Garry Street, Winnipeg, Manitoba, Canada R3C 3P3  
T 204-945-8240 F 204-945-2554  
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May 3, 2018

# **NOTICE of CONSTRUCTION PTH 7/PTH 101 INTERCHANGE (Including loops and legs)**

The PTH 7/PTH 101 interchange will be under construction from approximately April 30, 2018 to August 15, 2018. Access to the loops and legs of the interchange for commercial and oversized/overweight permitted vehicles during construction will be impacted at various times during construction.

Road users can expect reduced speed limits, dimensional restrictions, road closures and possible delays through the construction zones. Variable message boards will provide advance notice of the closure.

Commercial truck traffic will be required to use an appropriate alternate route. Permitted oversized/overweight vehicles will be required to use alternate routes that have been approved by Manitoba Infrastructure. Long combination vehicle permit holders using the PTH7/101 interchange for access and egress from the City of Winnipeg may require alternate routes which will require an amendment to their permit for the duration of the construction project.

To discuss specific permit requirements/alternate routes, please contact Permit Services directly at 204 945-3961 or toll free at 1 877 812-0009.

Information and updates regarding the road closure will be available on the Highway Information (Manitoba 511 – Road and Traveller Information) website, <http://www.manitoba511.ca/en/> or by calling 204-945-3704 or toll free at 1-877-627-6237.

Your anticipated cooperation during construction and the necessary road closures is greatly appreciated.

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# SAFETY

E- NEWSLETTER

**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)



Canada's Centre for Global Trade  
WINNIPEG, MANITOBA

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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

**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

