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SUMMER TURNS UP THE HEAT ON WORKSITE SAFETY: *BACK TO YOU*

WINNIPEG METRO REGION MEMBERS APPLAUD CALL FOR NEW FISCAL DEAL



Capital region municipalities launch joint venture to cut costs, effort

All levels of government need to recognize that municipalities at present do not have the ability to plan, manage or adequately fund critical investments in trade-enabling transportation infrastructure, the mayors and reeves gathered at the annual general meeting of the Winnipeg Metropolitan Region heard June 8.

A new fiscal deal would speak to the need of municipalities to plan, long-term, their priorities including for transportation infrastructure, MHCA President Chris Lorenc said. At present, municipal councils do not have the sustained, predictable funding agreements necessary to plan capital programs.

"I encourage — implore you — to embrace in your government's local agenda now, and in the discussion leading up to the municipal elections this fall, the imperative of negotiating a New Fiscal Deal for municipalities," Lorenc told about 170 invitees to the metropolitan region's AGM.

"Municipalities in Manitoba and across Canada need a new fiscal deal that recognizes the fact that municipalities own 60% of public infrastructure. Yet, their revenue sources — unfortunately, derived disproportionately from property taxation — are inadequate to discharging that responsibility alone," Lorenc added.

Lorenc congratulated the WMR on its accomplishments to date.

Lorenc said the WMR's collaboration and identification of investment priorities they are willing to jointly advance for the region are examples to be modeled within Manitoba.

All priorities are chosen against the ability to see a return on investment, and to ensure economic growth.

A new deal would have to include some mechanism for municipalities to find new sources of revenues, he stressed.

The WMR announced it has created a cooperative venture to save money and time in mutual purchases and services, including administrative work.

JohnQ, as it has been dubbed, has 13 shareholders to date, drawn from the 18 municipalities that make up the Winnipeg Metro Region, within Manitoba's capital area. The announcement was made at the WMR's annual general meeting.

Colleen Sklar, executive director of the WMR, said JohnQ membership is voluntary and each member can buy one share, giving it one vote at the table. Sklar said the genesis of the idea for joint procurement came from the fact municipalities are stretched for revenues. Procuring services and goods at a larger scale can elicit better prices.

Mark Dufresne, head of JohnQ's business advisory council, said economic analysis found that among the 13 members (which does not include Winnipeg) some \$737 million is spent annually on capital and operational programs; JohnQ identified \$126 million within those total expenditures to target in its efforts.

JohnQ estimated it could save 15%, or almost \$19 million over 5 years, initially.

Trade and transportation on the menu

The MHCA and 8 other leading Manitoba groups put trade and transportation on the menu at the June 7 Manitoba Chambers of Commerce annual Deputy Ministers' Dinner. MHCA President Chris Lorenc spoke to the role that connected, efficient trade corridors and routes play in our economy — 53% of Manitoba's GDP is tied to trade. MHCA's flyer (below), placed at the table settings, outlined the case for a multi-year strategic infrastructure investment strategy to keep trade and our economy growing.

Our economy rides on trade

let's get it on the road

Manitoba's economy rides on trade – fully 50% of our GDP is derived from imports/exports

- ✚ Trade links have never been more important – new trade deals and opportunities are opening up; other jurisdictions are seizing these opportunities now
- ✚ Highways, trade corridors, and inland & border ports must be seamlessly connected to capitalize on trade opportunities – we need a trade infrastructure investment strategy
- ✚ Our tax dollars must be *invested, not spent* & mindful that strategic infrastructure investment has amongst highest returns: \$1 invested can generate \$1.60 economic output
- ✚ Manitoba has high-value infrastructure projects specific to trade/economic growth that move people to jobs & products to market – they need investment priority, and include:
 - ✓ Upgrade the Perimeter Highway, the Capital Region's gateway
 - ✓ Extend Chief Peguis Trail to support CentrePort Canada to move goods seamlessly
 - ✓ Invest in the Winnipeg Metropolitan Region strategic transportation network
 - ✓ Invest in Headingley, St. Norbert and Morris by-passes to move goods efficiently
 - ✓ Upgrade Port of Emerson, PTH 16 & 6; expand Route 90
- ✚ Prepare annual and five-year capital program, benchmarked against an infrastructure investment deficit report; ≥\$6 billion deficit for transportation infrastructure alone
- ✚ Make infrastructure part of long-term economic plan; merge Trade and Infrastructure into one ministry
- ✚ Engage with trade & transportation stakeholders (see over)

Beyond our borders – Manitoba should take a role in a continental/global economic plan

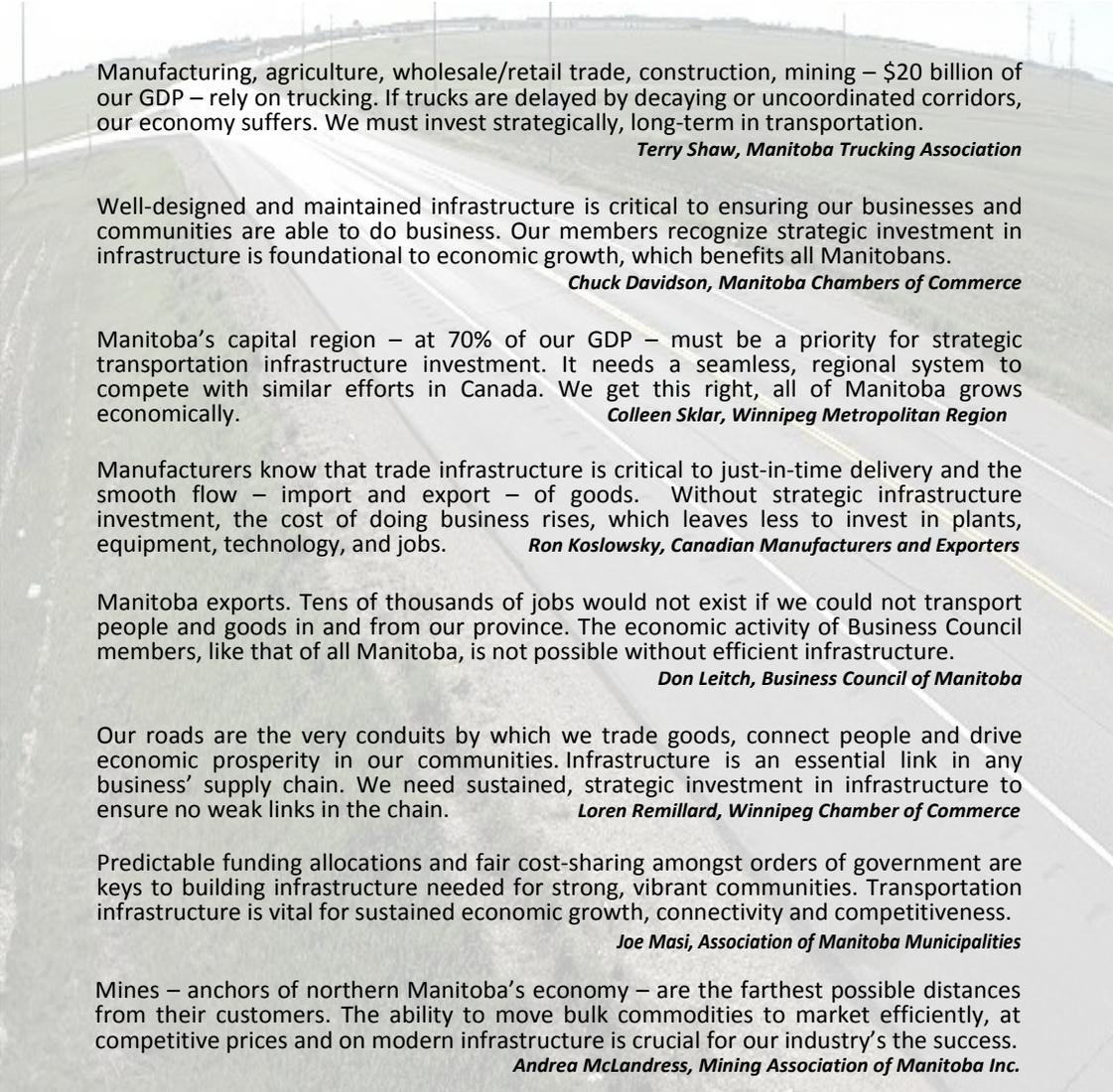
ROI: investment, jobs, growth of new business and new revenues to governments, as our economies reap the rewards of smart, strategic investments

Without economic growth, the discussions about adequate funding for health care, education or tourism are moot



Putting trade on the road

Manitoba's unbounded potential



Manufacturing, agriculture, wholesale/retail trade, construction, mining – \$20 billion of our GDP – rely on trucking. If trucks are delayed by decaying or uncoordinated corridors, our economy suffers. We must invest strategically, long-term in transportation.

Terry Shaw, Manitoba Trucking Association

Well-designed and maintained infrastructure is critical to ensuring our businesses and communities are able to do business. Our members recognize strategic investment in infrastructure is foundational to economic growth, which benefits all Manitobans.

Chuck Davidson, Manitoba Chambers of Commerce

Manitoba's capital region – at 70% of our GDP – must be a priority for strategic transportation infrastructure investment. It needs a seamless, regional system to compete with similar efforts in Canada. We get this right, all of Manitoba grows economically.

Colleen Sklar, Winnipeg Metropolitan Region

Manufacturers know that trade infrastructure is critical to just-in-time delivery and the smooth flow – import and export – of goods. Without strategic infrastructure investment, the cost of doing business rises, which leaves less to invest in plants, equipment, technology, and jobs.

Ron Koslowsky, Canadian Manufacturers and Exporters

Manitoba exports. Tens of thousands of jobs would not exist if we could not transport people and goods in and from our province. The economic activity of Business Council members, like that of all Manitoba, is not possible without efficient infrastructure.

Don Leitch, Business Council of Manitoba

Our roads are the very conduits by which we trade goods, connect people and drive economic prosperity in our communities. Infrastructure is an essential link in any business' supply chain. We need sustained, strategic investment in infrastructure to ensure no weak links in the chain.

Loren Remillard, Winnipeg Chamber of Commerce

Predictable funding allocations and fair cost-sharing amongst orders of government are keys to building infrastructure needed for strong, vibrant communities. Transportation infrastructure is vital for sustained economic growth, connectivity and competitiveness.

Joe Masi, Association of Manitoba Municipalities

Mines – anchors of northern Manitoba's economy – are the farthest possible distances from their customers. The ability to move bulk commodities to market efficiently, at competitive prices and on modern infrastructure is crucial for our industry's success.

Andrea McLandress, Mining Association of Manitoba Inc.

 "There is the infrastructure we want, like parks and hockey rinks; the infrastructure we need, like schools and hospitals; and then there is the infrastructure that pays for these things and that is trade infrastructure."

Perrin Betty, Canadian Chamber of Commerce

Pinchpenny province hinders city planning for future, councillor says

Aldo Santin, Winnipeg Free Press, June 7

Winnipeg faces a difficult task in planning for a growing city when the provincial government continues to freeze operating grants year after year, and shrinks the available funds for capital infrastructure projects, council's finance chairman says.

Coun. Scott Gillingham made his comments Thursday, after the finance committee was told operational grant funds from the province would be frozen at 2016 levels and the city would be receiving about \$25 million less in capital grants, compared to last year.

Gillingham (St. James-Brooklands-Weston) said city hall didn't budget for additional capital funds from Manitoba's Tory government in 2018 — but that still makes the job of managing civic infrastructure projects difficult.

"We have a growing city, with significant capital needs," Gillingham said. "When there is a reduction in funding from any level of government, it does have an impact. It does put pressure on council to determine how we're going to fund a growing city."

Chief financial officer Mike Ruta told the committee the province agreed to provide the Winnipeg with \$83.6 million in capital grants this year, compared to \$109.2 million in 2017.

"That's a \$25-million, year-over-year difference," Gillingham said, adding it is the equivalent of a five per cent property tax increase.

Ruta said the city had originally requested \$138.8 million for 2017 capital projects, but received commitments for \$109.2 million. Of that, he said, Winnipeg has only received \$94.1 million, leaving a shortfall of \$15.1 million.

Ruta said, for the third year in a row, there will be no change in the amount of operational grants from the province: \$139.3 million.

Manitoba Municipal Relations Minister Jeff Wharton said funding to the City of Winnipeg fluctuates from year to year, but added more dollars will be spent in the city in the 2019-20 fiscal year.

However, the projects Wharton mentioned Thursday don't involve city hall: four new schools, and funding for several major projects involving the Assiniboine Park Conservancy, Winnipeg Art Gallery, Royal Aviation Museum of Western Canada and Manitoba Museum.

Wharton said also Winnipeg and other municipalities will



Photo: Ruth Bonneville, Winnipeg Free Press

be able to share in the \$1.1-billion infrastructure agreement the province signed earlier this week with Ottawa. (Ruta told the committee he didn't know how the city would be able to access any of those funds.)

Ruta said there is no end to the funding dispute over payments for the second phase of the city's southwest transit corridor, with the outstanding amount from the province now totalling \$10.4 million.

Ruta said the city is having difficulty understanding the province's rationale for which projects it agrees to fund and which ones it will not.

"We've made it clear to the province that it's really important that we understand what their cash flow (to city hall) is going to be," he said, adding Winnipeg needs assurances the province will honour its funding commitments on the transit corridor for 2019. "Hopefully, they'll be able to provide the information to us, so we can be able to predict our (2019) budget."

Ruta said when the city was putting together its 2018 budget, he didn't know how much to expect from the province, so Winnipeg put in a request to ensure there would be funding for the city's roads program and the Waverley Street rail underpass project.

The province is providing about \$50 million for roads, and almost \$27 million for the Waverley project.

"There's very little provincial money left for other purposes," Ruta said.

aldo.santin@freepress.mb.ca

CCA to ramp up action on community benefits bill

The CCA has sent a letter to Minister of Public Services and Procurement Carla Qualtrough about members' concerns with Bill C-334, which will usher in new duties to report on community benefits of construction projects.

The letter was sent following discussion at the CCA board meeting in late May in Montreal, where Infrastructure Minister Amarjeet Sohi spoke briefly to the topic when he met with the CCA leadership.

The CCA and its members are concerned about the lack of clarity on what would be expected of contractors for reporting on legacy community benefits arising from construction projects. The CCA has previously expressed a desire to help shape the new duties imposed on construction industries on federal projects.

Bill C-334, An Act to Amend the Department of Public Works and Government Services Act (community benefits), aims to give the Public Services minister the authority to require an assessment of the benefits that a community derives from a construction, maintenance or repair project. The bill only requires projects undertaken by the federal government to report on community benefits if asked.

David Schwartz, federal assistant deputy minister of procurement, participated in a community benefits panel with CCA leadership. A robust and frank discussion heightened members' concerns, resulting in a request that the CCA intensify its advocacy efforts on the file. Aside from the letter to Qualtrough, the CCA has asked its partner associations to encourage their members to write to their MPs and express their concerns about the bill.

The CCA will be asking its members to complete a survey on the corporate social responsibility activities so that it has quantifiable

and qualitative support for the industry's already significant contribution to the communities in which they work.

In other business, the CCA board has decided to move ahead with a business relationship with Canadian Construction Innovations. The memorandum of understanding to be signed with CCI is intended to bring the two bodies to a partnership to advance innovation.

Details of the CCO-CCA discussion and other items at the board meeting can be found [here](#).



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Manitoba appoints green plan advisory council

The province of Manitoba has formed an expert advisory council to help implement the government's Climate and Green Plan. Colleen Sklar, executive director of the Winnipeg Metropolitan Region, will chair the council.

Sustainable Development Minister Rochelle Squires said Tuesday the appointees' expertise includes conservation, water management, recycling, biodiversity, climate change, resource development and local government.

The council will be asked to advise the minister on programs and policies that could be included in the green plan that aims to reduce greenhouse gas emissions in Manitoba, and on the carbon savings account, which is to track progress against the 5-year GHG emissions reduction goals.

The council appointees are:

- Colleen Sklar, Lockport — chair
- Andrew MacSkimming, Winnipeg — vice-chair
- Dennis Anderson, Gimli
- Jim Irwin, Lake Audy
- Ian Gillies, Winnipeg
- Karla Guyn, Lockport
- Dimple Roy, Winnipeg
- Laurie Streich, Winnipeg

David McLaughlin, formerly the Pallister government's senior advisor in the creation of its "made-in-Manitoba" green plan, will serve as technical advisor to the expert advisory council. McLaughlin is currently the director of climate change for the International Institute for Sustainable Development.

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

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204-947-1379.

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2018 GOLF CLASSIC

Thursday, August 15, 2018 | Elmhurst & Pine Ridge Golf Courses



REGISTRATION FEE: \$260 / person

9:30 a.m. - Registration desk opens
11:00 a.m. - Shot gun start

FOUR PERSON TEXAS SCRAMBLE INCLUDES:

- Green fees & motorized cart
- An assortment of contests
- Delicious steak dinner
- Bus shuttle between courses before and after

The MHCA Board has determined that to enable as many MHCA member companies to participate in the golf tournament the following policy will apply -

Companies with no affiliates will be each entitled to a max of two teams.
Member companies with affiliates will be entitled to one (1) team per parent company and one (1) team per affiliate company.

**THE MHCA GOLF CLASSIC TOURNAMENT IS NOW FULL.
ANY FURTHER REGISTRATION SUBMITTED WILL BE PUT ON THE WAITING LIST.**

All companies must be MHCA members in good standing.

Pace of play will be addressed to further improve the game day experience. We appreciate your cooperation



MHCA Member company to be invoiced: _____

Team Captain's name: _____ Phone: _____

Email: _____ # of players on team: _____

Team Member names: 2. _____

3. _____

4. _____

VISA / MC / AMEX: _____ Exp: _____

Signature: _____

Dinner only (\$50 / person all inclusive): _____ Invoice Tournament Fees: _____

Submit registrations to Christine Miller by email only : christine@mhca.mb.ca

Reminder:

This event sells out fast; therefore, registrations are on a first come, first serve basis. Any additional registrants will be placed on a waiting list. If you are not registering a full team, the extra spaces will be filled by the MHCA Events Committee.

Team captains will be notified by email (email must be provided on the registration form) about course location **mid July 2018**

****All team captains are responsible for notifying their team of course placement.****

As per MHCA Board policy, **only registrations cancelled prior to July 18, 2018 will be refunded.**

Disrespectful conduct of any kind towards any person during the tournament is not acceptable. It may result in immediate eviction and/or future tournament suspension.

Dress code will be in effect.



2018 MHCA ANNUAL GOLF CLASSIC

Sponsorship for the MHCA 2018 Golf Classic is

SOLD OUT!



Thank you to all the companies for their continued support.



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- AND
- DEMONSTRATES A FOCUS ON HEALTH AND SAFETY AND ACTS AS AN ADVOCATE TO FELLOW WORKERS.

CLICK HERE TO DOWNLOAD THE SAFETY LEADER NOMINATION FORM. ONCE COMPLETED, PLEASE SUBMIT THE FORM, WITH SUPPORTING DOCUMENTATION TO JACKIE@MHCA.MB.CA BY JULY 9, 2018.

THE WINNER WILL RECEIVE THE SAFETY LEADER AWARD AT THE 2018 THE SAFETYS GALA EVENT ON SEPTEMBER 26, 2018.

Planning work in Saskatchewan?

WORKSAFELY™ will be offering
Safety Excellence Leadership training
recognized for COR reciprocity
in Saskatchewan.

DATE: Thursday, June 28, 2018
TIME: 8:30am to 4:30pm
LOCATION: MHCA office,
3-1680 Ellice Avenue,
Winnipeg, MB

To register, contact
Kristen Ranson
at kristen@mhca.mb.ca



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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.



Stay Connected >>> mhca.mb.ca





Summer turns up the heat on worksite safety

WORKSAFELY™ Back to You with Don Hurst

Summer brings certain risks to workers in the heavy construction industry. Knowing how to work safely in hot weather can prevent heat-stress illness and heat stroke.

The combination of heat, humidity and physical labour can be fatal. Educate your workers to recognize warning signs of heat stress. Taking quick action can prevent workers from getting sick.

WORKSAFELY™ has created Safety Talks on procedures for working safely in extreme heat, as well as on other seasonal hazards such as Lyme disease and the West Nile virus. Visit our website for Safety Talks that address the hazards that come with summer.



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

WINNIPEG - MHCA Office

3-1680 Ellice Ave.

June 2018

- 18 Transportation of Dangerous Goods 1/2 day AM
- 19-20 Traffic Control Coordinator
- 26 Building a Harassment Free & Respectful Workplace
- 28 Safety Excellence Leadership (Saskatchewan Reciprocity)

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 Refresher (1/2 day PM)**
- 28 Train the Trainer – Facilitation Skills

July 2018

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

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 Refresher (1/2 day PM)**
- 24 Transportation of Dangerous Goods 1/2 day AM
- 24 COR™ Auditor Refresher (1/2 day PM)**
- 25-26 Traffic Control Coordinator

BRANDON - St John Ambulance

August 2018

- 20-21 COR™ Leadership in Safety Excellence**
- 22 COR™ Principles of Health & Safety Management**
- 23-24 COR™ Auditor**



WORKSAFELY  MHCA

SAFETY TALK

Distracted driving

Any time you take your eyes off the road, your hands off the wheel, and your mind off driving you are distracted from driving safely. In 80% of collisions and 65% of near crashes, driver inattention was a factor.

What's the danger?

There are three types of distractions that cause potential hazards:

- Visual – taking your eyes off the road
- Cognitive – taking your mind off driving
- Manual – taking your hands off the wheel

Using a cell phone, texting, and eating are examples of things that distract you from driving safely. In-vehicle technologies (like a GPS) can also be sources of distraction. Texting is especially dangerous because it combines all three types of distraction.

How to protect yourself

Understand, reduce and eliminate distractions that your employees may face on the road.

Create a policy – set out requirements on the use of mobile devices and other potential distractions

Communicate the policy – to your managers, workers and contractors

Support your workers – do not accept calls or texts while driving; have workers create an “I’m behind the wheel” voice message

Set an example – never touch a device while driving

Elements to consider for your policy:

- Banning employees from using cell phones and other technology while driving
- Requiring employees to pull over to the side of the road at a safe area if there is a need to use a cell phone
- Banning the use of headphones to listen to music on mobile device
- Having employees make adjustments to the vehicle prior to starting to drive – for example, programming GPS and adjusting mirrors

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:



Who's winning the emerging market growth race?

By Peter G Hall, Vice President and Chief Economist

Global growth is accelerating. After years of disappointment, where forecasters seemed to be regularly revising their growth predictions downward, suddenly a flip-flop: projections are now regularly being revised upward, starting with the developed world. And after all the post-recession accolades that were piled on to emerging markets just a few years ago, they seem to be taking a bit of a back seat in current economic banter. Is the emerging world reviving too, and if so, which are the leaders?

EMERGING MARKETS IN THE AFTERMATH OF THE GREAT RECESSION

First, a little context. In the aftermath of the Great Recession, key emerging markets joined — and some led — the avalanche of public stimulus, unleashed in an effort to save the planet from a massive economic collapse. Their need to maintain stability was likely more acute than that of the developed world, as their systems were calibrated to an expectation of very aggressive growth. A sudden interruption would have been too politically risky, disrupting the general population and the businesses that sustain it. As such, in many emerging market cases, stimulus was a far greater share of GDP than for the developed world. Governments who couldn't or wouldn't pay up suffered the consequences, with some seeing outright regime change.

For those who spent the big bucks, it worked well — almost too well — but the big problem then became choos-

ing when to turn the taps off. In certain key cases, notably China, they are still trying to ease back. Clearly, for many emerging economies, superior post-recession growth was a bit of a mirage, one that is now giving way to a sustainable reality, thanks to the pickup in global activity. So, who are the leaders in this renewed race?

WHAT ARE GDP DATA SAYING?

Recent GDP figures seem to put India in the lead. Success with reforms dulled growth temporarily in 2017 as the economy absorbed the one-off impacts, but most analysts see sustainable annual growth above 7 per cent. As it weans itself off public stimulus, China is also outperforming expectations. First-quarter growth surprised on the upside at an annualized 6.8 per cent, sparking upward revisions for the year. Vietnam remains red-hot, ringing in at the upper-6-per-cent level, along with the Philippines. The Asian tiger economies are doing well, although growth is not as hot. Industrialized Asian growth rates look more like those on the upper end of the developed markets.

Eastern European economies seemed to collectively have a good year in 2017 following years of sluggish post-recession growth. Recent success is likely due to Western Europe's 2017 revival. As growth is carrying forward into 2018, Eastern European economies should benefit again. However, growth there is quite a bit behind the hot growth zones in Asia.

Latin America is lagging the rest, likely held back by Brazil's economic and political woes, and not helped by Venezuela's troubles. Even so, there are bright spots in Central America, and Peru is consistently generating impressive growth well above the regional average. The Middle East and Africa are generally soft, with very occasional bright spots.

There is cause for optimism in emerging markets in more recent figures. Purchasing managers across the emerging world are indicating an improvement in their perception of market conditions in the coming six months, trailing the very positive upturn in the developed world, but clearly moving in the right direction. Singapore, a regional bellwether, is showing a solid increase in total-economy buyer sentiment, sparked by the largest and most steady increase in new orders in the past seven years. China has also seen a notable improvement in sentiment.

TRADE INDICATORS, A TELL-TALE SIGN OF PROGRESSION

Over the coming months, trade indicators are the likely tell-tale statistic of progress. It's the flow of trade, lifted by the developed world, that's giving rise to recent emerging market activity. The engine economies are doing their jobs. But two key factors could be disruptors: first, the rise in protectionist uncertainty, now being stoked by concrete anti-trade policies; and second, the tightening of liquidity, which is beginning to impact financial market stability in the more exposed emerging markets. We will be watching these very carefully in the coming weeks and months.

THE BOTTOM LINE?

Emerging market growth is following the lead of the developed world. Revived growth is spreading, and optimism is building in a way we have not seen for a number of years. Given the presence of significant pent-up demand in OECD nations, the pick-up in emerging market growth is likely to last.



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



What Is Gold Seal Certification?

The Gold Seal Certification program is a nationally recognized certification for project managers, superintendents, estimators, construction safety coordinators and owner's project managers in the Canadian construction industry involved in:

- General contracting
- Electrical contracting
- Mechanical contracting
- Road building and heavy construction
- Specialty trades.

What Are the Benefits of Gold Seal Certification?

Whether you are a construction professional, a contractor, project manager, or an owner of a construction project, Gold Seal Certification can help you set a higher standard—*the gold standard*—on any construction project.

There are many benefits to Gold Seal Certification.

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

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

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

goldsealcertification.com



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Intern
GSI



Gold
Seal
Certified
GSC



Professional
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Certified
P.GSC



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AND YOUR MLA, ASKING THE PROVINCE TO:

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

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