The Heavy News Weekly

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LAKE MANITOBA, ST. MARTIN OUTLET WORK COULD START IN 2019

Photo: Interlake MLA Derek Johnson, Premier Pallister, federal Natural Resources Minister Jim Carr, Infrastructure Minister Ron Schuler, Municipal Relations Minister Jeff Wharton

First national project to be funded under new federal disaster mitigation fund

Premier Brian Pallister publicly assured that all remaining work on the construction of the Lake Manitoba/Lake St. Martin outlet channels will be open to competitive bids. Pallister made the statement Monday, at a joint announcement with the federal government on a funding agreement for the flood protection project.

"We are happy to have the public pledge to the open tender process," MHCA President Chris Lorenc said. Lorenc attended the announcement, which took place in St. Laurent.

Manitoba's senior MP, Energy Minister Jim Carr, attended the announcement for Infrastructure Minister Amarjeet Sohi.

Pallister said he believes the open tender process, to include the remaining contracts for the access road work, will make best use of a very competitive market in the heavy construction industry. The outlet project carries a $540-million price tag; both federal and provincial governments will fund $247.5 million for the outlets. Manitoba will foot an additional $45 million to complete the project.

The outlet is the first project to be funded under Ottawa's recently launched Disaster Mitigation and Adaptation Fund.

"After 60 years of inaction, we are proud to stand today alongside our partners in the federal government to announce this vital project," said Pallister. "We are focused on completing this project in a timely fashion to better protect Manitobans who have sacrificed so much."

During times of flooding and high-water levels on Lake Manitoba, the new outlet channel will carry water directly from Lake Manitoba to Lake St. Martin. The Fairford River is the natural outlet to Lake St. Martin. The Lake St. Martin channel will move water directly to Lake Winnipeg. The Dauphin River is the natural outlet to Lake Winnipeg from Lake St. Martin.

The project consists of building two approximately 23-kilometre-long diversion channels: The Lake Manitoba Outlet Channel will run north from Watchorn Bay on Lake Manitoba to Birch Bay on Lake St. Martin; the Lake St. Martin Outlet Channel will run northeast from Lake St. Martin to Lake Winnipeg south of Willow Point. The project also involves building two bridges and water-control structures, a 24-kilovolt distribution line and adjusting surrounding highway infrastructure.

Construction of an access road to the Lake St. Martin construction area is underway. The remainder of construction could start as soon as fall 2019.

The provincial government also on Monday announced information 'open house' sessions on the outlet channel projects. Please see back page for more information.

National associations cautious about Trans Mountain decision

Warren Frey, Daily Commercial News, June 6

National industry stakeholders hold a common view on the federal government's purchase of the Trans Mountain project from Kinder Morgan: it's a good thing it happened but it should never happen again.

Photo: Daily Commercial News

"Given the circumstances, the government did the right thing to make sure the project had every opportunity to succeed," said Association of Consulting Engineering Companies — Canada president and CEO John Gamble.
He said the natural resources sector is important to the economy and Canada has the ability to undertake major resource projects in a safe and responsible manner, but going forward changes must be made.

"Government needs to take a good hard look to see if their legislative agenda will increase or decrease the likelihood of this happening again," Gamble said. "We have lots of well-intentioned policies regarding the environment and community needs, but they need to be pragmatic.
"It's not just how we go forward, but also how to not find ourselves in this position again."

Other resource associations held similar reservations.

"The way we found ourselves in this situation, where government had to ensure it was being built, is very disappointing. But we are where we are, and government did step in and that's crucially important to upstream producers," said Canadian Association of Petroleum Producers president and CEO Tim McMillan. "But being that we're at the one second to midnight point on this project, if it didn't go forward it sends a worse message."

McMillan said there were precursors to the Trans Mountain buyout, such as the federal government cancelling the Northern Gateway project and TransCanada cancelling Energy East last year when it determined conditions for the project were no longer tenable.

"These challenges are something we can't afford as a nation," he said.

McMillan zeroed in on current legislation such as Bill C-69 as a key factor in continued uncertainty in the resource sector. The bill would replace the current Canadian Environmental Assessment Agency with a new Impact Assessment Agency of Canada to lead all major assessments.

"We thought proposing regulatory changes was an opportunity for substantial improvement. But unfortunately, Bill C-69 will put us in a worse position than we're in today," he said. "It leaves too many avenues for delay and for undue actors."

TRANS MOUNTAIN — National construction industry stakeholders are mostly pleased with the federal government's decision to purchase the Trans Mountain project, but do hope situations like this will not arise again. The federal government announced a plan to spend $4.5 billion on buying the Trans Mountain pipeline and most of current owner Kinder Morgan Canada's other assets in late May. Pictured is pipeline construction.

The Canadian Construction Association also approves of the government's actions.

"We are pleased the government acknowledges the importance of this project to Canada's economy. CCA is considering the implications of the government's steps," a statement from the association reads.

This is an abridged version of the original story.

Public-information roadblocks must go

Chris Lorenc, Winnipeg Free Press, June 18

As any driver can attest, Manitoba needs to invest billions of dollars in its provincial roads and bridges, just to bring them to good condition. How many billions? The Manitoba government knows, but is refusing to say. We know that, because we asked.

That's a problem. In fact, it's a huge risk to our province's fiscal and economic health.

This government has worked out how large the gap is between what it does invest, and what it must invest, in our transportation system. So why won't it share that dollar figure with taxpayers?

Until taxpayers know the facts, how can there be any informed discussion about how — and over what time frame — to fix the problem?

For years, the Manitoba Heavy Construction Association asked the previous governments and now this administration to release the number, referred to as the infrastructure investment deficit.

In April, the association submitted an access-to-information request for all records on the valuation of the investment deficit. This month, Manitoba refused to release the information, citing discretionary powers in the Freedom of Information and Protection of Privacy Act. (Under Sec. 23, a department may refuse to disclose information that could reveal advice, analyses or pending policy or budgetary decisions.)

Well then, edit out any "advice" and just give Manitobans the facts: how many billions of dollars will it cost to bring the provincial transportation system up to good condition? It's the public's asset. The public has paid for it and it will be asked to pay more for it.

But frankly, why should any Manitoban have to apply to its government to see this information? Such information is basic to any discussion of how the province sets investment priorities.

Recently, the association and eight other leading Manitoba organizations expressed support for a long-term trade-enabling transportation infrastructure investment strategy, noting its key role in economic growth.

Photo: Joe Bryksa, Winnipeg Free Press files

The organizations (representing mining, trucking, manufacturers and exporters, municipalities and small to the largest Manitoba businesses) stressed that efficient, seamless trade transportation routes are foundational to economic growth. Trade supports 53 per cent of Manitoba's GDP; strategic investment in transportation infrastructure is basic to our provincial economic health.

A strategy would address the need to fix our roads and build the new transportation assets necessary for Manitoba to capitalize on shifting trade realities. As protectionist sentiment rises in some countries, we cannot afford to miss opportunities appearing in new, rapidly emerging markets.

But first, we have to know what it will cost to ensure our trade corridors and arteries — the highways and roads — can move greater volumes of goods and commodities to their markets.

We know it's in the billions: we understand the transportation infrastructure investment deficit is in the range of $6 billion. So it will take decades to address.

Taxpayers have shown they will accept necessary solutions when they are given the facts.

Winnipeg has published four successive reports about its own infrastructure investment deficit since 1998. In response, city council voted in 2013 and 2014 to levy an annual property tax (total two per cent) to dedicate revenues to its streets-renewal program. Taxpayers accepted this decision.

The city demonstrated leadership. It trusted the electorate, engaged it in an informed discussion and now is working on its transportation infrastructure deficit.

Manitobans need the province to begin the same discussion now, not later. Manitobans have first-hand experience with potholes and bumpy rides, but the discussion has to expand to demonstrate the clear link our roads have to trade and economic growth.

The process has to start with trusting taxpayers with information. The public is entitled to be informed, so it can weigh in on policy and investment decisions to ensure our highways system can safely move people to jobs, efficiently move products to market and help grow our economy.

It's time the provincial government released its transportation investment deficit report so we can develop a long-term, multi-year strategy to build the transportation system our economy needs. Our future fiscal and economic health is riding on it.

Chris Lorenc is president of the Manitoba Heavy Construction Association.

2018 GOLF CLASSIC

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

REGISTRATION FEE: $260 / person +GST

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/after dinner

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

- member companies with no affiliates will be each entitled to a max of two (2) teams.
- member companies with affiliates will be entitled to one (1) team per parent company and one (1) team per affiliate company.

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: _____

THE MHCA GOLF CLASSIC TOURNAMENT IS FULL.

ATTENTION ALL TEAM CAPTAINS!

PLEASE SUBMIT THE NAMES OF THE GOLFERS ON YOUR TEAM ASAP TO CHRISTINE@MHCA.MB.CA

RITCHIE BROS. Auctioneers | 60 YEARS

Unreserved public equipment auction

Brandon, MB – Jul 24
(Tuesday) | 9 am
5350A Limestone Rd E,
Brandon, MB

See complete listings at rbauction.com

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.

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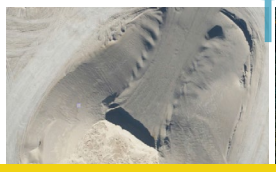

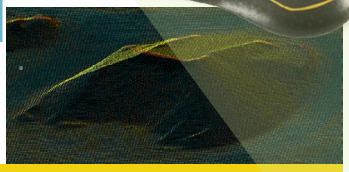

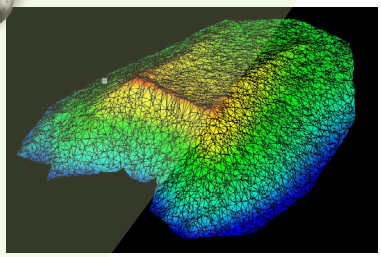

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WORKSAFELY™'S

SAFETY LEADER AWARD

DO YOU HAVE AN INDIVIDUAL IN YOUR WORKPLACE THAT IS A LEADER IN SAFETY & HEALTH?

MHCA'S WORKSAFELY™ WILL BE AWARDING ONE INDIVIDUAL'S DEDICATION AND OUTSTANDING CONTRIBUTION TO HEALTH AND SAFETY IN THE HEAVY CONSTRUCTION INDUSTRY OF MANITOBA.

WE WANT TO HEAR FROM YOU IF YOU KNOW SOMEONE WHO:

- IS EMPLOYED WITH A MEMBER OR ASSOCIATE MEMBER OF WORKSAFELY™;
- DEMONSTRATES A COMMITMENT TO PROVIDING A SAFE AND HEALTHY WORKPLACE FOR ALL WORKERS THROUGH THE IDENTIFICATION, COMMUNICATION AND CONTROL OF HAZARDS; 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

MHCA
MANITOBA HEAVY CONSTRUCTION ASSOCIATION

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.

Stay Connected »» mhca.mb.ca »»

WORKSAFELY™ gets you ready to work across provincial boundaries

WORKSAFELY™ Back to You with Don Hurst

The COR™ program is recognized nationally by the Canadian construction industry. Contractors should note, however, that there may be some discrepancies between provincial programs due to differing regulatory and/or administrative requirements.

WORKSAFELY has worked with other jurisdictions to ensure that we are equipped to assist our companies when working in other provinces and to minimize any barriers that may exist.

WORKSAFELY is offering a workshop — Saskatchewan Safety Excellence Leadership — on June 28 to assist our companies in navigating cross-border procedures.

As always, if you are planning on working or bidding in other jurisdictions, please contact Phil McDaniel at 204-947-1379, who can help you navigate the reciprocity process.

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

28 Safety Excellence Leadership (Saskatchewan Reciprocity)

July 2018

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

August 2018

8 Flagperson 1/2 day AM
8 Safety Committee/Representative 1/2 day PM
15 Building a Harassment Free & Respectful Workplace 1/2 day AM
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

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

Extension ladders

What's the danger?

Ladders are used as a means of access and egress in construction. While useful, ladders can become a hazard if not used properly, leading to sprains, strains, falls and serious injuries. Ladder hazards include:

- Using a ladder that may be damaged or defective
- Unsecure or non-level ladder base (eg.: soft ground or on blocks/boxes)
- Overhead or protruding hazards near ladder (wires, hooks, etc.)
- Slippery steps/rungs (from mud, snow, ice, etc.)
- Having more than one person on a ladder
- Carrying tools or objects up a ladder
- Bending, reaching or awkward postures on a ladder
- Using a ladder that is improper length for a job

Protect yourself

- Always follow safe-work procedures when using a ladder
- Inspect ladders before use (especially if it was used by someone else or not used for a long time)
- Ensure ladder is secure and on a firm, level base
- Have clean, dry footwear when climbing ladders
- Have only one person on a ladder at any time
- Do not carry tools or equipment up a ladder
- Keep body square to and facing ladder, avoiding reaching or leaning
- Keep ladders maintained according to manufacturer's specifications
- Keep the ladder base clear of debris or objects

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

Date: _____ Supervisor: _____

Performed by: _____ Location: _____

Concerns:

_____

_____

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Corrective Actions:

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Employee Name:

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Employee Signature:

_____

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The paradox of shift

By Peter G Hall, Vice President and Chief Economist

It has been quite a month. I'm just back from bringing our Global Export Forecast to audiences across Canada in EDC's Let's Talk Exports sessions. It's always a busy time, but this year was even more intense. It seemed that every day, there was another event to add to an already-weighty list of exporter concerns. Top of the list was the state of relations with Canada's key trading partner — which seemed to get more tense as the tour wore on. Well, angst culminated in the G7 meetings in La Malbaie, where the name of the place might have presaged its unfortunate outcome. What do we make of the current state of the global trade debate?

THE GREAT DEPRESSION AND THE PARADOX OF THRIFT

Every now and then in economics, a paradoxical situation comes on the scene. One of the more famous of these is the paradox of thrift, proposed in the post-Depression period by renowned economist John Maynard Keynes. In essence, he observed that the shock of unemployment and poverty in those days provoked a widespread spike in savings that persisted for years following the initial economic shock. He observed that this saving, initiated by millions to ensure that they would never again be blindsided by an economic meltdown, actually prevented the macro-economy from reviving and pulling them out of their predicament.

Here's what's scary about this: in this case, what seems like common logic is actually the opposite of the real solution to the problem.

Knowing about the paradox of thrift should be enough to prevent us falling into the same trap again. Sadly, human instinct causes us to repeat the pattern. And if that's true with a well-known paradox, then there's no guarantee that we won't fall prey to a new one.

We might already have. There's a popular story that's being told (and sold) today. It's popular enough to be coming close to, and in some cases, winning elections. And in the latter cases, it's now bringing policy changes. It's not a new theme, but it has a new potency. It accuses trade deals of favouring the other side. That other countries are getting all the investment, and stealing your jobs. That they are subsidizing their businesses unfairly, making it impossible to compete. It panders to a general sentiment that globalization is a key cause of today's economic ills, and that freer trade — as currently designed — doesn't really work. It's alive and well in the US, arguably the birthplace of modern globalization, and Western Europe, the place that knit together formerly schismatic nations into a common market.

WHY IS GLOBALIZATION SEEN AS THE ENEMY?

Why the neo-popularity? Globalization is a convenient punching-bag for millions of disenfranchised workers, old and young alike, in the developed world. Sub-par post-recession growth has failed to absorb them into the economy, and bereft of explanations or solutions, would-be leaders have levelled their sights at the 'enemy without'. Meanwhile, global growth is accelerating, tight capacity is begging for new investment, and unemployment is reaching new lows: the rebound we've been waiting eight years for is finally here. And it is throwing the doors open to those who want to work. The disenfranchised are coming back.

Neo-protectionism isn't the cause. Anti-trade policies are only just coming into place. The economic revival that's unfolding before our eyes is actually a product of the old system. For the moment, globalization is intact, and it and its systems are — at long last — bringing the same prosperity that it brought in the last, long growth cycle. And the growth we are seeing today is just beginning. There are millions of workers still waiting to get in. There is clear evidence of pent-up demand in both the US and Europe. And many emerging markets have a long way to go before they will catch up to the developed world — a storehouse of potential that could easily stretch out the expansion.

THIS TIME AROUND, IT'S THE PARADOX OF SHIFT

Trade-wrecking populism, far from being a remedy, could ruin the recovery that's been a decade in the making. The massive, pervasive policy shift is coming at just the wrong time. The populist pivot is a pernicious paradox, promising prosperity when all it will produce is protracted penury. Telling the true tale of trade may be a tougher task, but it's incumbent on those who know better to set a course that leads to a better place.

THE BOTTOM LINE?

Angst at the global economy's painfully slow march to recovery has birthed a retro-remedy that's no remedy at all. It's a dose of poison at the point of cure — a shift in view that's pure paradox. May we all realize that before it's too late.

NewsRelease

Manitoba

June 18, 2018

PROVINCE ANNOUNCES OPEN HOUSES FOR LAKE MANITOBA AND LAKE ST. MARTIN OUTLET CHANNELS CONSTRUCTION PROJECTS

Public Invited to Share Views on These Major Flood Management Projects: Schuler

The next phase of the Manitoba government's proposed plans for the construction of the Lake Manitoba and Lake St. Martin outlet channels will be presented at a series of open house sessions, Infrastructure Minister Ron Schuler announced today.

"These are major flood management projects and will be as essential as the Red River Floodway and the Portage Diversion in provincial flood-fighting efforts," said Schuler. "Manitoba is a collection point of major watersheds that start outside of the province but can result in widespread flooding, devastation, costly cleanup and years of restoration."

Open house topics will include environmental approvals, design and construction, and the next steps in the delivery of this major flood infrastructure project. There will also be an opportunity to learn more about the operation of the Portage Diversion. The diversion moves Assiniboine River water north into Lake Manitoba during heavy spring flooding and unusual summer storms. The waters of the Assiniboine and Red rivers and Lake Manitoba through the Fairford River all eventually flow into Lake Winnipeg and north to the northern river systems.

"The projects are designed to provide maximum water movement in times of heavy flooding with minimal impact to landowners and the environment," said Schuler. "This will be the third round of open house information sessions to ensure residents have the opportunity to review plans and ask questions."

The open houses feature two sessions from 2 to 5 p.m. and 6 to 8 p.m., and are scheduled for:

- Tuesday, June 19 – Moosehorn Community Hall, Railway Avenue, Moosehorn;
- Wednesday, June 20 – St. Laurent Recreation Centre Lot 826, PTH 6 St., 6 Veteran's Memorial Dr., St. Laurent;
- Thursday, June 21 – Canad Inns Destination Centre, 2401 Saskatchewan Ave., Portage la Prairie;
- Wednesday, June 27 – Canad Inns Destination Centre Fort Garry, 1824 Pembina Hwy., Winnipeg.

- 30 -

For more information:

Public information, contact Manitoba Government Inquiry: 1-866-626-4862 or 204-945-3744.
Media requests for general information, contact Communications Services Manitoba: 204-945-3765.
Media requests for ministerial comment, contact Communications and Stakeholder Relations: 204-945-4916.