



CITY'S 'BUY LOCAL' PROCEDURE PROPOSAL GETS FURTHER REVIEW

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The City of Winnipeg administration says it is studying how it can encourage and help local businesses to bid, more successfully, on its publicly posted tenders for goods and services.

"We understand that the city is intent — and rightly so — on making the procurement process and its tender advertising clearer and more efficient so that Manitoba companies do not miss out on opportunities to do business with the city," MHCA President Chris Lorenc says. "Our industry sees the value in that review of policies, practices, procedures and documents."

The MHCA joined a number of business organizations at City Hall recently, where city staff sought suggestions on how Winnipeg might change its procurement process or tender advertisements in order to increase participation — and the success rate — of local businesses in the process.

The session flowed directly from an earlier proposal for a 'buy local preference' clause in procurement. That motion went to City Council April 26, where it was amended to allow for consultation with the business community on any change to policy, including considering the merits of any such change.

However, the city then issued a survey seeking broad community input on a 'buy local' policy, but that survey does not speak to the merits of adopting local preference in the procurement

process. At the council meeting April 26, Lorenc referred to Mayor Bowman's agreement that any such proposal would be reviewed first on its merit, weighed against the risks of a preference for local businesses in procurement processes. The consultations were to include consideration of the merit of such a proposal. No other jurisdiction in Canada has the kind of 'buy local' policy Winnipeg is considering, a cursory review found.

The city administration will submit its report for council review this summer, targeting meetings of the executive policy committee and full council in July.

"We strongly encourage the City of Winnipeg to ensure its policies and procedures make fullest opportunity available to all businesses without any barriers — clear, uncluttered language and good advertising can go a long way to drawing more bidders into the process," Lorenc said.

"But a 'buy local' clause in tender documents or policies would trigger a damaging ripple effect in other jurisdictions. That would reduce competition and, therefore, the value to taxpayers."

MHCA seeks detail on Winnipeg's street renewal budget-to-actual expenditures

The MHCA has asked the City of Winnipeg administration for a meeting, for an understanding of how the city publicly tracks the adopted budget for the annual local and regional street renewal program, against actual expenditures each year.

"We have had a chance to review the City of Winnipeg's financial documents, posted online. What we need now is assistance to sort through those documents and public reports, to track and compare what City Council adopted as the capital budget for street renewal, against the actual expenditures," MHCA President Chris Lorenc says.

"The city's Open Budget website has a lot of good data — commendable work and effort on the administration's part. As yet, however, we haven't been able to follow specific budget lines for that direct comparison of budget vs. actual, each year."

The MHCA has pulled the numbers on annual adopted budgets from 2012-2018. A direct comparison has not been done because we have not been able to precisely track and match the line items of the adopted local and regional renewal budgets, against the Open Budget accounts.

"We know the city can help us sort this out — ordinary Winnipeggers should be able to easily match and compare, line-by-line, the accounting for expenditures that City Council approves each year," Lorenc said. "Once we are shown how to do that comparison with the available documents, we'll share the results with our members, and the public, in our Heavy News Weekly and on MHCA's website."

Lorenc noted the MHCA intends to make this a routine part



Chris Lorenc

of its work, for better understanding of how tax dollars set aside for infrastructure are used in each year, or carried over to the next. Once the local and regional street renewal budgets are analysed, MHCA will do the same for water, sewer and land drainage budgets.

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.

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Aggregate producers review Winnipeg's plans for base testing

City of Winnipeg reviewing quality-assurance testing of road base



The MHCA's Winnipeg and Aggregate Producers Committees are preparing suggestions to assist the City of Winnipeg in its quality assurance process for aggregate bases in road construction, which may include a complete change in the testing process and/or more frequent base testing.

City officials met with approximately a dozen MHCA members that are either aggregate suppliers or contractors working on city road construction projects. The intent was to review the city's desire to verify that base preparation on streets and roads construction work follows specifications in road-engineering design.

The industry is concerned that any increase in testing frequency does not interrupt or delay excessively the construction work, as it is working with a compressed construction season already.

Chris Lorenc: "We welcome quality assurance testing because that is good for the whole industry, as it is for the value returned to taxpayers."

"Our industry has a material interest in assuring it meets or exceeds — and can show that it consistently delivers — base preparation according to the city's specifications," MHCA President Chris Lorenc stressed.

"We welcome quality assurance testing because that is good for the whole industry, as it is for the value returned to taxpayers. There is no argument that to get good roads, you have to build on a good base."

The committee undertook to make suggestions on how the city can improve its oversight on the supply and testing of aggregate base material, in

keeping with the mutual interest of starting and completing road work projects on time.

The MHCA will keep members updated on the review as decisions are made.

Extinguishing idle time

Cruickshank Construction rolls out anti-idling program

Andrew Snook, *Rock to Road*, May 10

Three years ago, Cruickshank Construction had a real problem with its idling time. In August 2014, the Kingston, Ont.-based company's fleet was running upwards of 40 per cent idle time. Jason Makin, vice-president of materials and logistics with the firm knew this was not a sustainable practice, so he began researching ways to improve operator efficiencies.

Makin found a solution thanks to telematics reports he was receiving about his fleet from VisionLink data that was provided by Toromont CAT, which included the idling times of all of the company's big iron.

"So we implemented a program to reduce idling time to 10 per cent," explains Steve Cruickshank, CEO of Cruickshank Construction, adding that the program made sense both environmentally and economically.

"We originally focused strictly on loaders, since we have more loaders than anything else," Makin recalls during an interview at Cruickshank's head office in Kingston. "We looked at those for about a month-and-a-half and then decided we needed to branch this out and look at everything; because loaders as a percentage were about 30 per cent of our entire fleet, and we had the opportunity to do it on everything so why stop there."

Starting in August 2014, the company decided it would set a goal to reduce its fleet's idling times to 10 per cent by the following spring. There were 54 pieces of equipment involved in the program, including loaders, excavators, dozers, backhoes, dump trucks, soil compaction equipment and pavers.

As the company rolled out the anti-idling initiative, Makin looked into identifying the reasons for the high idling times, which included constantly running equipment in the winter-time to keep the cabs heated; and running equipment all the time in the summertime to keep the cabs cool; as two of the main factors.

To try and reinforce the company's new anti-idling program, Cruickshank regularly discussed the program in its internal

communications.

"Some of the operators were hitting 10 per cent on a monthly basis, some of the guys were trying their hardest but couldn't get there due to the nature of the work," Makin says. "Everybody was trying, there was definitely effort. It was a topic of discussion in the management group — it always came up in discussion and received attention all the way to the operator level. We were identifying operators as the high idlers and the low idlers."

To help boost interest in the program, Cruickshank turned the anti-idling initiative into a contest for the operators. Daily, weekly and monthly idling reports were released.

At the end of the year, the company reviewed all of the operators' idling times, identified those with the lowest

idle times in each category, and awarded them \$250 bonuses.

The initiative was a complete success and now the company looks forward to viewing its VisionLink reports from Toromont, which place the fleet's idling times between eight and 10 per cent.

"In one-and-a-half years we changed a cultural behaviour," Makin says.

By the time spring 2015 rolled around, Cruickshank Construction had met its goal of achieving a 10 per cent idling time overall. The company reduced its GHG emissions by 153 tons and enjoyed an annual fuel savings of approximately 57,000 litres.

In recognition of the company's successful anti-idling initiative, the Ontario Road Builders' Association (ORBA) awarded Cruickshank Construction with the 2016 ORBA Green Award for Outstanding Achievement at ORBA's 90th Convention and Annual General Meeting, which took place this past February in Toronto.



MHCA pushes for Manitoba's infrastructure investment deficit report

Province won't release analysis of deficit, citing access law's exemptions

The provincial government has refused to release its analysis of how much it would cost the provincial government to bring its highways to good condition.

The MHCA submitted a month ago a Freedom of Information request to Manitoba Infrastructure for any reports, communications or documentation of the valuation of the provincial transportation infrastructure investment deficit.

The infrastructure investment deficit is the difference between what is now invested annually on transportation assets, such as roads and highways, and what has to be expended to bring the existing assets to good condition, and to build the new roads and highways needed for a growing economy.

"We know that the transportation infrastructure investment deficit, alone, is approximately \$6 billion," MHCA President Chris Lorenc said. "We are disappointed that such a figure exists, has been documented by the department, but is not being made public."

The government refused MHCA's request, citing a section of the Freedom of Information and Protection of Privacy Act that says it may refuse to release an analysis done by or for a public body or minister and any deliberations among public servants or a minister. Further, it cited a FIPPA section that requires the refusal of public release of any material prepared for or presented to cabinet.

The MHCA made a similar request to the Finance Department but has not yet received that response.

The City of Winnipeg has released publicly a number of infrastructure deficit reports over the last two decades. The latest, released this spring, showed the global deficit to be almost \$7 billion, with \$3.8 billion of that relating to what must be invested in its 'core' infrastructure – streets, roads, bridges and sewer & water.

Lorenc said that there is no reason why the provincial government should not also publish its own infrastructure deficit report.

In order to have an informed discussion about how to best construct and infrastructure investment strategy – the core of which must be an annual and 5-year infrastructure investment program - the public has to know what the needs are, for current and future infrastructure assets, he noted.

"The MHCA has asked successive provincial administrations for this analysis and report. We knew they existed," he said. "How can the taxpayer know if our highways budgets are adequate to keeping roads in safe condition, and – equally important – are good enough to serve the needs of a growing economy?"

CCA pleased with Ottawa's support of free market system



The Canadian Construction Association (CCA) is pleased with the Canadian government's decision to refuse the sale of Aecon Group Inc. to Chinese government-controlled CCC Holding Limited (CCCI). "CCA wishes to express its satisfaction with the government's confidence in the Canadian construction industry," said Mary Van Buren, CCA president. "We are happy that the government recognizes the fact that government-owned or controlled entities have no place to compete against private and publicly-traded companies in the Canadian construction industry."

CCA has always advocated for the establishment and maintenance of a free-flowing international system of trade, both in terms of goods as well as services. CCA supports international free trade agreements, including provisions respecting government procurement.

The Canadian construction industry is highly complex, using sophisticated, technology-forward and innovative techniques. From drones to IoT on bridges to 3D modelling, Canadian know-how is exceptional, and CCA welcomes the government's commitment to encouraging entrepreneurialism.

The Government of Canada is engaging in a massive infrastructure program, investing more than \$180 billion of Canadian taxpayers' money. CCA members are proud that the government is trusting the close to 1.4 million Canadians making their living in construction to build a better Canada.

Transportation infrastructure highlighted at economic growth summit

The critical economic role played by reliable, efficient transportation infrastructure — backed by a sustained, strategic investment strategy — was front and centre at a recent Economic Growth Summit in Winnipeg.

young and enterprising work force and a thriving IT sector, for example — but that also looks to attracting new investment by playing on the opportunities this province can deliver to relocating businesses.



Dave Angus addresses business groups at economic growth summit

The May 25 summit was organized on behalf of Dave Angus and Barb Gamey, the Winnipeg business leaders Premier Brian Pallister appointed in December to craft a new economic development strategy for the province.

Numerous businesses, organizations and public-sector bodies were invited to round-table discussions, prompted by foundational questions about such a strategy. Participants spoke about the need for a diverse economic strategy that built upon Manitoba's current strengths — agri-business, a

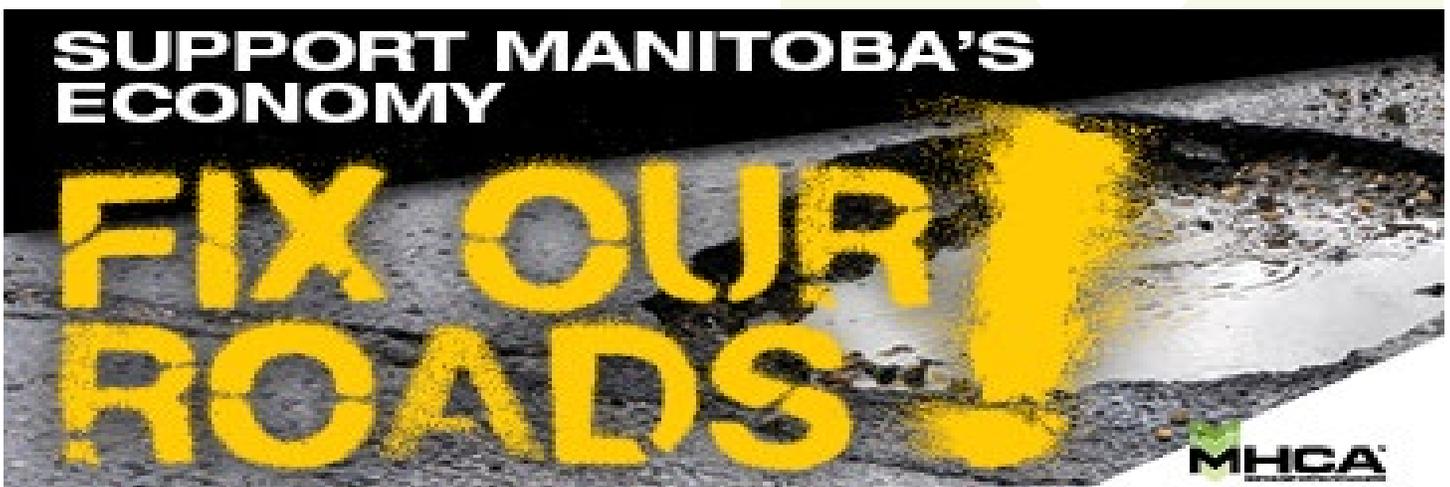
"I was pleased, but not terribly surprised, to hear from many of the tables presenting ideas that transportation infrastructure is regarded as fundamental to growing our economy," MHCA President Chris Lorenc said.

"And talking about strengths, we have clear advantages in Manitoba when it comes to serving as a regional player, and as a trade hub in all directions of the map for this continent," Lorenc stressed.

Those strengths include CentrePort Canada, this country's largest inland port, and a strong long-haul trucking industry. Further, Emerson is the busiest land-border port for trade west of the Ambassador Bridge in Ontario.

"Manitoba is a trading province and to compete with other jurisdictions and to elevate our, and our region's, profile on the global trade market, we've got to invest strategically and long-term in trade transportation assets," Lorenc said. "Those assets include our highways, trade corridors, inland and border ports, as well as the Port of Churchill."

A provincial economic development strategy must, at its core, include a strong, cogent plan and program for sustained investment in transportation infrastructure, he said. That responsibility lies squarely on the provincial government's shoulders.



Construction is embracing automation as legacy players team up with tech innovators

Greg Nichols, Robotics, May 21

The market for construction robots is set to grow to \$166.4 million by 2023, according to new research from Markets & Markets.

Last year the construction robot market was worth a little over \$60 million. The bump represents a projected six-year CAGR of 16.8 percent.

The emergence of robots on the job site tracks recent trends in industrial automation technology. In the last decade, machine vision has enabled robots to safely navigate factory and warehouse floors without the need for dedicated tracks.

On industrial lines, collaborative robots with sensitive force sensors and astounding dexterity are increasingly working outside cages and alongside humans. Meanwhile, in the unstructured world of highways and city streets, autonomous vehicles are maturing quickly, even if the technology isn't quite market-ready.

Construction sites offer a nice compromise between the structured world of factories and the unstructured world of roads and highways. The sector has recovered nicely since the collapse a decade ago, and a spate of new and legacy companies has taken dead aim at the \$1.2 trillion

industry.

Caterpillar, for example, recently invested in Sarcos, a robotics company with a line of exoskeletons that augment human strength.

Companies like Ekso Bionics, which started out catering to the medical and rehabilitation markets, has tacked toward heavy industry with a new line of products that allow workers to hoist tools above their heads for hours at a time without injuring themselves.

And there are now several companies that use drones to track progress at construction sites in real time.

Silicon Valley players like Built Robotics are figuring out how to turn dumb machines like bulldozers into autonomous, data-gathering systems to streamline site operations.

The upshot will likely be more predictability in construction timelines. The industry is notorious for overruns.

What the impact of automation will be on jobs is still unclear. There are an estimated 10.3 million construction employees in the U.S.

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- Maintain an active WCB account
- Be free of penalties or convictions under WCB and Workplace Safety and Health legislation for at least one year
- Be free of any investigations for violations under the WSH or WCB Act (the rebate will be held pending the outcome of such investigations)
- Submit 2017 payroll and estimated hours of work to the WCB

It is important to emphasize that the reporting of the total hours worked is a mandatory requirement for companies wishing to qualify for the prevention rebate.

Companies can indicate the total hours worked for all workers on their WCB annual payroll form. The annual payroll form can be completed online or through the paper form. Alternatively, companies can report it to:

SAFE Work Manitoba

Email swc@safeworkmanitoba.ca, call 204-957-SAFE (7233) in Winnipeg or 1-855-957-SAFE (7233) outside Winnipeg.

Or

WCB Assessments

Email assessmentservices@wcb.mb.ca, call 204-954-4505 in Winnipeg or 1-855-954-4321 (ext. 4505) outside Winnipeg.

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:**
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kristen@mhca.mb.ca

WINNIPEG - MHCA Office

3-1680 Ellice Ave.

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 Refresher (1/2 day PM)**
- 18 Transportation of Dangerous Goods 1/2 day AM
- 19-20 Traffic Control Coordinator
- 26 Building a Harassment Free & Respectful Workplace

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

June 2018

- 4 - 5 Traffic Control Coordinator
- 20 Train the Trainer – Facilitation Skills
- 21 Excavating & Trenching (1/2 day AM)
- 21 COR™ Auditor Refresher (1/2 day PM)**
- 25-26 COR™ Leadership in Safety Excellence**
- 27 COR™ Principles of Health & Safety Management**
- 28-29 COR™ Auditor Refresher (1/2 day PM)**



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Symptoms include:

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- Nausea, dizziness or confusion
- Excessive perspiration
- Hot, dry skin

Protect yourself

- Have water easily available
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Upsurge of investment

By Peter G Hall, Vice President and Chief Economist

If consumption is the economy's Goliath, then investment is likely its David: that small but mighty element that time and again comes to our economic rescue, and creates wonderful tomorrows. For all its importance, David often takes a back seat to the headline-grabbing Goliath. Just how is investment doing these days? Do we have good reasons to be upbeat about its near-term prospects?

THE ROLE INVESTMENT PLAYS IN THE ECONOMY

Before answering, a quick primer on the critical role investment in physical assets plays. At best, consumption gives us great today's. It keeps us going, for now. In contrast, investment is all about future goods and services. It creates the capacity to produce the stuff of tomorrow's needs. In any economy, the sum of all investments, both past and present, is a great gauge of an economy's ability — or lack of ability — to perform in the future. In fact, the stock of capital in any economy is one of three critical pillars of that economy's calculated potential. As such, it is critical to know how current investment is building on that capital stock.

The news isn't great. Truth be told, the entire planet has done a sketchy job of investing over the past eight years. That might not seem like a long time in the grand scheme of things, but when it comes to investment, in the minds of many, it's an eternity. Back in the early 1970s investment across the developed world averaged annual inflation-adjusted growth of over 6 per

cent. In the late 1970s, it slid to 5 per cent, maintaining that pace through the 1980s. In the 1990s, the average was 4 per cent, and it slid to 3.5 per cent in the 2003-07 phase. Post-recession investment growth hit a new low, averaging just 2.9 per cent annually. Exclude the public stimulus years, and growth averaged just 2.6 per cent. Yikes!

Purists would counter that the economy probably didn't need any more investment; if so, businesses would have seen the opportunity, and simply done more. If that's so, then it's strange to see that after an extended period of relatively weak overall growth, OECD economies are currently faced with tight capacity constraints. Current capacity utilization is about as tight as it ever gets in both the US and Europe.

WHY ARE WE UNDER-INVESTING?

Have we collectively under-invested? It seems so; but why? Globally, we over-invested at the end of the last cycle, in order to keep up with a protracted bubble of excess consumption. Globalization exported this bubble everywhere, and when it burst, our initial, necessary under-investment lasted so long it became a habit. What it has failed to do is accurately predict the tipping point when demand would once again require a return to more normal investment growth. In that sense, our current capacity constraints are self-imposed; we have the capacity to create additional capacity, but we are bound in a low-growth mindset that market signals are trying to jolt us out of. Nascent trends suggest it's working, but only time will tell.

THE RELATIONSHIP BETWEEN INTEREST RATES AND INVESTMENT

Are rising interest rates the spoiler? Indeed, there is a negative relationship between financing costs and investment. But there are at least three

mitigating factors.

1. Interest rates have been ultra-low for ultra-long, and while the shift in this regime will require adjustment, rates will still on average compare favourably with historical averages.
2. Rates will ultimately rise everywhere, increasing financing costs uniformly across most of the developed world.
3. Investment is now accelerating in spite of interest rate increases, leading us to wonder what the ramp up might look like if rates had remained static.

INVESTMENT IN EMERGING MARKETS

Emerging markets have their own unique investment story to tell. Larger emerging economies filled the post-recession investment void with massive public stimulus programs, which in certain key cases, notably China, created vast surplus capacity. Other markets took advantage of far lower financing costs to undertake ambitious investment projects. Rising activity in the developed world is now helping to sop up this surplus, and we expect a concurrent return of private investment as a driving force in the emerging world over the medium term.

THE BOTTOM LINE?

For years, investment has been small, and not so mighty. It seems to be re-discovering its strength, and if current momentum continues, it will increase the capacity to grow for many tomorrows.

**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., Monday, May 21, 2018.

- B.** For the province of Manitoba, north of the virtual line specified in A (above), and south of the virtual line that includes Sherridon Road (Sherridon), going easterly to include PR 393, Wabowden Access Road (Wabowden) and Sipiwesk Lake Access Road, and easterly to the Ontario border (**Climate Zone 2**).

Start Date: 6:00 A.M., Tuesday, April 17, 2018.

End Date: 11:59 P.M., Monday, May 28, 2018.

- C.** For the province of Manitoba, north of the virtual line specified in B (above) (**Climate Zone 3**).

Start Date: 6:00 A.M., Tuesday, April 17, 2018.

End Date: 11:59 P.M., Thursday, May 31, 2018.

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

May 22, 2018
Date



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Get Gold Seal Certified

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



Gold
Seal
Intern
GSI



Gold
Seal
Certified
GSC



Professional
Gold
Seal
Certified
P.GSC



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

minfin@leg.gov.mb.ca

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

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

Thank you,

Greg Orbanski
Chair, MHCA

Chris Lorenc
President, MHCA

