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ROADS ONCE AGAIN RANKED AS WINNIPEGGERS' TOP PRIORITY

Winnipeggers have again ranked infrastructure, and specifically roads, as a top priority for the city's budgeting plans.

In May, Prairie Research Associates' random telephone survey of 600 Winnipeggers found 43% of respondents cited better roads and infrastructure as key to improving quality of life. Transit was a distant second at 15%, but that was a notable increase from 2017.

Respondents to the May survey also gave the city's planning/spending decisions and roads/infrastructure poor reviews when asked about "value for tax dollars."

And, this week, the City of Winnipeg released the results of its pre-budget consultations, which included invitations to citizens to fill out surveys on its website. Winnipeggers said they want better bus service, cycling and pedestrian routes and — once again — better roads and streets.

The surveys were conducted to guide the city administration and city council in their budget deliberations for 2019, amid increasing pressure on revenues and service delivery. The city notes it is facing an \$85.9-million, tax-supported operating shortfall for 2019.

"The City is also facing capital budget challenges. The 2018 capital plan forecasted over \$369 million in capital project spending in the 2019 capital forecast," the report says. "However, the forecasted capital budget spending

is not sufficient to address the \$6.9-billion infrastructure deficit recently identified through the 2018 State of the Infrastructure Report. Sustainable capital financing strategies are needed to address the infrastructure deficit."

In recent days, Mayor Brian Bowman has suggested publicly that it is time to shift attention to other infrastructure needs, such as bridges and community centres, and Finance Committee Chair Scott Gillingham warned his council colleagues that capital borrowing is pushing up the city's debt level.

The administration's online surveys about priorities and revenue allocation found that public transit, active transportation and roads are the most pressing concerns cited.

When asked whether the city had a spending or a revenue challenge, most respondents (45%) quoted the problem was a combination of the two.

The Prairie Research survey results broadly reflect what the city finds in annual public opinion surveys, conducted by polling companies.

Roads once again ranked as Winnipeggers' top priority

"The results are not at all surprising," MHCA President Chris Lorenc said. "We know that for years, despite the fact the city's road renewal investment has risen, Winnipeggers say they are really dissatisfied with the state of their streets.

"This reflects the massive infrastructure investment deficit — the billions that must be invested to get to the point at which city expenditures have caught up and can keep the roads, streets and bridges consistently maintained in good shape."

Lorenc said alongside the need to increase the street renewal budget by \$11+ million annually — the revenues from the 2% property tax raised each year specifically for the roads program — the City of Winnipeg needs new revenue sources to meet the demand for services.

The MHCA has long advocated a 'new fiscal deal' for municipalities with the province and federal government, a deal that also leads to new funding agreements that better reflect the disproportionate burden towns and cities shoulder to build and maintain public infrastructure.

An important week for Manitoba trade

Don Leitch, Winnipeg Free Press, July 24

Several events, all important to Manitoba and to our economic well-being, took place last week. Many Manitobans missed the coverage, and more may not appreciate the importance of the activity that took place right here.



Photo: Patrick Doyle, The Canadian Press files
Manitoba MP Jim Carr (second from left) is new Minister of international trade diversification

At the beginning of the week, longtime civil servant Jim Eldridge and I were asked to brief a delegation from the Washington, D.C.-based Canadian American Business Council. The delegation represented a diverse group of businesses, on both sides of the border, which was in the city for a variety of meetings before going on to visit Churchill. Former Vermont governor Howard Dean was among them.

We discussed the close ties between Canada, Manitoba and U.S. states, and when it came to discussing trade, everyone in the room was an advocate and proponent of free trade. None expressed any sympathy for the current round of nonsense that is erecting unproductive — and,

hopefully, temporary — barriers creating more costs for business, workers and consumers on both sides of the border. It's worth noting that the Canada West Foundation has estimated that every year, some \$25 billion in goods and services crosses the Manitoba border to and from the U.S. That's \$69 million every day, in and out of Manitoba.

Following our session with the council, the delegates met with Premier Brian Pallister and his key economic ministers. Again, the conversation focused on the importance of trade and the critical role played by state and provincial governments. The premier spoke about the extensive work now underway to develop Manitoba's economic growth strategy, an essential element to ensure Manitoba is positioned to continue to prosper and benefit from trade and investment and, more importantly, to grow the economy.

The U.S. is the single biggest export customer for many Manitoba companies. In return, Canada is the biggest customer for most U.S. states. Manitoba is the largest foreign customer for several states, particularly those in the Midwest.

The second notable event was the annual Midwest Legislators Conference, where delegates overwhelmingly supported trade and a stable, predictable trading relationship. While improvements and modernization of NAFTA are necessary, there was no support for scrapping it.

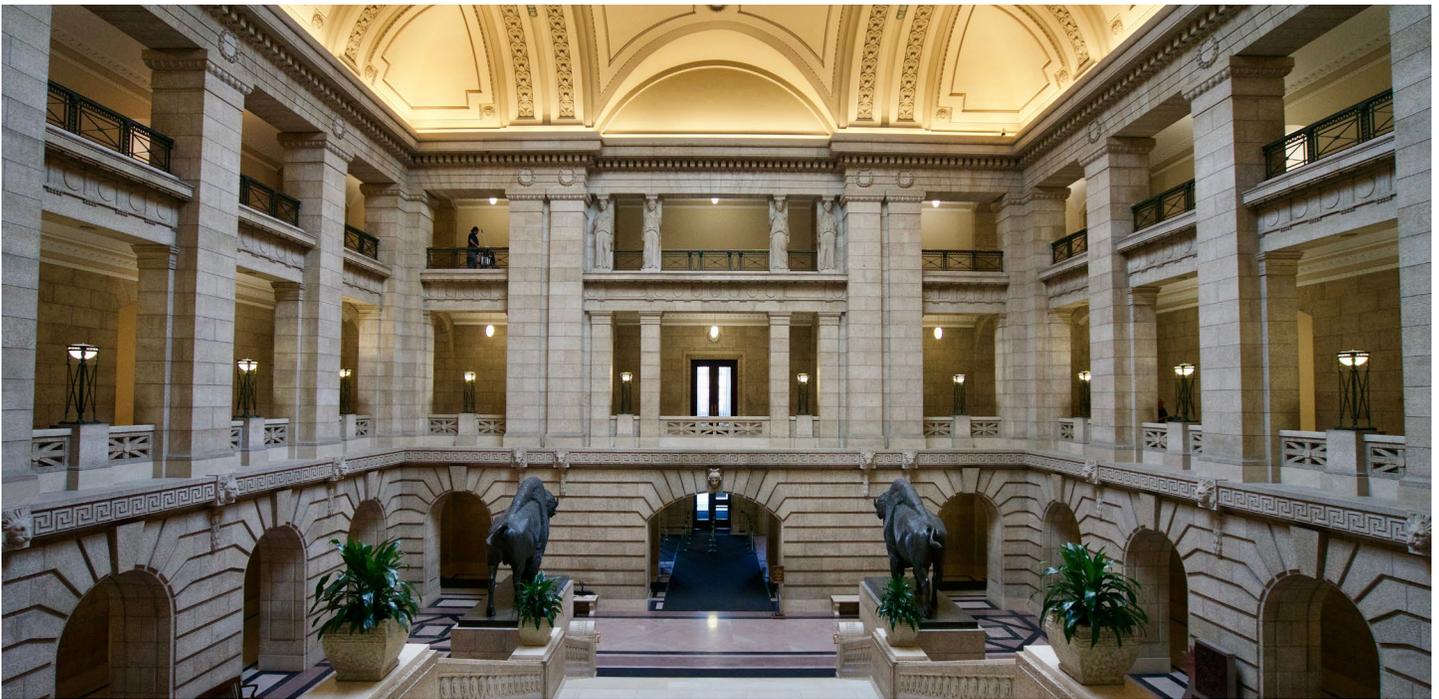


Photo: Tyler Walsh, Tourism Winnipeg

State and provincial legislators are at the ground level, closest to the businesses and the people engaged in trade. The legislators understand their communities and how dependent the jobs of their citizens are on a mutually beneficial trade relationship between our two countries, as well as Mexico.

Third, Canadian premiers held their annual conference in New Brunswick. This important institution was initiated in the days of Duff Roblin, who hosted the first informal gathering of provincial premiers. Not surprisingly, agendas have regularly included trade as a leading topic and this year the stakes are higher than ever.

The communiqué issued after their discussions reinforced the message that trade provides the livelihoods for millions of Canadian and American workers. Their jobs are at stake. Premiers committed to continuing the important task of engaging with their American colleagues to promote trade and a greater understanding of how we all benefit.

At mid-week, the prime minister announced a cabinet shuffle. Notably, Manitoba's minister in the federal cabinet, Jim Carr, was reassigned to international trade diversification, a renamed department. The change with the addition of a single word alone — diversification — signifies the federal government understands we must promote trade, but to prosper long-term we must also diversify our capacity with an expanded range of products, as well as expanding and diversifying our markets. The pending European Union and Asian trade agreements are critical. Manitoba can benefit from both if we prepare.

Ensuring we prosper from trade requires continued emphasis by federal and provincial governments. The Business Council of Manitoba has advocated that the provincial government have the capacity and resources to work directly with businesses engaged in trade, to pro-

vide strategic analysis and assessments when needed, and advocate for Manitoba.

In keeping with the premiers' communiqué, the Manitoba government will be active. However, trade does not happen from a downtown office. Provincial representatives, including ministers and, at times, the premier, must engage and lead delegations to carry the message that Manitoba has an abundance of goods and services that are competitive and meet the needs of customers — and that we have the logistical capacity and infrastructure to deliver.

The soon-to-be-announced economic growth strategy should include how the Manitoba government will support and promote trade. The lead provincial agency, Manitoba Trade and Investment, has done a good job working with businesses. Now, in an increasingly competitive trade environment, government has to provide the resources to ensure it has the capacity and is focused.

Large exporters are already active. Manitoba will benefit more from the Comprehensive Economic Trade Agreement and the Comprehensive and Progressive Agreement for Trans-Pacific Partnership if the additional resources are strategically applied through Manitoba Trade to promote trade, attract inward investment and assist small and mid-sized exporters in seizing opportunities.

Don Leitch is president and CEO of the Business Council of Manitoba.

Prairie and North Dakota chambers of commerce united on trade

Chamber executives urge lawmakers to finalize new trade deal

Chambers of Commerce in Manitoba, Saskatchewan, and North Dakota are in agreement that the trade relationship between Canada and the United States is critical to our businesses and industry sectors.

Importance of Canada / United States Trade

- No two nations depend more on each other for their mutual prosperity and security than the United States and Canada.
- The U.S.-Canada trade relationship is a model for the world: it is growing, it is balanced, it is equitable, and it supports growth, innovation and good-paying jobs in both countries.
- Millions of good, middle-class jobs on both sides of the border depend on our partnership. In the United States alone, nearly 9 million jobs are linked to Canadian trade and investment. Trade is responsible for 28,500 jobs in North Dakota
- Canada is the #1 market for most U.S. states and is among the top three customers for the majority of them.
- Manitoba imports close to \$1 billion of goods from North Dakota, while Saskatchewan imports more than \$1.5 billion.
- Trade exports to North Dakota are valued at nearly \$500 million from Manitoba and just over \$510 million from Saskatchewan.



**MANITOBA
CHAMBERS OF
COMMERCE**

The current trade dispute between Canada and the United States resulting in tariffs on trade products has resulted in an uncertain business climate that negatively impacts businesses on both sides of the border that rely on domestic and global trade.

Following a meeting on July 9, 2018, in Bismarck, ND, chambers from Manitoba, Saskatchewan, North Dakota, and regional state chambers are united and committed to taking the following steps:

- Advocate our respective state, provincial, and federal legislators about the importance of trade between our two countries and to work in the best interest of business;
- Encourage our respective federal legislators to, as soon as possible, reconvene negotiations with the goal of a timely quick resolution of a newly revised NAFTA that is in the best interest of all countries; and
- Meet annually to discuss emerging business issues impacting our members and communities.

Chuck Davidson
President & CEO
Manitoba Chambers of
Commerce



L. John MacMartin
President
Minot Area Chamber of
Commerce



Steve McClellan
President & CEO
Saskatchewan Chamber of
Commerce



Barry Wilfahrt
President & CEO
Grand Forks & East Grand Forks
Chamber of Commerce



Arik Spencer
President & CEO
Greater North Dakota Chamber
of Commerce



Brian Ritter
President
Bismarck-Mandan Chamber of
Commerce



Rebuilding Montreal

Montreal will spend nearly \$6.4 billion on capital works projects over the next three years

Grant Cameron, July 20, Rock to Road

The City of Montreal will spend nearly \$6.4 billion on capital works projects over the next three years, with most of the funds going towards repairing and improving the spaghetti-like network of roads and bridges, and renovating aging water pipes and sewers.



About \$4.2 billion — or 65 per cent of the funds — are being set aside for renovations of roads and water infrastructure.

The investments are aimed at eliminating the deficits in road maintenance over the next five years and in the maintenance of waterworks and the sewer system over the next 10 years.

The program provides for expenditures of about \$2.1 billion in 2018, \$2.2 billion in 2019 and \$2.1 billion in 2020.

Funds for the capital works program for 2018 to 2020 are 40 per cent more than the \$4.56 billion spent from 2015 to 2017.

Montreal Mayor Valérie Plante says the program sets out the priorities and new projects the city will focus on over the course of a three-year mandate.

“As you know, mobility and the quality of our water infrastructure sit atop our priorities,” Plante explained at a press conference. “We have set aside important budget items for these long-term projects. Montrealers deserve quality, sustainable infrastructure and planning ahead is always a lot cheaper than reacting to emergency works.”

The capital works budget covers a variety of projects and programs that the city plans to carry out or under-

take over the next three years to improve the quality of life of citizens. However, the main focus is roads and underground water and sewer infrastructure. Proponents of the plan maintain the infrastructure investments were necessary to offset the deficit of past years and, further, to maintain the assets in good condition for the future.

Over the three years, \$2.2 billion will be spent on the repair, redevelopment and reconstruction of road structures and \$1.9 billion is earmarked for underground infrastructures like water pipes and sewers.

As part of the capital works plan, the city is also adopting a number of new techniques, procedures and materials to improve the quality of its road system and sidewalks.

For example, the city will use High Modulus Asphalt for a project along Henri Bourassa Boulevard between St.-Hubert and Lajeunesse streets. The asphalt was developed in France more than 30 years ago and is intended to reduce the thickness of roads while still providing sound performance. City of Montreal communications representative Audrey Gauthier said the city will continue to use glass-powder concrete for sidewalks, as this represents an ecological solution that is less expensive and as resistant as regular concrete. In 2018, about 10 pavement projects will include this kind of technology.

Gauthier says the city also adopted a new policy aimed at better co-ordinating work between Bell Canada, Hydro-Québec and Énergir when construction planning is being done.

The Insurance Bureau of Canada (IBC) welcomed the public works plan, and specifically the amounts allotted for repairs to underground infrastructure and spending on water and roads.

“Water damage has been the leading cause of claims in home insurance for the past 10 years. In Quebec alone, water damage accounts for the more than \$500 million paid out every year in claims,” Johanne Lamanque, vice-president, Quebec, at IBC said, noting that breaks in municipal infrastructure are, in fact, responsible for 60 per cent of the water damage.

Winnipeg testing new concrete road repair material on streets

Peter Caulfield, ConstructConnect, July 23

Researchers at the University of Manitoba have developed a cementitious material that combines two important features, strength and quick hardening, that can be used for the partial depth repair of concrete pavements.



Partial depth repair is a rehabilitation technique used to restore concrete pavements with localized surface distress, such as spalls (flaking and peeling) and wide cracks.

Although some cementitious repair materials are strong when young, many of them are vulnerable to cracking, poor bonding and premature deterioration.

"The research project to develop the material began in 2013 with work in the lab developing and testing different concrete mixes," said Mohamed Bassuoni, professor of civil engineering at the University of Manitoba.

Bassuoni said the repair mixes contain nano-silica, a nano-material that gives concrete repair a helping hand.

Its benefits include faster hydration, setting time and strength development; improved mechanical properties; and reduced shrinkage.

"They all contribute to making the concrete more durable and long-lasting," Bassuoni said.

The project involved mixing nano-silica with 15 per cent to 30 per cent fly ash concrete to produce nano-modified fly ash concrete (NMFC), which, Bassuoni said, is unique in the world.

After the researchers were satisfied with the lab results, they teamed up with the City of Winnipeg for a field trial on an actual Winnipeg street that was open to everything the hot, cold, sunny and windy prairie climate could throw at it.

The trial, the first of its kind in Canada and second in North America, took place in August 2016 on the transverse joints of a six-car-length stretch of Roblin Boulevard, a commuter street in southwest Winnipeg.

"Because we weren't sure how the test concrete would perform in the field, we needed to be careful," said Bassuoni. "We couldn't take the chance of performing the trial on a major traffic artery. However, all the joints that were repaired are in a heavily-used bus lane, so they are getting a good workout."

Bassuoni said the NMFC mixtures produced and applied in the field

trial had what are technically called "reasonable consistency and slump retention suitable for placement and finishing operations."

In addition, they achieved the target rates of strength development, homogeneity of elastic behaviour and resistance to ingress of fluids.

Bassuoni is optimistic that NMFC can hold its own as a repair material.

"Transportation agencies will be able to control fresh or hardened properties by adjusting the proportions of ingredients," he said. "And repair costs can be reduced because less expensive fly ash replaces some of the cement."

Bassuoni said the research team estimates the cost of NMFC materials with a normal setting time will be comparable to the cost of conventional concrete.

And materials with an accelerated setting time will be about 12 per cent higher than the cost of conventional concrete.

"Nano-modified fly ash concrete is a sustainable and cost-effective option for repairing concrete pavements," Bassuoni said. "We expect it to have a measurable impact on reducing the life-cycle cost of partial depth repairs because of its durability and longevity."

Most of the roads in Winnipeg are made of either concrete or asphalt over concrete, said Rod Hamilton, manager of Winnipeg's asset management office in the department of public works.

"Concrete streets last longer than asphalt — about 40 years compared to 25 to 30 years — but they're harder to maintain than asphalt," Hamilton said.

Most residential streets, which get less use than major arteries, don't need to be made of concrete.

But streets that are built on top of the silty soils adjacent to the Red and Assiniboine Rivers that flow through the city need to be made from the more durable and longer-lasting concrete.

"However, the quality of asphalt in the last five to 10 years has improved, so we have been using more asphalt," said Hamilton.

Concrete roads, which have joints every 20 feet that can wear quickly, need careful preventive maintenance.

"The freeze-thaw cycle in late winter wreaks havoc on our streets," said Hamilton.

Most of Winnipeg's road repair work begins in May, once the ground has finished thawing out, and continues until November, when the earth heads back into hibernation.

The University of Manitoba researchers and the City of Winnipeg have been monitoring the performance of the repair trial site.

Some time in the next year or two the city will get a final report from the university researchers with their recommendations, after which Winnipeg will decide whether or not to put the test product on its approved product list.

"We've been happy with the results of the field test so far," said Hamilton.



Hearing, for safety and for life

Don Hurst
*Director of WORKSAFELY™
Education and Training*

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appropriate measures to control the risk of hearing loss through personal protective equipment such as ear plugs or ear muffs.

Hearing loss is preventable, so let's do something about it. Refer to the Safety Talks and safe-work procedures on the WORKSAFELY™ website at www.mhca.mb.ca.

KNOW YOUR WORKSAFELY™ TEAM

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SAFETY TALK

Basic personal protective equipment

Basic personal protective equipment (PPE) is an everyday, must-have for workers in the heavy construction industry. As the last line of defense for workers, it is key to be aware of its use.

Remember to review your company's PPE policy and safe work procedures to know what PPE is needed for any task!

What are the dangers?

Protect yourself

Eye protection

Eye damage from projectiles, dust, particulates and ultra-violet (UV) rays

Wear safety glasses with side shields and UV protection if needed

Hearing protection

Exposure to harmful noise levels and hearing loss over time

Wear hearing protection (ear muffs, ear plugs or both) when noise levels are above 85 dBA

Head protection

Head injuries from falling objects or lateral impacts

Wear hard hats with adjustable head band and suspension

Foot/ankle protection

Foot injuries from falling objects, punctures from sharp materials and sprain/strains

Wear CSA-approved safety footwear (look for the green triangle) with ankle support

Visibility

Injuries due to decreased visibility to other workers, drivers and equipment operators

Wear reflective vests, jackets or other clothing to increase visibility to others so others notice you

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: _____



Training Schedule

Construction Safety Excellence™

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

WINNIPEG - MHCA Office 3-1680 Ellice Ave.

July 2018

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



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

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**YOUR AD
HERE**



Inflation: Is Canada's experience different?

By Peter G Hall, Vice President and Chief Economist

In today's tightly-knit global economy, it's hard to go rogue. In last week's Commentary, I argued that OECD nations are in danger of misinterpreting today's rising inflation rates in a way that could cause them to abort the up-shift in global growth — which I also argued is quite sustainable. Is Canada in the same mix, or is our situation a bit different?

The word 'different' has gotten a lot of economists in trouble over the years. Misinterpretations of interim data shifts as structural developments has cost more than one of us our jobs. I don't generally subscribe to the word; there is so much that appears to be new that's just the same old corpus in new robes (or rags, depending on the situation).

CANADA'S ECONOMIC DIFFERENCES

But there are distinctives in Canada's recent economic history. We had a public debt crisis one cycle ahead of everyone else. That led to fiscal austerity that produced a 'jobless recovery' in the 1990s — one that other countries bypassed. Toward the end of the cycle, Canada participated in that turbocharged final few years, but while it was pure excessive activity for the others, we were still filling in austerity's massive crater. The Great Recession hit us as it did others, but with a roughly balanced domestic economy, we rebounded rapidly. Unlike in many other places, fiscal and monetary stimulus really took hold here, and helped to generate growth that was the envy of the OECD.

Trouble is, we rebooted to domestic growth that was somewhat overdone. We now have sky-high consumer debt levels that have ballooned well in excess of US levels, which themselves are headed in the other direction. And our housing markets have been adding units well in excess of actual requirements.

OUR PRICES ARE A BIT MORE TAME

Add to this tight labour supplies and high capacity utilization rates and you'd expect that our inflation numbers would be at least as peppy as everyone else's. Not so — although here have been recent spurts, core inflation is well within the Bank of Canada's targets, and while on a year-to-year basis the CPI has crept above the magic mark, the growth in recent months has been very contained. What's going on?

Canada may turn out to be the luckiest place on the planet. When the Great Recession pummelled our external economy, we had a robust internal economy. Today, the internal economy is showing hints of weakness, and interest rate increases have yet to have their full impact. But hotter global growth seems to be firing up our externally-focussed economy — again, just at the right time. It would be a modern marvel if we actually pulled it off for the second time in a row. Depending on the timing, the transfer of growth could indeed nip any potential inflation in the bud, giving our monetary magnates an easy ride.

CAN WE TRANSITION SALES FROM 'INSIDE' TO 'OUTSIDE'?

That's far from guaranteed, though. To pull it off, the resources — both labour and capital — displaced by domestic weakness would have to be near-perfectly transferable to the export sector. Given specialized skill requirements

and the specific needs for plant and equipment of exporters, that could be tricky. However, on the bright side, when we polled exporters in the recession's aftermath about coping strategies, one of the top initial responses was to sell the same outputs into the domestic market. If it works one way, it makes sense that it works the other; notionally, it is possible.

So, smooth sailing on the inflation front? Maybe, but it hardly ever works out that way. First, the timing may not be perfect. Second, the transition period might well elevate costs, albeit temporarily. In either case, it would likely result in a transitory price jump. Misinterpretation of the circumstances could lead to an overreaction on the policy front, and if it were serious, it could interrupt the orderly transition, inviting more permanent fallout.

THE BOTTOM LINE?

Canada's position in the current economic cycle does have unique features. But they don't give us a bye from the delicate dance monetary policy must do the world over in the coming months. The tune will be the same, but we'll be swingin' with our own select step pattern.

ST. NORBERT BYPASS ON SOUTH PERIMETER HIGHWAY (PTH 100) PUBLIC INFORMATION SESSIONS ANNOUNCED

Proposed Design to Improve Safety on Busy South Perimeter: Schuler

The Manitoba government will provide information and receive feedback on the functional design plans for the future St. Norbert Bypass on the South Perimeter Highway (PTH 100) between Aug. 10 and 21, Infrastructure Minister Ron Schuler announced today.

“The redesign will allow us to plan for a modern freeway to improve safety and traffic flow,” said Schuler. “As part of the Trans-Canada Highway, the South Perimeter is one of the most important economic corridors in Manitoba and plays a strategic role in connecting the provincial economy to world markets. As traffic volumes increase in the area, now is the time to finalize plans for future improvements to this important roadway.”

The information sessions will allow the public to learn about the functional design processes for both the South Perimeter and the future St. Norbert Bypass. To ensure full public input, there will be three rounds of public information sessions for the projects.

The initial sessions are scheduled for:

- open house events:
 - Thursday, Aug. 16 – 4:30 to 7:30 p.m., St. Norbert Community Centre, 3450 Pembina Hwy.;
 - Monday, Aug. 20 – 4:30 to 7:30 p.m., Dakota Community Centre, 1188 Dakota St.; and
 - Tuesday, Aug. 21 – 4:30 to 7:30 p.m., Oak Bluff Recreational Club, 101-123 MacDonald Rd., Oak Bluff.
- pop-up events:
 - Friday, Aug. 10 – 11 a.m. to 2 p.m., Outlet Collection Mall Winnipeg, 555 Sterling Lyon Pkwy.;
 - Wednesday, Aug. 15 – 11 a.m. to 2 p.m., St. Norbert Farmer’s Market, 3514 Pembina Hwy.; and
 - Saturday, Aug. 18 – 9 a.m. to noon, St. Norbert Farmer’s Market, 3514 Pembina Hwy.

Background information on the project and on the South Perimeter Highway Safety Plan is available at www.gov.mb.ca/mit/hpd/pth100/index.html



Infrastructure

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July 25, 2018

NOTICE OVERSIZED LOAD RESTRICTIONS PTH 101/PTH 59 (McGregor Farm Road)

As part of the ongoing interchange construction at PTH 59 and PTH 101, it is necessary to restrict the movement of oversized loads that currently use McGregor Farm Road as part of their route.

Construction work will commence on McGregor Farm Road on **Monday, July 30, 2018 at 6:00 a.m.** and is scheduled to end on **Wednesday, August 1, 2018**. During the construction, oversized loads, such as buildings and/or houses will not be able to move through any of the construction zone at PTH 101/59.

Oversized loads will be able to start using McGregor Farm Road again on August 2, 2018.

Scheduling of the construction is weather dependent, which may result in a delay in the start date and/or extending the length of time for the closure.

Information and updates regarding the dimensional restrictions will be available on the Highway Information (Manitoba 511 – Road and Traveler 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 the required during this phase of construction is greatly appreciated.



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- Road building and heavy construction
- Specialty trades.

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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 or calling 204-947-1379.



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