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## PROVINCIAL CONTRACTS FOR WATER SERVICES SPARSE TO DATE

**T**he Manitoba Water Services Board has tendered only 6 contracts to date, a notable drop from last year at this time.

"We know that many within the provincial government and the Municipal Relations department feel that water services infrastructure, including for supply and treatment, is a high priority," MHCA President Chris Lorenc said. "We had expected to see more tenders in this realm this year, because all of this work and these infrastructure assets are key to the environment."

A review of the MWSB tender results indicates there were six contracts awarded from March 13 to early June, for a total value of \$42.8 million including the \$34.9-million Selkirk wastewater treatment plant contract.

The year-to-date comparison — roughly the same time period — with 2017 shows fewer contract awards and lesser total value.

In 2017, between March 31 and June 2, 11 tenders were awarded, but one was cancelled (bids too high) and another one was re-tendered. Extracting the cancelled contract, the 10 awards amounted to \$51.6 million, including \$34.2 million for the Thompson wastewater treatment plant.

Lorenc said this is just one tender advertising category the MHCA is monitoring, comparing against both the tender advertising schedules and 2018 budgets, and historical budgets in order to gain better perspective and track trends.

The MHCA sees monitoring budgets and contract awards as important to keeping track of the provincial investment in infrastructure, which has direct impact on the services to Manitobans and their standard of living.

"Infrastructure investment levels are directly related to economic growth because investment in infrastructure has amongst the highest return to the GDP — a fact borne out time and again in repeated economic studies," Lorenc stressed. "Manitoba's economic growth is better served with strategic investment and that includes good investment in infrastructure."

The MWSB tender results will be reviewed again in the coming weeks. Industry members can watch this space for updates.

# What equipment manufacturers are saying about Trump's tariffs

Association of Equipment Manufacturers, July 24, Rock to Road

Over the last several months, the Trump Administration has placed harmful tariffs on imports that are making a considerable impact on the equipment manufacturing industry.

So far, the Trump Administration has placed, or threatened to place, more than \$250 billion in tariffs on many different types of goods from China, including construction and agricultural equipment, as well as necessary components used in value-added manufacturing. The administration has also implemented a 25 per cent tariff on steel and a 10 per cent tariff on aluminum from many of the United States's largest trading partners, including its allies in Europe, Canada and Mexico.

The Association of Equipment Manufacturers has spoken out about the tariffs multiple times, but what are equipment manufacturing company executives saying about the tariffs?

Here's a sample:

"Since the Trump administration proposed (the tariffs), there has been a lot of discussion. You have seen prices inching up in the marketplace. Today, we have prices about 50 percent higher on your plate steel than maybe last year around this time. You figure, if the tariffs account for a 25 percent increase, then prices should just go up 25 percent... In reality, this pretty much shut off a lot of the foreign steel coming into the U.S. Our steel industry can't supply for all our (domestic) needs, giving them no incentive to lower their prices. We have seen some substantial price increases for the steel we use in our business." — Jeff May, president of Kolberg-Pioneer, Yankton Daily Press & Dakotan, July 15, 2018.

"The people it helps most of all are my competitors in Germany and Japan, who also have large parts of their supply chain in Asia but don't have these tariffs...One of the big scary unknowns is we don't know how China will react...There are lots of things they could do to make life difficult for U.S. businesses operating in China that would be detrimental to us." — Austin Ramirez, chief executive officer of Husco International, New York Times, July 6, 2018

"At this point, we really need more visibility before we would bring in more workers..." and "Overall the economy in the past 18 months has been very good...We had a good year last year, and we're in the middle of a good year this year. But we are very concerned about the tariffs." — Michael Haberman, president of Gradall Industries, Reuters, May 4, 2018, & Financial Times, July 4, 2018



"You get a step forward and then you have to take two steps back because of the tariffs." Mr. Goldsbury said higher steel costs could make Bobcat loaders and excavators more expensive to build than those from rivals in Japan and other countries where steel isn't subject to tariffs. That new threat to business in the U.S., where Bobcat employs some 3,500 people, has outweighed gains from policies advanced by President Donald Trump's administration to cut

regulation and lower taxes. — Rich Goldsbury, president of Doosan Bobcat North America, The Wall Street Journal, May 31, 2018.

"As a global manufacturer, we value free and fair markets, and see the imposition of these tariffs as a significant source of friction in the global economy...It is particularly frustrating to have these added costs imposed now, creating unnecessary headwinds at a time when markets are trending favorably. We encourage you to join us in asking your government representatives to seek the elimination of these tariffs." — John Garrison, president and chief executive officer of Terex Corporation, KHL, March 6, 2018

"This is going to unfortunately throw some cold water on that momentum...It's going to bring a dynamic of risk and volatility that we haven't had to deal with in a while." — Jason Andringa, president and chief executive officer of Vermeer Corporation, The Wall Street Journal, March 4, 2018

# Saskatchewan currently working on \$9 million in highway projects

JOC News Service, July 31



Photo: ConstructConnect

**MELVILLE, SASK.** — The Saskatchewan government has announced \$9 million in construction projects currently underway in the east central area of the province.

These are part of the province's commitment to improve overall safety on the provincial highway system, with several passing lane projects and other highway improvements scheduled to be undertaken.

Projects underway in the region include: Bridge construction on Highway 5 east of Quill Lake; surfacing on Highway 6 north of the Highway 16 junction; 20 kilometres of surfacing near Raymore on Highway 6 north of Highway 15; two culvert installations near Cote First Nation on Highway 8; and surfacing of about 23 kilometres of Highway 47 north of Melville.

Travellers are being warned to watch for construction projects on various Saskatchewan highways and are being asked to obey signs, stay alert and slow to 60 km/h through work zones.

"Making investments in highways and infrastructure across the province is a priority for our government," Highways and Infrastructure Minister David Marit said in a statement.

Since 2008 more than \$8 billion in transportation infrastructure projects have been undertaken on Saskatchewan's 12,000 kilometres of provincial highways.

## OVERSIZED LOADS RESTRICTION AT PTH 101/59

DUE TO UNFORESEEN CIRCUMSTANCES THE CONSTRUCTION TAKING PLACE ON MACGREGOR FARM ROAD HAS BEEN DELAYED, RESULTING IN THE CLOSURE BEING EXTEND FOR OVERSIZED LOADS UNTIL TUESDAY, AUGUST 7, 2018.



**Don Hurst**  
Director of WORKSAFELY™  
Education and Training

# Working safe in summer temperatures

**F**or those who work in the heavy construction industry, keeping cool is a must as the summer temperature climbs.

It is important for employers to make sure their workers are properly equipped, to handle the heat exposure that can make an otherwise normal work day a serious risk for heat related illnesses.

There are a number of ways to keep your employees cool in the summer months.

PPE is often the most reasonable solution to address the problem of heat related illnesses. Workers should cover their skin to prevent sunburn. They should wear

loose-fitting, light colored clothing that lets sweat evaporate while stopping heat.

During periods of extreme heat and humidity, more frequent breaks should be taken. Additionally, hydration is essential. Drink 1 — 2 cups of water every hour to help prevent dehydration.

If at any time while working you or your employees experience the signs of heat stress — heavy sweating, extreme weakness or fatigue, dizziness or confusion, nausea, clammy skin, pale or flushed complexion, muscle cramps or fast and shallow breathing — stop working immediately. Relocate to a cool and shady area and provide prompt medical attention.

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# SAFETY TALK

## Trenching Safety

Trenching is a common activity in the heavy construction industry. There is greater risk of injury or death while working in or near a trench that has not had precautions in place or is not properly protected.

### What's the danger?

- Utility line strike injuring workers or damaging equipment
- Lack of access or egress in an emergency situation
- Materials falling onto workers or workers falling into the trench
- Trench wall collapse, burying or injuring workers
- Excavator striking and injuring a worker
- Slips, trips, or falls while entering/exiting a trench

### Protect yourself

- Ensure all utility lines are located before breaking ground
- Ensure ladders are placed no more than 3m away from workers in a trench at all times and extend at least 1m above the trench
- Keep tools, equipment, and materials a safe distance from the edge of a trench (at least 1m) and have barricades to prevent falls of workers into the trench
- Ensure trench walls are stable though sloping, shoring, using a trench box or an appropriate engineer approved support structure
- Know the swing zone for any excavator being used and communicate with the operator before entering a trench
- Be patient, use 3-point-contact, and wear appropriate PPE at all times

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:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



# Training Schedule

## Construction Safety Excellence™

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

### WINNIPEG - MHCA Office 3-1680 Ellice Ave.

#### 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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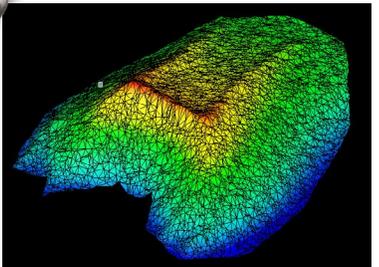
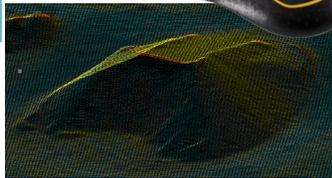
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## Shipping is bustling again

By Peter G Hall, Vice President and Chief Economist

est class of ships (700 TEU) not moving as much.

### THE LOW-GROWTH PERIOD SEEMS TO BE OVER

The key reason these movements are exciting market watchers is that they really do seem to be marking a change from the industry's general experience in the post-recession period. Global economic growth is indeed translating into greater trans-ocean shipments of goods and services, with the hope that it reverses the carnage experienced by international trade when activity levels plummeted in 2009.

There is a reality check on the enthusiasm, though. Although rising remarkably, these two key indexes are far from their cyclical peaks. In fact, at current levels, they probably qualify for early-to-mid cycle status. For most ship size categories, sub-indexes are at levels less than half of what they were in 2007-08. And if we want to talk capacity crunch, then we have to go back to 2004, when charter rates for ships reached unthinkable highs 40 per cent greater than the 2007-08 levels. Put it on a chart, and today's surge is reduced to a fairly minor blip.

That's a shock; according to some, aren't we at the peak of the cycle now, or close to it? Here's one of the economy's current conundrums: some indicators sure look like they're in the peak zone, but others are well within previous limits. Pundits are at unusual odds with each other over timing; for the most part, it is clear to most economy-watchers when we are getting close to the end of the cycle. Today, it could hardly be more confused. So, how do we read the shipping sector signals?

### STILL LOTS OF SURPLUS SHIPPING CAPACITY

Like other select sectors of the econo-

my, shipping is one that still has a lot of surplus capacity. Back in 2004, capacity was tested by hot global demand, a dearth of available ships and a port logjam along the west coast of North America. The crisis, together with sky-high ship lease rates, prompted a deluge of investment — in transportation infrastructure of all kinds, and also in shipbuilding. The sense at the time was that globalization and the unending rapid expansion of emerging markets guaranteed that the pressure was here to stay, and that we couldn't build enough of both infrastructure or ships.

Against those predictions, we ended up with an ill-timed glut of both. Data from UNCTAD illustrate the situation all too well. The average rate of product tonnage to shipping capacity is currently at about 78 per cent of what it was in 1998, and about 30 per cent below peak utilization. Put another way, it appears that there are so many surplus ships that on average, vessels are running 80 per cent full, 20 per cent of available ones are idled, or all ships are running about 80 per cent as often as before. It's not great news for the shipping industry, as reflected in lease rates.

There is, however, a silver lining. If the world economy continues to grow, then a lack of shipping capacity will not hold it back. Ramp things up further, and we are not talking 2004 — far from it. If a capacity-crunch recession is on the way (which we believe is unlikely), this time no one will blame ocean-going vessels.

### THE BOTTOM LINE?

Global shipping is taking off — but is still far from previous heights. Exporters with rising order books can count on ocean-going capacity and contained increases in freight rates. From this industry's perspective, recession is still a long way off.

**Most agree that the global economy is hot. Those with a great stake in their predictions are bullish, in spite of significant headwinds. Conditions like this usually fire up global seaborne trade, and in the past have put total shipping capacity under severe pressure. With other key indicators red-lining, are we headed for another crunch in global shipping?**

### SHIPPING IS ON A ROLL

Recent stats are impressive. The Baltic Exchange Dry Index, which measures the shipping rates charged for transporting dry bulk goods all over the world, is on a roll. It surged at the end of last year, dipped in the opening months of this year, but since April has surged by 72 per cent to get back up to the recent peak levels seen last December. It hasn't been this high since a double-jump at the end of 2013, and it suffered in the wake of the global softening in commodity prices in mid-2014. Larger ships are pushing the upward movement, again a positive sign of hefty goods movement. The recent surge is creating excitement, and more stories on this neo-revival are hitting the airwaves.

Container shipping is seeing something similar. The Harpex index is the parallel to the Baltic Dry for the container shipping world. Like the Baltic, the Harpex is hovering around 7-year highs, thanks to a surge in activity that dates back to mid-2016. In fact, since then, the overall Index has doubled. In this case, the increases are shared among ship sizes, with only the small-



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# SAFETY

**E- NEWSLETTER**



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We want your voice to be heard. If you have any questions or suggestions regarding our industry, the MHCA, or the services that we provide, contact us directly by visiting our website [www.mhca.mb.ca](http://www.mhca.mb.ca) or calling 204-947-1379.



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