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INDUSTRY MAKES PROGRESS ON PROTECTION OF AGGREGATE RESOURCES

Minister's advisory committee to meet early September

The provincial government has established a permanent advisory committee to the minister of Municipal Relations on the management of aggregate mineral resources, a key recommendation by the MHCA.

"We are happy to see that the advisory committee that was set up last year to review legislation touching on aggregate resources will become permanent, and serve as an advisory council to the minister," MHCA President Chris Lorenc said Wednesday. The first meeting of the committee is to happen in the first week of September.

This committee, made up of industry, municipal and government representatives, will stay on top of all concerns in the aggregate resources file, which crosses a number of departments, including Municipal Relations, Sustainable Development and Manitoba Infrastructure.

"We think this is a good way to ensure any issue or conflict does not escalate due to lack of timely action. A committed group of people across the sectors can be really good at resolving issues quickly," Lorenc said. The committee can act as a liaison between department officials and also call the minister's attention to brewing problems.

The MHCA has been working for years with rural municipalities, particularly those in the Capital Region, to resolve concerns. As regional communities grow, conflicting demands — such as for residential development — are putting pressure on existing operations and on applications to open new pits and quarries, leading to a "sterilization" of some of Manitoba's richest aggregate deposits.

Recently passed legislation amending the Planning Act will see a technical-review process established to review pit and quarry applications, prior to a municipal council's decision, where land-use zoning must be varied. The process will allow provincial officials to comment on the proposed operation's compliance with provincial mineral, land-use and environmental legislation and regulations.

The mandate of the minister's Aggregate Advisory Committee will include the review of the Quarry Rehabilitation Program's standards and levy, and of the licence and hauling fees attached to aggregate operations.

Winnipegger latest Manitoban to be awarded Gold Seal

Melodee Coulter has strong feelings about the priority of safety and health on the job site.



"Anything worthwhile takes time, and it's worthwhile getting everyone home safe at the end of the day," says Coulter, safety manager at Cambrian Excavators/Pre-set Piling since 2013 in Winnipeg.

Coulter wrote her Gold Seal Certification exams at the MHCA office in April and received her certificate mid-July. The Gold Seal Certification is a national program of the Canadian Construction Association that recognizes a commitment to excellence in the management of construction. It is awarded to a variety of industry professionals, including project managers, superintendents, estimators and construction safety co-ordinators.

Coulter has seen a change over time when it comes to the culture of safety and health in the workplace.

"During the past 10-plus years, I've seen rapid acceptance and growth of safety in the construction industry. The 'old school' ways of the past are disappearing," Coulter said.

"Companies are now proud to have excellent safety programs and a person with Gold Seal designation running them. Gold Seal Certification is a widely recognized designation that shows commitment and knowledge of safety. It helps bring safety culture to the next level."



News from the CCA

Building a federal framework for prompt payment and adjudication

The Canadian Construction Association advocated for and was successful in our request for a consultative process leading to consensus legislation on Federal payment.

Canada, like many other jurisdictions around the world, is considering mechanisms to ensure the orderly and timely building of federal construction projects by ensuring that cash flows down the construction pyramid quickly. The review was announced on January 30, 2018. The purpose of the review is to provide the Government of Canada with a set of recommendations in relation to the implementation of prompt payment and adjudication legislation on federal construction projects.

[Click here](#) for more information on the review and its recommendations.

CCA's pre-budget submission to the House of Commons' Standing Committee on Finance

CCA's submission includes six recommendations. The first three relate to accelerating community benefits by removing barriers while the last three aim to encourage productivity through innovation funding and tax reform.

[Click here](#) to see CCA's submission.

Premiers the barrier to freer trade within Canada

Marco Navarro-Genie, Alex Whalen, Troy Media, August 8

Opinions vary as to whether the mid-July meeting of Canada's premiers in St. Andrews, N.B., was a success. The expectations for those hoping for freer trade within Canada were high.

But if the expectations were high, they were largely created by some of the premiers, including the host, Brian Gallant.

The fairest way to evaluate the success of such meetings is to look at what the leaders intended to accomplish, and by looking at past accomplishments.

Let's look at their stated intentions and their context.

In interviews ahead of the meeting, Gallant emphasized trade and lifting alcohol restrictions. Of the many things on the agenda for the meeting, Gallant's office put trade right in the title of its press release.

Nova Scotia Premier Stephen McNeil also mentioned the need to reduce internal barriers, "modernizing trade arrangements."

Brian Pallister of Manitoba and Gallant spoke concretely about the movement of beer and alcohol across provincial boundaries, an issue that has had the recent attention of Canadians as a result of the court case of Gerard Comeau.

Comeau is the New Brunswick retiree ensnared and fined for bringing into his home province beer purchased legally in Quebec. Since that case, dubbed the "Free the Beer case," many premiers declared their support for removing those barriers.

Gallant spoke directly about liberalizing the distribution and sale of alcohol, but stopped short of detailing what he meant by liberalizing.

Liberalization of trade typically means the removal of tariffs and barriers. When speaking about what he expected from the year-old Alcohol Beverages Working Group made up of provincial trade ministers, Gallant mentioned taking down barriers to the movement of alcohol within the country. Let's not forget that with the right disposition, any free-trade deal can be written on the back of a napkin. You remove all restrictions and parties can trade unencumbered.

Was anything liberalized? What was accomplished?

The premiers issued a vague promise to decrease one restriction on one class of products at some future date. They did nothing to address sales and distribution monopolies, and only addressed border restrictions in a lim-

ited fashion. Such negotiations among premiers typically focus on lists of protected exemptions and such a protectionist approach is not liberal.

Barriers to trade have been on the table since before the Charlottetown Conference of 1864. Fast-forward to agendas of more recent premiers meetings, and we first see mention of interprovincial trucking regulation in 1978, while talk of the reduction of barriers first started to appear consistently in 1989.

More recently, the premiers created a handy website where one can find a declaration from 2004 that they were serious about reducing Canada's internal trade barriers. In a 2014 press release, the premiers said "more can be done," which culminated two years later in the Canadian Free Trade Agreement, the alcohol working group and even more vague promises to do something more about something sometime in the future.

Why are four full decades not enough to resolve trucking issues? Given the meagre results, there has been no great commitment to finding effective solutions to provincial monopolies beyond the enchanting recitation of pieties about change.

The pattern is obvious: meet a couple of times a year; in one meeting you agree to study, at the next you discuss the study and agree to take tiny steps forward. The meetings generate a veritable cottage industry of press releases, communiqués, working groups, photo ops, committees and websites. Rinse and repeat yearly for decades and, well, here we are.

The meeting at St. Andrews was no different.

This time, the premiers agreed to take as small a step as possible in the right direction. To be sure, their narrow bit of progress is good: an unspecified increase in the volume of alcohol allowed to cross borders. Yet the size of the solution doesn't remotely match the magnitude of the problem.

For a public hoping to see real liberalization of internal barriers, the results are disappointing: one small step on alcohol and no leaps at all on liberalization.

Marco Navarro-Genie and Alex Whalen are president and operations manager, respectively, at the Atlantic Institute for Market Studies (aims.ca).

This article appeared in the Winnipeg Free Press Wednesday

Industry Voices Op-Ed: The 'new model' with union-only labour

Denis Walsh, *Journal of Commerce*, August 3

This is a construction cost consultant's unsolicited advice to British Columbia Premier John Horgan.

The Community Benefits Agreement will come with a big price tag.

The amount will depend on the implementation by the bureaucratic administrators. Contractors are currently suffering from "regulation burn-out" as a result of the overwhelming burden of regulations from all levels of government.

It has increased relentlessly over the past 20 years with a corresponding increase in construction cost. This new set of regulations is "Trumpian" in its audacity. The cost increase will match the audaciousness of the regulations.

Contractors are now comprised of teams of highly qualified professionals. The increase of specialization has resulted in an ever larger number of subcontractors and suppliers. It is now an industry dominated by small business. Your policy will have a negative impact on small business.

General contractors operate both as professional consultants and construction managers. Few have large workforces hired directly. Subcontracting is standard practice. Your approach to bids is not applicable to many specialized projects that demand input from contractors from the conceptual stage of a project.

This contractor expertise is in high demand and very mobile both nationally and to the U.S. It could result in reverse discrimination: non-union contractors and their highly qualified staff may boycott your projects. The flight of this expertise from B.C. could be an unintended consequence.

Contractors and subcontractors maintain their own teams and work crews on a permanent basis. Hiring is done online, through personnel agencies or for the larger firms their own human resources department. The construction workforce is in constant flux throughout a project. Interfere with this dynamic process and the consequences will be costly.

Your government intends to insert itself between the contractor and their workforce. This is gross interference in the construction process with serious cost and schedule negatives. The dead hand of the state will lie across the construction projects, suffocating ingenuity, productivity and performance. It will have a paralyzing effect.

Construction prices have spiked in the past year. The industry is busy. This reality will complicate the implemen-

tation of this new policy. It will amplify the negatives.

For all government projects, project delivery systems need to be flexible – even for smaller projects such as schools. Exploring different project delivery methods is now common because a one-size-fits-all approach is considered old thinking. School districts have to maximize what they buy for their construction dollar.

This policy would box them in and force them to pay more and get less.

Regarding your "union-only" plan: as a general guide, anytime a client restricts supply, the price increases. Your restrictions go way beyond union-only, they almost nationalize the workforce. This will have a huge negative impact on construction cost. Inflexibility equals higher cost and is an established fact in the industry. It will reduce the contractors' ability to manage his workforce effectively leading to delays and extra costs.

For the potential cost impact, I can only give you my gut feeling based on my experience with similar policies in the '90s. I suggest you plan for an increase of 10 to 20 per cent on all projects affected by this policy. The actual increase will vary on a project by project basis.

Implementation will be important. If poorly implemented, this could result in high volatility in bid prices. Poor bid responses for the affected projects could result in project delays, re-bidding and even mothballing of much needed projects.

Over a three-year period, this policy, I speculate, depending on the scope and implementation could absorb \$1 to \$3 billion of your capital funds. There is a high risk that this amount could increase dramatically due to current heated market conditions, poor implementation or a negative response from non-union contractors.

The cost of these projects will not be based on competitive market prices as the term is commonly understood in the construction industry. It will be "fake competition." The defenestration of this mainstay of cost management could have unintended cost consequences: out-of-control costs could be in the cards. Since contractors base their estimates on historical data of their work crews' productivity on previous projects, this unknowable new system will result in a roulette wheel method of estimating.

Denis Walsh has practiced construction cost consulting for over 40 years.

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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.

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SAFETY

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Don Hurst
Director of WORKSAFELY™
Education and Training

Trained, visible, protected: Keeping your flagperson safe

With the heavy construction industry at its peak, it is paramount that you remember the role and safety of your flagpersons. Training your workers to become certified flagpersons is the first step, but once they are on the job it is important to ensure that they work in safe environments throughout the season.

Get the gear — flagpersons are required to wear:

- Protective headwear of a fluorescent color, augmented during hours of darkness with a retro-reflective material or combined materials securely attached to the headwear in such a manner as to provide 360 degree visibility to others
- High-visibility safety apparel that is fluorescent yellow-green and meets or exceeds CSA Class 3 Level 2
- CSA-approved safety footwear

Location — ensure that your flagperson can be easily seen by motorists. Inspect the work area for safety hazards throughout the day. Always plan an escape route.

Signs — ensure that proper signage is located to allow motorists time to adjust and react before putting flagpersons at risk of injury.

Communication — establish a clear line of communication, either visually or by two-way radio.

Health — keep in mind flagpersons are exposed to all kinds of weather. When it's warm, they need liquids to ensure they stay hydrated.

Additionally, remember that your flagpersons must be recertified every three years. For more information on flagperson training, please contact Kristen at 204-947-1379.

KNOW YOUR WORKSAFELY™ TEAM

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SAFETY TALK

Stinging and biting insects

During the summer months stinging insects can become hazards at outdoor worksites. Common stinging and biting insects include bees, wasps, mosquitoes and biting flies.

What's the danger?

These stings or bites leave a red, itchy and swollen mark on the body. The major issue is with those who are severely allergic to bee stings, also known as anaphylaxis.

Symptoms of anaphylactic shock include:

- Swollen eyes and eyelids
- Wheezing, tightness in the chest, and difficulty breathing
- Hoarse voice or swelling of the tongue
- Dizziness
- Shock, unconsciousness or cardiac arrest

Protect yourself

- Wear insect repellent containing DEET
- Have workers trained in first-aid to treat insect stings and bites
- Allergic workers should carry an EpiPen® auto injector or have one immediately available
- Wear light-colored long clothing, reducing the amount of exposed skin
- Do not wear perfumes, colognes, or scented products that may be attractive to insects
- Avoid working in areas with flowering plants or near nests
- Have a means of communication in place to call for medical assistance should an allergic worker be stung
- Keep work areas clean and free of debris, standing water or discarded waste and food

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

Date: _____

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Training Schedule

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

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August 2018

- 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

October 2018

- 3 Flagperson 1/2 day AM
- 3 Safety Committee/Representative 1/2 day PM
- 10-11 Traffic Control Coordinator
- 15-16 **COR™ Leadership in Safety Excellence**
- 17 **COR™ Principles of Health & Safety Management**
- 18-19 **COR™ Auditor 1/2 day PM**
- 29 Excavating & Trenching 1/2 day AM
- 29 Transportation of Dangerous Goods 1/2 day AM

BRANDON St John Ambulance

August 2018

- 20-21 **COR™ Leadership in Safety Excellence**
- 22 **COR™ Principles of Health & Safety Management**
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Feelin' groovy

By Peter G Hall, Vice President and Chief Economist

Political discontent seems to be rife. Trust in established leaders and their parties is low, and change is a mantra with clout at polling booths everywhere. But the foul feelings go further, extending from politicians and government to big business, the 'one per cent', and post-war institutions in general. This low confidence in leadership is causing political upheaval, birthing a growing list of populist victors in some of the world's leading nations, and challenging age-old economic constructs. Overall, it's a pretty gloomy picture. But ask regular folk about the economy, and the answer is "Never better!" What's up?

This answer is coming from first world surveys of consumer sentiment. Confidence has been at a cyclical high in the US for well over a year. It's touching every region of the US, and every income category — it's pervasive. In fact, you have to go back to the year 2000 to find a phase that is as feel-good. What's remarkable is that today's figures follow years of dumpy results, an alarmingly long drought of confidence that had some wondering if recovery was ever possible.

Is it just America? Hardly. If the US can be accused from time to time as being 'glass-half-full' types, then casting an eye on more staid Europe is a good check on things. Well the euphoria seems to have stretched across the Atlantic. Hard on the heels of higher New World sentiment, the 'Old World' caught on. There too, aggregate confidence is at cyclical highs, notwithstanding the turbulence in recent key

elections. Even Italy is seeing a surge in consumer confidence, and as chaotic as things are in the UK, confidence levels are decent.

What's driving this success? Generally, when households are upbeat it has a lot to do with the job market. With unemployment rates at cyclical lows, job prospects are high, incomes are rising, and for the first time in a long while, wage pressures are up. Central banks may worry at this point, but households love it, and they are reflecting this in their rosy views of the near-term future. Their smiles are not just about today, but about the tomorrow that faces both they and their loved ones.

What's felt in the home is the same at work. Those who are paid to prepare for near-term business needs are also feeling upbeat about conditions. They have been that way for over two years now, and they don't see an imminent end to the good times. It's actually a great feeling in the mid-summer, when we're all taking time off to relax a bit.

Sustaining this sentiment is critical. The world economy is at a delicate juncture, one that, if managed properly, could usher in years of future prosperity. We are currently experiencing the long-sought but elusive recovery from the Great Recession. The confidence we are now experiencing is essential to a triggering of business investment — getting it back to the higher pace that was our pre-recession 'normal'.

Misinterpreting the situation could be fatal. Populist leaders could see confidence as an endorsement of their bravado, or worse yet, the consequence of their tough anti-establishment talk. If it truly has nothing to do with them, and is almost purely connected to the economic cycle, then job 1 is to sustain the economic momentum — not doing anything that might interrupt the

prosperity for which we have all waited so long.

In this context, it's shocking that our system of global trade is under attack. Openness has increased global economic potential beyond our collective imagination, and although imperfect, has spread prosperity everywhere in a comparatively short period of history. Protectionism is this prosperity's arch enemy, promising much but instead producing job losses, higher prices and distorted and confused investment patterns. Anti-trade rancour has invited instability into an economic environment whose intensifying investment needs crave stability. Interrupt or abort the current investment wave, and we cut off the means of sustaining our current economic run. The stakes are very high.

THE BOTTOM LINE?

We're all feeling pretty groovy — for now. Confidence is fickle, and can turn on a dime. Now that we have it, it's critical that we figure out what's driving it, and focus our attention on keeping that going. Anti-trade policy is doing the opposite.

August 8, 2018

MANITOBA TO REPLACE PUBLIC SAFETY COMMUNICATIONS SERVICE

Expanding Coverage, Protecting First Responders and Keeping Manitobans Safe: Premier

THOMPSON — The Manitoba government is awarding the tender for the replacement of the province's public safety communications service to Bell Mobility following a successful tendering process, Premier Brian Pallister announced here today.

"Ensuring the safety of Manitobans is our duty," said Pallister. "During an emergency, it's essential that we have reliable communications service across the province including in rural and remote areas. This new digital two-way mobile radio system will provide expanded coverage over a more secure network and improve the safety of our first responders."

Pallister noted the new equipment will replace the outdated FleetNet system used by public safety organizations such as fire, ambulance and police services, and the very high frequency (VHF) radio system operated by Manitoba Sustainable Development and used by conservation officers and forest firefighting crews. Public safety organizations will rely on this service to remain safe while protecting the lives of Manitobans, the premier added.

Bell Mobility will be responsible for end-to-end service delivery and the ownership and operation of towers, radios and antennae, as well as other needed infrastructure.

"As a company dedicated to bringing the best communications services to Manitobans, Bell MTS is proud to be selected by the provincial government to lead the transformation of Manitoba's public safety communications service," said Dan McKeen, vice-chair, Bell MTS and Western Canada. "Public safety organizations across the province will benefit from advanced communications technology enabling enhanced safety and security for the people of Manitoba."

The new equipment will include radios with GPS, which can track the location of first responders to improve their safety. Advanced radio encryption will ensure police operations are secure and the equipment will be compatible with other systems outside of Manitoba to enable co-ordination during emergencies.

The premier noted five additional telecommunications towers will be added to expand coverage in northern Manitoba, and new mobile tower units will be available to provide additional coverage where needed on an emergency basis.

"Manitobans are smart shoppers who expect government to do the same," said Pallister. "To ensure best value for the taxpayer, we chose to go to tender and as a result, this competitive process resulted in a lower cost than we initially forecast."

Total project costs for the replacement of the public safety communications service is expected to be \$380 million, Pallister said, adding the new system will be implemented over the next three years.

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TRAINED DRILLERS AND BLASTERS AVAILABLE

Manitoba Construction Sector Council (MCSC) is partnering with Austin Powder to train Indigenous Drillers and blasters to work on heavy construction projects in northern Manitoba. Sandvik and Atlas Copco drilling simulators will be used to support training. MCSC is seeking companies to employ the trainees.

Wage subsidy will be provided.

For more information, please contact **Carol Paul**
cpaul@mbcsc.com | 204-272-5092





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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