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MHCA MAKES MUNICIPAL INFRASTRUCTURE AN ELECTION ISSUE

Radio ads tell Winnipeggers to vote for candidates who make streets a priority

MHCA's #FixOurRoads campaign has taken to the airwaves again, with radio ads that call upon civic voters to check the 'X' beside council and mayoral candidates who recognize infrastructure as the top priority of taxpayers.

"Repeat public polling has proven that taxpayers put a high priority on fixing streets and roads, and we think our new city council should know Winnipeg's got work to do to repair its infrastructure," MHCA President Chris Lorenc said.

"Our radio ads stress the fact this is about potholes, but also about the fact that good roads support our economy and thousands of jobs – getting people to jobs and goods to market every day."

The advertising follows on the heels of a questionnaire the MHCA sent to all council candidates, seeking their views of the priority of infrastructure investment.

The radio ads are being carried across some 10 stations, at rush-hour time slots, between October 13 and 23. Voters go to

the polls on Wednesday October 24.

The responses showed that both leading mayoral candidates – incumbent Brian Bowman and his nearest competitor Jenny Motkaluk – want to look at ways to secure new sources of growth revenue for Winnipeg, to address core infrastructure needs. Five of 8 mayoral candidates sent in responses and 22 of 54 council candidates replied. In general, they ranked infrastructure as the #1 – 3 priority for the city budget; supported continuing the 2% annual levy dedicated to roads and streets; and, supported the concept of a 'new fiscal deal' for municipalities.

"Our advocacy won't stop on the 23rd," Lorenc said. "We will be having conversations with all new and returning council members in the following weeks to talk about infrastructure investment, ahead of the preparation for Winnipeg's 2019 budget."

Please [click here](#) to read more on MHCA's Fix Our Roads campaign.

Get Manitoba on the road to trade, and to a better deal for municipalities

Chris Lorenc, *Regional Times*, Autumn 2018



Chris Lorenc, B.A. LL.B.

Summer is spent and the kids are back to school. So ends the days at the lake, the road trips to see a bit of our country or – for some of us – the season of renovations. Whether you beat a path to sights unknown or just to the hardware store, answer this: How was your drive?

At some point it was bumpy or downright jarring. For all of us, our roads are an economic hazard.

Too many of Manitoba's streets, roads and highways are in bad shape. In fact, the provincial infrastructure gap – the difference between what is now spent and what must be spent to get our roads in good shape – is about \$6 billion. The total municipal infrastructure investment deficit is \$13 billion. Winnipeg would need to invest \$300 million annually for 10 years to fix its deficit in roads and bridges.

Your municipality is facing a similar challenge. This is an issue for the October 24 elections – repeated public opinion surveys show that infrastructure is the No. 1 issue of voters.

But no municipality can alone muster the revenues to solve their infrastructure investment deficit. Municipal governments get less than 12 cents of every tax dollar, but they own about 50% of public infrastructure. That's an economic burden well beyond current resources. Provincial transfers to municipalities are effectively frozen. Tri-government funding agreements do not factor in life-cycle (financing, maintenance) costs, so when the new blacktop weathers a few seasons, local taxpayers shoulder the cost of filling potholes, rebuilding curbs or peeling off the asphalt.

Bad infrastructure is bad for the economy. Our roads and highways are the arteries carrying the goods, services and people to their destinations – that, in a nutshell, is trade. In Manitoba, trade accounts for 53% of GDP. Choke trade (traffic jams, idling, detours) and the economic and environmental costs are real. Productivity falls, clients get frustrated and business stalls.

Trade generates the revenues that fund the public services supporting our standard of living. Every dollar invested in strategic infrastructure boosts the GDP by \$1.30 - \$1.60 – amongst the highest return on any public investment.

Starving infrastructure of necessary investment is simply defeatist by its nature. Our municipalities need better funding agreements and new sources of revenue to meet the challenge.

The Manitoba Heavy Construction Association is among six leading Manitoba business organizations calling for a new fiscal deal, to rebalance the roles and responsibilities of all levels of government to provide municipalities the necessary fiscal capacity. We need to explore new ways for towns and cities to raise revenue: A share of provincial sales tax; a municipal consumption tax?

Manitoba's capital region municipalities have worked together for years to set aside agendas focused solely on local priorities. They are ready for provincial engagement on regional transportation investment strategies to make the most of scarce dollars and grow the region's economy to benefit all.

So this fall, when the council or reeve/mayoral candidates knock at your door, ask them to support trade. Tell them to ensure our roads can move our economy to greater prosperity – get moving Manitoba to a 'new deal' for municipalities to finally fix the multibillion-dollar infrastructure gap.

Lorenc wrote this column for the Winnipeg Metro Region's Regional Times.

Tracking infrastructure investment a national advocacy issue: MHCA

The MHCA has called upon the Canadian Construction Association to make strategic investment in core infrastructure, across Canada, a real priority, including assisting member associations in comparing levels of provincial investment annually.

"We know that in some provinces, the economic return on investment in core infrastructure is recognized, and valued – some provinces have made those investments a priority," MHCA President Chris Lorenc said. "What advocates in each province need is the ability to compare levels of provincial investment so we can increase pressure on governments that are cutting their budgets."

The call for cross-jurisdictional budget tracking was on the table Wednesday at a discussion with the CCA's executive members and Winnipeg Construction Association and MHCA representatives. The CCA, in its 100th year, is engaged in consultations with member associations on its strategic plans.

The CCA would be well-placed to track and post annual expenditures from federal-provincial cost-shared infrastructure funds, Lorenc added. There is considerable dif-

ficulty in tracking the flow of federal dollars from various national infrastructure programs, so as to know what is expended from legacy programs over the years and how much has gone to projects slated from newer envelopes.

"There are so many different funding programs across a number of federal departments that this has made applying for funding and tracking the flow of dollars very difficult," Lorenc noted. "There is no doubt that funds have been slow to flow, but at the national level, the CCA has also heard that provinces are sometimes reticent to apply for their full allotments because it means they must cost-share."

The CCA session in Winnipeg spoke the to efforts the national advocacy body is making to elevate its profile and voice nationally and to assist local associations in strengthening the industry to meet the challenges, including technological innovation. The CCA's priorities include assisting local organizations in their issues; boosting the recruitment of under-represented groups in construction jobs; and, strengthening its focus on organizational governance to lay the ground for the next 100 years.

MHCA welcomes new members

The MHCA is pleased to welcome its newest members:

Penner Oil



Penner Oil specializes in fuel delivery, fuel tank sales and rentals, job storage tank rentals, winter road deliveries, and fuel tank commis-

sioning and decommissioning.

Penner Oil can be contacted at:

Greg Robson
29 Mountain View Road
Box 71 Grp 200, RR2
Winnipeg MB R3C 2E6
Ph: 204.989.4300
Email: orderdesk@penneroil.ca

SCMS Inc. Concrete and Material Services



SCMS Inc. Concrete and Material Services specializes in customized concrete and material solutions and is the pioneer in volumetric concrete mixing and aggregate placement in Manitoba.

SCMS Inc. Concrete and Material Services can be contacted at:

Darryl Rempel
50 Nicolas Avenue
Winnipeg MB R2J 0T5
Ph: 204.338.4691
Email: darryl@scmsconcrete.com

Tax reform, trade infrastructure equal priorities to keep Canada competitive: Senate committee

Canada must update its tax system and seriously invest in its trade infrastructure system in order to remain competitive and grow its economy, says a report out of a Senate committee.

"The federal government should, on an urgent basis, improve Canada's trade infrastructure, with particular focus on bottlenecks within Canada's gateway transportation networks including rail, pipelines, roads and port infrastructure," said the Senate Committee on Banking, Trade and Commerce.

The committee launched a review of Canada's barriers to trade earlier this year as trade disputes were brewing and major infrastructure projects stalled over regulatory barriers.

The report – Canada: Still Open for Business? – released this week said the committee studied new and emerging issues for Canadian importers and exporters affecting business competitiveness domestically and abroad found that it is getting tougher to compete against American manufacturers – effectively, anyone producing or marketing goods in that country.

That is due, in part, to the Trump administration's Tax Cuts and Jobs Act, passed last year. "For businesses, corporate income tax rates were reduced below Canada's, essentially reversing one of the main competitive advantages Canada had in relation to the United States with respect to corporate investment decisions."

And implementation of a carbon tax in Canada will make competition increasingly difficult.

One submission to the committee warned: "Essentially, Canada's carbon taxes become a subsidy to the United States. In fact, they become a subsidy to anybody who is sending products into Canada that does not have similar carbon taxes. You have to find some way at the border to equalize those costs."

There are a number of ways Ottawa can push back on the challenges to competitiveness.

Recommendations included:

- Establish a Royal Commission on Taxation to examine Canada's tax system
- Reduce the corporate income tax rate and temporarily allow the full and immediate deduction of capital expenditures.
- Re-examine the Beyond the Border Initiative, and "encourage the implementation of those measures in Canada and the United States that would expedite the transportation of goods across the Canada-United States border."

The committee said Canada must diversify its trade relationships, seeking new agreements globally: "76% of our exports and 52% of our imports tied up in one country puts our importers and exporters in a precarious position."

The MHCA welcomed the Senate report, endorsing its recommendations.

"Effectively, the Senate committee has put investment in trade transportation infrastructure on the same priority level as tax reform," Lorenc said. "We need our governments – at all levels, but especially in Ottawa, given the federal financing capacity, to take this message to heart."

"Strategic, serious investment in transportation infrastructure is fundamental to economic growth."

The report noted that Canada must work harder to attract and retain investment, or the country will lose both the investment dollars and human capital.

"Businesses, professionals and capital are increasingly mobile and can choose the jurisdiction that best suits their needs. Canada must make sure that it can continue to compete."

Canadian Chamber of Commerce welcomes Senate committee recommendations to improve Canadian competitiveness

Canadian Chamber of Commerce, October 16

The Canadian Chamber of Commerce issued the following statement today in response to the Standing Senate Committee on Banking, Trade and Commerce's recommendations to improve Canadian business competitiveness:

"We enthusiastically welcome the Senate Committee's timely report and its recommendations for improving Canadian competitiveness. Much of what the Committee proposes has been at the core of the Canadian Chamber's advocacy efforts in recent years, and we are pleased to see the growing support for measures that will encourage investment, create jobs and prosperity for all Canadians.

Specifically, the Standing Committee's support for the Canadian Chamber's recommendation that government conduct a much-needed review of Canada's cumbersome and complex tax system will be well-received by the business community. Getting the tax mix right is integral to promoting long-term economic growth, to ensuring Canada is internationally competitive, and that we reward entrepreneurship and encourage investment in the technologies, skills, and capacity companies need to grow.

The Committee's report also makes other recommendations that are consistent with long-standing Chamber positions, including the need to reduce the regulatory burden on businesses, the elimination of internal trade barriers, investments in Canada's trade-enabling infrastructure, as well as the need for an aggressive trade diversification strategy that includes fast-growing economies like India and China.

We look forward to the government's response to this important and timely report, and remain committed to helping government implement its recommendations which will help to build a Canada that wins."



Canadian Chamber of Commerce
Chambre de Commerce du Canada

The Canadian Chamber of Commerce is the vital connection between business and the federal government. It helps shape public policy and decision-making to the benefit of businesses, communities and families across Canada with a network of over 450 chambers of commerce and boards of trade, representing 200,000 businesses of all sizes in all sectors of the economy and in all regions.

We have been spending infrastructure over the last generation as opposed to investing in infrastructure. We've seen, particularly in many of our urban areas and in key choke points for our trading system, deterioration of infrastructure and serious clogging up of the system and bottlenecks developing.

At this point, we're really in the position of doing triage. We simply can't afford to spend money around evenly everywhere and to treat every project as if it were of equal value. Instead, we need to apply a test, in my view, of what the economic return is that we're getting from this so it's genuinely an investment as opposed to simply government spending.

[...]I believe that the Government of Canada needs to be abundantly clear that our commitment in Canada should be that we will take our resources to the world, to global markets, and we will do so in a way that is responsible from an environmental point of view and that respects community rights.

Canadian Chamber of Commerce, February 15

MHCA to publish 16-page supplement in Winnipeg Free Press

Book your ad now; supplement to land on Winnipeggers' doorsteps November 15

The high-value economic return from public infrastructure investment – and the compounded cost of deferring road repairs – will be the focus of the coming MHCA supplement in the Winnipeg Free Press.

“We know that for every \$1 invested in roads, sewer & water and other core infrastructure projects, that at our GDP is boosted by \$1.30,” MHCA President Chris Lorcenc said. “The public needs to hear, to understand, that this is part of what we lose when the province cuts the highway budgets.”

Manitoba is facing about \$6 billion worth of repairs and rehabilitation of its transportation infrastructure, yet since 2016, the Pallister government has cut the highways budget by about 55%. This year, \$350 million is budgeted for highways.

The articles in the 16-page full newspaper section, to be delivered to subscribers' doorsteps on Thursday, November 15, will speak to the economic benefits of core infrastructure investment. Nine leading Manitoba business groups have called upon the province to make sustained, strategic investment in its trade infrastructure system.

The Winnipeg Free Press will be contacting MHCA members and the broader business community, offering advertising space in the supplement, which will be posted and promoted on the Free Press website – reaching up to 400,000+ Winnipeggers.

To inquire about advertising, please contact Barb Borden at the Free Press at 204.697.7389 or barb.borden@freepress.mb.ca



The MHCA publishes its supplement twice yearly in the newspaper. To read the March, 2018, supplement [click here](#).



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Province announces south Perimeter safety upgrades planned

Manitoba News Release, October 12

Work to support safety and improve traffic flow on the South Perimeter Highway will take place over the next three years as part of the South Perimeter Highway Safety Plan, Infrastructure Minister Ron Schuler announced today.

“Our government is focused on safety above all else, and the South Perimeter Highway Safety Plan is a key part of that focus,” Schuler said. “The south Perimeter is one of the most important economic corridors in Manitoba and increased traffic movement means steps must be taken to improve safety.”

Proposed work as part of this safety plan includes:

- affecting median openings and accesses in 24 locations from Fermor Avenue to Portage Avenue, wherever intersections are controlled with stop signs;
- opening the roundabout at PTH 2 and PTH 3;
- PTH 3/PTH 100 intersection improvements;
- service road improvements at PTH3/PTH100/Oakland Road;
- constructing a service road from Oakland Road to the Wilkes Avenue interchange;
- service road improvements to more safely connect Brady Road to the South Perimeter Highway;
- constructing a service road and railway crossing to connect Aimes Road and Melnick Road; and
- constructing left turn lanes at Symington Road.

Further consultation with stakeholders to refine local ac-



cess options will be ongoing and will take place over the coming months, the minister added.

The South Perimeter Highway Safety Plan will improve safety by reducing collisions and near misses while also improving traffic flow along the highway and in local areas, Schuler said. Once work is completed, locations that continue to record high collision frequency will be examined on an ongoing basis for further safety mitigation and operational improvement options, he added.

“Our government is taking immediate steps to improve public safety, while at the same time balancing the need for further consultation with municipalities and affected residents,” said Schuler. “We will ensure this work is done with the best interests of all Manitobans in mind.”

The South Perimeter Highway Safety Plan is the first step in advancing the long-term vision of the South Perimeter Highway as a fully access-controlled freeway, similar to U.S. interstate standards. The proposed plan will cost approximately \$19 million and is expected to be complete by 2022, Schuler said.

Become an MHCA Member Today

Go to mhca.mb.ca to learn how to apply and see the benefits that membership brings



Stay Connected >>> mhca.mb.ca



Town halls reveal CBA sentiment among BCCA members mostly negative

Warren Frey, Journal of Commerce, October 11

Members of the British Columbia Construction Association (BCCA) and other organizations have weighed in from across the province against the recently implemented community benefits agreements (CBAs).

The BCCA held a series of meetings with their members in Vancouver, Prince George, Nanaimo and the Southern Interior in September, and the feedback concerning CBAs was resoundingly negative, said BCCA president Chris Atchison.

"A lot of people in the room understood the reasoning behind hiring locally and hiring Indigenous people, women and others. Where CBAs became unpalatable for them was conscription of workers into a union for major construction projects," Atchison said.

"The sentiment that came out of the meetings was employers saying that they've worked hard to build their teams, so why should they risk fragmenting those teams or the team culture they've built on these projects?"

All of the attendees at the town halls regarded CBAs as an onerous clause in procurement, Atchison said, and 96 per cent of attendees stated they would be less likely to bid on projects with CBAs attached.

Atchison also said those at the town halls saw the provincial NDP government as framing the debate in a way that does not reflect the composition of the industry.

"There's a feeling that government has tried to make this a union versus non-union issue, and the workforce and industry has evolved to where that clearly isn't the case. It's evolved to a place where union and non-union work together," he said.

Atchison also cited the practice of signing workers onto a union as risky for employers once the project is finished.

"If you're releasing your crew to the crown corporation, you may be getting that crew back plus others, and so it sets up a situation where you don't have control of your own crew because you have people you haven't necessarily trained or introduced to your company culture," he said.

"You haven't been completely responsible for the crew you received, so how do you mitigate the safety of the crew that's been handed to you? It elevates the risk of

liability around safety."

The Vancouver Regional Construction Association (VRCA) hosted the Lower Mainland town hall on Sept 19. VRCA president Fiona Famulak said her organization has three major objections to CBAs.

"We don't like the way it was negotiated and the lack of transparency since it was introduced, the model itself is prescriptive, and it has the potential for serious ramifications for both the industry and B.C. taxpayers," Famulak said. "And that is a statement we'd make regardless of which party is in power."

She cited inadequate industry consultation prior to the announcement of CBAs and added the only signatories to the agreement are the provincial government and select unions.

"The majority of the industry is open shop, and 85 to 90 per cent of VRCA is open shop, but we represent both. This is not if open shop or unions should do the work. That's a red herring," she said. "It's about instructing the industry, which is the expert on how to build infrastructure projects, and that's not appropriate."

Famulak said while the CBA framework is currently only being applied to the Pattullo Bridge and four-laning the Trans-Canada Highway between Kamloops and the Alberta border, it has the potential to damage smaller firms as well as large-scale companies.

"These are two large projects with many smaller projects beneath them, and they're all using the CBA model to execute," she said.

Since smaller firms would likely work on those sub-projects, Famulak said, "the CBA has huge potential to impact not just large companies, but medium and smaller ones."

Famulak also warned that using CBAs would bring added pressure to a strained labour market.

"The CBA model makes it tougher to attract and retain workers in an already tight labour market. We need all hands on deck, and this model doesn't facilitate that."

Famulak noted during the meeting questions were asked by her membership for which she and the industry have no answers yet.

"We know the crown corporation, British Columbia Infrastructure Inc. (BCIB), is mandated to supply all of the workforce and has the ability to delegate functions to the contractors. Does that mean union and non-union companies will lose their employees to BCIB? Will our members lose employees and potentially not get them back again?" she said.

"To assess the risk in order to know if they'll bid, our members need the details."

Famulak said the VRCA will continue to oppose the CBA framework along with the BCCA, the Independent Contractors and Businesses Association, the Progressive Contractors Association of Canada and others who recently mounted a legal challenge against the government in the B.C. Supreme Court.

The VRCA will also host an advocacy update for their members on Oct. 17, with half the meeting devoted to the CBA issue.

In a previous statement to the Journal of Commerce, the B.C. Ministry of Transportation and Infrastructure said all contractors can bid on projects under the CBA model.

"Although workers must join a union while they work on the project (as is the case with all unionized worksites in B.C.), they do not need to be unionized before or after working on the project. With CBAs, wages are locked in for the duration of the project and no strikes or lockouts can take place. These predictable labour costs help ensure projects are completed on time and on budget," the ministry added.

New, simpler way to 'Click Before You Dig'



The MHCA has been working closely with the Manitoba Common Ground Alliance in collaboration with three of Western Canada's One-Call centres.

Over the last several years, Manitoba's One-Call centre – Click Before You Dig MB – has shifted to online locate requests. Today, over 85% of locate requests in Western Canada originate online. This migration from phone to web has given one-call centres the opportunity to streamline their operations, increasing efficiency and reducing damages. It has enabled these neighboring one-call systems to co-operate.

In order to facilitate co-operation and further improve efficiency, the one-call centres in Western Canada (British Columbia, Alberta, Saskatchewan and Manitoba) aligned their business rules for using one-call services. As part of this process the one-call centres in British Columbia, Alberta and Manitoba decided to mutually adopt a single software solution.

Where we once operated in provincial silos, we now work together to deliver a "One System/One Approach". When the new one-call software goes live, Click Before You Dig MB, BC One Call and Alberta One-Call websites will link to BeforeYouDigPartners.com – the new web portal for requesting locates in any of the three partner

provinces.

This switch over will take place Nov. 30, 2018. This new software simplifies the process to request a locate and allows Manitoba's one-call centre to process your requests automatically, notifying members of proposed ground disturbances faster.

The new software provides:

- An easy-to-use web interface
- Web-based maps allowing you to control the shape, size and location of your dig site
- A list of companies being notified of your request, available as soon as you've mapped your dig site
- New mobile-friendly web portal that provides a single place to request locates and to receive responses
- Online ticket editing -- make corrections or renew existing tickets without re-entering your information

Do you want to learn more about Manitoba's new one-call software before it launches at the end of November?

Before You Dig Partners are hosting a series of webinars for the new one-call software beginning on October 22, 2018. [Click here](#) to sign up or contact Jackie Jones at 204-947-1379.



Your questions answered at COR™ industry meetings *Back to you*

Don Hurst
Director of WORKSAFELY™
Education and Training

All members of WORKSAFELY™'s COR™ program have the opportunity to attend our bi-annual COR™ industry meetings. Our COR™ meetings are a valuable means of keeping your company current on evolving safety issues and topics. These meetings also offer an opportunity to network with leaders in our heavy construction industry.

The next COR industry meeting will include reports from Manitoba Workplace Safety & Health and SAFE Work Manitoba. This is your opportunity to ask the regulators about any safety concerns you may have.

With the legalization of marijuana this week, many of our companies have concerns or questions in regards to how to manage impairment in the workplace. We will be offering information on this topic, and will answer your

questions.

Another topic at the COR meeting will be the current involvement of WORKSAFELY™ in a Respirable Crystalline Silica Research Project and how this impacts our industry.

The next COR™ meeting will be held in Brandon on:

DATE: November 7, 2018
WHEN: 10:00 am – 12:30 PM (lunch will be served)
WHERE: Allen & Bolack Excavating Ltd.
1540 – 14th St E
Brandon, MB

Please contact Kristen Ranson at kristen@mhca.mb.ca to RSVP for this event.

KNOW YOUR WORKSAFELY™ TEAM

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SAFETY TALK

Protecting yourself from the cold and flu

They call it the “common cold” because it is one of the most common illnesses to humans. Winter is fast approaching, but you can avoid catching cold and flu this season.

What’s the danger?

The cold and flu are caused by viruses that constantly change so these infections can return and make us sick each season.

Common cold and flu can cause headache, dry mouth, sore throat, a running nose and many other symptoms that make us miss work and school.

How to protect yourself

- Wash your hands often with soap and water or alcohol-based disposable hand wipes or gels
- Routinely clean and disinfect commonly used surfaces.
- Avoid touching your eyes, nose and mouth.

How to protect others

- Eat well, exercise and get a good night’s sleep. Keeping your body in good condition is the best way to help your immune system fight off viruses like the cold and flu.
- Cough and sneeze into the inside of your arm, not into your hands.
- If you’re able, stay home from work or school for the day. This allows you to rest up while your body fights your cold, and will prevent your colleagues from getting sick.
- If you do get a cold, you should try your best to protect your family and co-workers from getting sick as well.

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:**
Kristen Ranson
kristen@mhca.mb.ca

WINNIPEG - MHCA Office
3-1680 Ellice Ave.

BRANDON
St John Ambulance

October 2018

- 23 Train the Trainer - Facilitation Skills
- 29 Excavating & Trenching 1/2 day AM
- 29 Transportation of Dangerous Goods 1/2 day PM

December 2018

- 4 Managing Impairment in the Workplace 1/2 day AM
- 4 Building a Harassment Free and Respectful Workplace 1/2 day PM

November 2018

- 5 Winter Roads 1/2 day AM
- 5 Emergency Response 1/2 day PM
- 13 Impairment in the Workplace 1/2 day AM
- 19-20 COR™ Leadership in Safety Excellence**
- 21 COR™ Principles of Health & Safety Management**
- 22-23 COR™ Auditor**

January 2018

- 14-15 COR™ Leadership in Safety Excellence**
- 16 COR™ Principles of Health & Safety Management**
- 17-18 COR™ Auditor**

December 2018

- 4 Safety Committee/Representative 1/2 day AM
- 4 Flagperson 1/2 day PM
- 5 Train the Trainer-Facilitation Skills
- 6-7 Traffic Control Coordinator
- 10-11 COR™ Leadership in Safety Excellence**
- 12 COR™ Principles of Health & Safety Management**
- 13- COR™ Auditor**

You're invited to attend our next COR™ meeting!

AGENDA:

- WORKSAFELY™ Update:
 - substance abuse in the workplace
 - customized training
 - Respirable Crystalline Silica Research Project
- Workplace Safety & Health Update
- SAFE Work Update

DATE: November 7, 2018
WHEN: 10:00 am - 12:30 pm (lunch served)
WHERE: Allen & Bolack Excavating Ltd.
1540 - 14th St. East
BRANDON, MB

Please RSVP on or before October 29th to
Kristen Ranson; kristen@mhca.mb.ca



MANAGING IMPAIRMENT IN THE WORKPLACE

WORKSAFELY™ will be hosting workshops on impairment in the workplace.

Alcohol and drug use can have substantial consequences for the workplace.

These workshops will give you information based on a 'best practice' model for responding to alcohol and drug-related risk in the workplace.

FOR HR/SAFETY PROFESSIONALS/
SUPERVISORS

November 13, 2018
8:30 AM - 12:00 PM
MHCA Office - Unit 3 - 1680 Ellice Ave
WINNIPEG

December 4, 2018
8:30 AM - 12:00 PM
St. John Ambulance - Brandon
Shoppers Mall - 1570 18th St
BRANDON

\$78.75 (includes gst)/person

To register contact Kristen Ranson at
204-947-1379, or kristen@mhca.mb.ca



MANITOBA HEAVY CONSTRUCTION ASSOCIATION

AWARDS BREAKFAST & ANNUAL GENERAL MEETING

Friday, November 16, 2018

Tickets \$49 + GST (per person)

RBC Convention Centre
York Ballroom 2

No. of tickets

8 AM - 11:30 AM

Keynote Speaker Mr. Don Leitch, Business Council of Manitoba



Annual Chairman's

Gala

FRIDAY, NOVEMBER 16, 2018

RBC CONVENTION CENTRE
YORK BALLROOM

COCKTAILS 6:30 PM
DINNER 7:30 PM

ALL INCLUSIVE TICKETS
\$210 + GST (per person)

Tickets are available as individual or tables of 10

No. of tickets _____

Company _____

Contact person _____

Phone _____

Please Invoice _____

Credit card # _____

Exp. Date _____ 3-Digit Security Code _____

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Managing the mayhem

By Peter G Hall, Vice President and Chief Economist

So...what's your next move? Making decisions amid current economic and political conditions is a lot more challenging than usual. The high tide of populism makes elections trickier to predict. Policy actions and threats that call into question age-old axioms have made even near-horizon planning a perplexing task, to say the least. And with capacity pressures on the rise, interest rates are rising, a totally new paradigm for a significant slice of the population. Is it even possible to make sense of it all?

Growth is solid

EDC Economics' Global Economic Outlook, Fall 2018 has taken on this tough task. Our first observation is that despite the mayhem, the world economy is growing. In fact, growth is strong, and being powered principally by the U.S. economy. And it's spreading – there is lots of evidence that this has spurred activity in Europe and is making its way into the emerging economies. The best news is that this growth is sustainable. While a growing chorus of analysts is disputing this, evidence of developed-world pent-up demand – a key ingredient for future growth – cannot be denied.

The economy faces key headwinds

Growth is remarkable, given the global economy's significant headwinds. Hesitation is one of the longer-standing concerns. Persistent sluggish growth in the post-recession years created an investment reticence that is still holding the economy back. Populism is creating

uncertainty as it continues to challenge the status quo. One key tangible outcome of this political disruption is protectionism, manifest not only in threats but now in actual imposed tariffs. An agreement-in-principle on USMCA is a great relief, but overall, protectionism is still alive and well in other arenas – and with it, doubts that inhibit trade-related activities.

A more recent threat to growth is rising interest rates. The impact on the developed world will be more muted; after all, rate hikes are in place not to kill but to manage growth. The greater concern is the knock-on effect on emerging markets. For them, the long period of ultra-low rates is over. Those who gorged on cheap external credit are now faced with cost increases and instability. The first effects are obvious in Turkey and Argentina, but broader turbulence is expected, and is far from over.

Growth is winning out!

So far, growth is winning out. Although there are potential disruptions, what is clear to date is that business is meeting market demand. As such, we see U.S. growth accelerating from 3 per cent this year to 3.3 per cent in 2019. The other global 'engine' economy, the EU, is set to have back-to-back years at just over 2 per cent, which is ahead of long-run potential. Emerging markets will collectively grow by 4.7 per cent in 2018, and down a shade next year to 4.6 per cent as China eases marginally. On balance, global growth holds the line at 3.2 per cent this year and next.

Still, the headwinds are having an effect on the outlook. First, uncertainty on the trade policy front is undoubtedly creating an 'investment-hesitation', and at a precarious moment: growth and looming capacity constraints are crying out for increased

physical investment on plant and equipment. Second, higher interest rates are a reality that a whole generation has never had to deal with. Adjustment will be hard enough in developed markets, but larger swings in the emerging world, already in process, will be with us for some time to come, creating instability. Managing through these issues will be a near-term strategic imperative.

Canada is capitalizing on the good times. Commodity prices are generally stable. Interest rates will continue rising, but at a slower pace than in the United States. As such, we expect a stable currency that rises modestly through next year. This, together with solid global growth will see Canada's exports rise by 6 per cent this year and 4 per cent in 2019.

The bottom line?

All things considered, strong, steady growth is the dominant theme in the global outlook. We can only imagine what it would be without the headwinds – and what it will be now that a key headwind has died down. For now, it's important to develop a strategy that deals with – and where possible, leverages – the remaining headwinds.

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Do you have something to share? Please email Catherine Mitchell at catherine@mhca.mb.ca

Thank you,



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October 18, 2018

NOTICE of LANE CLOSURE PTH 1W (Portage Ave)/PTH 100 INTERCHANGE (northbound to westbound loop)

Road repairs on the PTH 1W/PTH100 interchange will result in a closure for all vehicular traffic traveling northbound on PTH 100 to westbound PTH 1W (Trans Canada Highway).

The northbound to westbound loop of the interchange is scheduled to close for two days starting at **7:00 a.m. Monday, October 22nd, 2018 until 9:00 p.m. Tuesday, October 23rd, 2018.**

Northbound commercial truck traffic, including long combination vehicles, wanting to travel westbound on PTH 1 will be required to use PTH 190 (CenterPort Canada Way) as an alternate route during the closure. Variable message boards will provide advance notice of the closure and detour.

Permitted oversized/overweight vehicles will be required to use alternate routes that have been approved by Manitoba Infrastructure.

To discuss specific permit requirements/alternate routes, please contact Permit Services directly at 204 945-3961 or toll free at 1 877 812-0009.

Information and updates regarding the road closure will be available on the Highway Information (Manitoba 511 – Road and Traveller 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 construction and the necessary road closures is greatly appreciated.



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