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MHCA EXECUTIVE COMMITTEE GIVES 'GO-AHEAD' ON PUBLIC PUSH OVER BUDGET CUTS

Executive dismayed at province's stonewall on boosting infrastructure investment

The MHCA's campaign to make the public aware of the damage that budget cuts have done to the provincial economy and the condition of highways and roads will hit the airwaves in mid-November.

The decision was made Wednesday, October 31, the date by which the MHCA requested the provincial government to respond with meaningful progress on three requests:

1. Restore the Highways Capital budget to an annual minimum \$500 million
2. Accelerate Manitoba Infrastructure's service review and move inhouse delivery to the competitive market
3. Release the report on Manitoba's transportation system infrastructure investment deficit (understood to be ~\$6 billion), with annual and five-year rolling budgets supported by a capital-asset management strategy

The Executive Committee was informed there has been no useful response to any of the three points from the elected branch of government. All indications make clear the highways capital budget will not rise from its paltry and irresponsible \$350-million level – a level last seen in 2009.

The public awareness campaign will see the MHCA, joined by the Merit Contractors Association, undertake pre-campaign focus-group testing to better understand the public's opinions of the condition of their highways and roads, and the views on public investment in core infrastructure.

"We've given the provincial government ample time and facilitated multiple opportunities to collaborate not just with the MHCA, but with a group of 6 leading business organizations. The business organizations collectively asked the province to establish a working group to jointly lay out a plan to get back to strategic, sustainable investment in core infrastructure, including highways, over the next five years," Lorenc said. "Sadly, our association and the broader industry groups have been stonewalled by the elected branch of this government.

"This government appears willing to ignore the impacts upon the highways system which supports trade, and the impacts on industry, including destabilizing its workforce."

The short-sighted fiscal policy out of Broadway has stunted Manitoba's potential for economic growth. "We know that for every \$1 invested in core infrastructure, our GDP is boosted by about \$1.30 – that's real, proven return on investment that this government has given up."

Following the focus groups, MHCA and Merit Contractors will take to various media, including radio, in mid-November to get the message out the impact severe cuts in provincial investment in highways and roads is doing to economy, as a result.

Please see following page for more details of the Executive Committee's discussion.

MHCA increasingly concerned about Quarry Rehab Program

Executive Committee directs MHCA to ask province to clarify program's future



The future of a long-standing and successful program that sees spent pits and quarries rehabilitated is in doubt after months of no movement by the provincial government to flow funds to pay for the work.

Lorenc noted that these are simply the highlights of the advocacy and business priorities of the MHCA in the last month.

The MHCA Executive Committee expressed real concern at its meeting Wednesday, noting that there are projects in which the construction work to return the pits to safe, usable environments for communities is complete, but the companies doing that work are not being paid.

“Aggregate producers pay into that special fund, held in trust by the provincial government, based on the tonnage of material extracted, for the express purpose of rehabilitating the pit or quarry once the resource is used,” MHCA President Chris Lorenc noted. “It is inconceivable that the industry is expected to continue to pay a levy, with no indication at all from the provincial government about the future of the program.”

“We need a discussion because if that program – a very successful industry-led effort, by any measure used in Canada – is to change, there has to be a consultation that also includes the communities being affected by this halt to funding.”

The provincial government froze the flow of funds from the program this summer, telling industry only that there is an investigation proceeding.

The Executive Committee directed Lorenc to send a letter to Growth, Enterprise and Trade Minister Blaine Pedersen, seeking details on the province’s intentions for the program and for pit and quarry rehabilitation.

Other items discussed by the committee included:

- A meeting has been set with the City of Winnipeg administration to speak to procurement issues, including recent decisions to cancel a tender advertised and sole-source a contract
- A recent review by third-party firm MNP of the Workers Compensation Board’s past five-year initiative for injury prevention has been posted publicly. Among the recommendations is that industry-based safety programs, such as WORKSAFELY, should be left to deliver safety programming, with support from SAFE Work Manitoba.
- WORKSAFELY is continuing its work to clarify Workplace Safety and Health’s requirements on suppressing silica and other particulate dust at worksites
- Attendance at MHCA’s Annual General Meeting and Gala, November 16, will be high again this year, with tickets selling well. This year, the AGM will see a change in the Chair’s position – Jack Meseyton takes the gavel from Greg Orbanski, who has served as Chair for the past two years.

Rockwood's former reeve thanked for public service



MHCA President Chris Lorenc, and former Rockwood reeve, Jim Campbell

The MHCA joined the community of Rockwood to bid best wishes and farewell to the outgoing reeve, Jim Campbell. Campbell did not run for re-election in the recent municipal campaign.

"In discharging his role as reeve, Jim always contributed in a positive and principled way to his community, council, the capital region and province," MHCA President Chris Lorenc said, in giving remarks at the October 27 reception honoring and thanking Campbell for his years of public service.

More than 200 people, colleagues from municipal, provincial and federal government, industry and community at large attended the reception.

"It was important for the MHCA, and those with whom he worked, to publicly acknowledge Jim for his many outstanding contributions in the public arena," said Lorenc.

MHCA adding categories of construction services to directory

Letters sent to members seek details on company listings



The MHCA Rental Rate Committee has added or changed some categories in the construction services listing to be included in the 2019 Equipment Rental Rates & Membership Directory. MHCA members have been sent letters asking to update

their directory listing details, including in the construction services "yellow pages."

In 2019, those yellow pages will see the following category changes:

- Dust Control becomes a new category listing
- Earthmoving becomes Earthmoving / Grading
- Financing / Leasing becomes Financial Services / Leasing

The MHCA is asking members to respond to the letters emailed in late October requesting membership directory detail updates. A reminder, which will include the fact there are additional changes to the yellow pages, will be sent in the next weeks.

The 2019 directory is published early in the new year.

Bowman no longer 'a rookie'; should push agenda, council power: analyst

Mayor Brian Bowman played the election campaign safe, and gave little notice of what will be his full list of priorities for this term in office, a public affairs specialist said at a business breakfast this week.

Andrew Enns, president of Winnipeg's NRG Research Group, told the event hosted by the Manitoba Home Builders Association Wednesday that the election results mirrored the sentiment of Winnipeggers in pre-election polling: we're pretty satisfied with the way things are.

Bowman increased both his number and percentage of votes in this election, compared to 2014's run at the polls. The mayor received 114,222 votes (compared to 111,504 in 2014) of 214,303 votes cast. The election saw the lowest turnout of voters, at 42%, since 2006.

Enns, who was involved in both of Bowman's election campaigns although minimally this year, said the election unfolded predictably, given the polling going into the campaign. Bowman polled well ahead of his rivals, including Jenny Motkaluk, the only mayoral candidate who put up a real challenge.

Bowman's campaign offered a sparse agenda and minimal promises. But that shouldn't mean a sleepy agenda this term.

Enns noted Bowman's "no longer a rookie mayor" and Winnipeggers can reasonably expect more from him.

Enns stressed that city council should become more assertive on its policy priorities – council has been deferential to the administration, he said. Bowman can push back, perhaps with some changes to key staff positions in his office to strengthen policy advice.

Among the issues that need attention is land development in Winnipeg. "Land is a big issue," Enns added, stressing that there needs to be sufficient room for future development.

"If the mayor is passionate about this city's success, he's got to be concerned about this."

The election saw five new councillors in Winnipeg, two or three of whom could be considered right-of-centre.

In the Capital Region's 17 other municipalities, some incumbents were defeated by large margins, Enns said. Six of 17 mayoral candidates were acclaimed, 4 were re-elected and 7 RMs have new Reeves or mayors.

Bowman is expected to announce shortly who he'll name to the influential executive policy committee, which functions like a cabinet to the Mayor's Office.

The mayor could work to improve the relationship with the provincial government, which itself is working towards the 2020 election call and would have an interest in making Winnipeg a priority, he said.

MHCA welcomes new member

The MHCA is pleased to welcome its newest member:

Intrinsic Analytics Inc.



Intrinsic Analytics is Manitoba's premier bioinformation services company. Its mission is to provide clients with bioinformation which facilitates improved medical advocacy and promotes health and safety for individuals and enterprises.

Intrinsic Analytics can be contacted at:

Intrinsic Analytics
3rd floor
369 Tache Avenue
Winnipeg MB R2H 2A6
Ph: 204.258.1500
Email: info@intrinsicanalytics.com

Province reminds Manitobans of new penalties for distracted driving in effect November 1

Manitoba News Release, October 31

Manitobans are reminded that stricter penalties for distracted driving come into force tomorrow, Infrastructure Minister Ron Schuler and Crown Services Colleen Mayer said today.

"The growing threat of distracted driving has led our government to take important action," said Schuler. "Our government is taking serious measures because people are not putting their cellphones down and are engaging in other distracted behaviours while driving."

"Our government is determined to reduce the growing threat posed by distracted driving because we are focused on keeping Manitobans safe," said Mayer. "By using public education, legislation and enforcement, we are working together with Manitoba Public Insurance to change the public perception and make distracted driving as socially unacceptable as impaired driving."

Drivers will be subject to a three-day roadside licence suspension for the first time a driver is caught using a cellphone or other hand-operated electronic device and a seven-day suspension for a subsequent occurrence within 10 years. Suspended drivers will be required to immediately surrender their driver's licence at roadside. As part of the changes for roadside licence suspensions, Manitoba Public Insurance (MPI) will collect a \$50 licence reinstatement fee on behalf of the provincial government.



Officers charging a driver with careless driving will immediately notify MPI to review the driver's record to determine if further penalties may be required.

"Stricter penalties are in line with impaired driving because the consequences are just as serious. Any activity that takes a driver's attention away from the road is dangerous," Schuler added. "In 2017, 30 people lost their lives and 184 people were seriously hurt. That is unacceptable."

Further penalties also take effect tomorrow with fines for using a hand-operated electronic device while driving increasing to \$672 from \$203 and demerits for careless driving increasing to five points from two for each infraction.

The use of a hand-operated electronic device while driving reduces awareness and increases the risk of collision by nearly four times, said Schuler.

MHCA Committee Meetings

MHCA Board of Directors
RBC Convention Centre
November 16 • 11:00 AM

MHCA Executive Committee
MHCA Office
January 16

MHCA Executive Committee
MHCA Office
November 21 • Noon

MHCA Board of Directors
MHCA Office
January 23

Cannabis in the workplace: We need an accurate measure of impairment

Andrea Furlan and Nancy Carnide, The Conversation, October 24



Now that marijuana is legal in Canada for recreational purposes, one question hanging in the air is whether more Canadians will smoke weed on their way to work, or step out to purchase it during their coffee break.

If they do, how will this impact workplace productivity, and health and safety? This question is especially pertinent in occupations involving driving or operating heavy machinery, and those involving law enforcement and the provision of medical care to the public.

The federal government's legalization of recreational marijuana raises occupational health and safety concerns for many employers—from banks to health authorities to construction companies, airlines to police departments.

At the Institute for Work & Health (IWH), we have been reviewing the effects of various drugs that act on the central nervous system - including marijuana - on workplace injuries, deaths and near-misses.

What is striking is how little high-quality evidence there is on the impacts of marijuana in the workplace and how inconsistent the existing data is.

We urgently need high-quality observational research studies to be able to better understand the effects of marijuana on work. We also need to develop an accurate measure of impairment for use in Canadian workplaces.

No published studies on legalization

As far as we're aware, no published studies to date have examined the impact of recreational marijuana legalization on the workplace.

The only data we've seen is from an annual report by a

large private drug-testing company in the United States. It found that rates of positive cannabis tests (of urine samples) have increased most markedly in states that have enacted recreational use legislation.

But these rates are based on the number of tests conducted rather than on the number of workers. Therefore, it's not clear whether this reflects an increase in the use of cannabis in the workplace.

Workplace injuries and accidents

Several studies have examined the impact of marijuana use on workplace outcomes, but with mixed results.

Some have found associations between marijuana use in the workforce and work absenteeism, reduced productivity, job turnover, disciplinary measures, workplace accidents and injuries, unemployment and interpersonal conflict.

However, other studies have found no association with some of these outcomes. Overall, the evidence to date is quite inconsistent.

In 2017, the U.S. National Academy of Sciences published a major report on the health effects of marijuana use, including impacts on injuries and accidents in a workplace setting.

Based on six studies, the review did not find enough evidence to either support or refute a statistical link between marijuana use and occupational injuries or accidents.

No indicator for acute impairment

Some of the inconsistency in the research that does exist may be due to differences in study design and methodologies and difficulties in conducting this type of research.

Also, much of the evidence in this area comes from post-incident investigations, where the workers involved are tested for marijuana or other drugs following a workplace incident.

These kinds of cases tend to be more publicized, but rigorous research with control groups (i.e., those who did not have an accident) is needed to understand whether there are more accidents among those using marijuana compared to those who are not.

And even though workers may test positive for tetrahydrocannabinol (THC) in their urine, that doesn't necessarily mean they were impaired at the time of the accident. Marijuana remains in the system for quite some time. So someone can use marijuana on Friday night and come into work on Monday no longer impaired, yet produce positive urine tests for marijuana use.

That said, no consensus currently exists around the length of time someone should wait between consuming cannabis and engaging in safety-sensitive work, giving rise to employer concerns about the timing of off-work consumption.

The Lower Risk Cannabis Use guidelines for Canada suggest users wait six hours or even longer before driving or operating machinery. More recently, the Occupational and Environmental Medicine Association of Canada released a position statement on cannabis use in safety-sensitive work, recommending a wait time of at least 24 hours before engaging in safety-sensitive work.

But the lack of clear evidence around the issue of impairment has led to the emergence of vastly different policies from employers across Canada. For instance, whereas police officers in Ottawa and Vancouver face no restrictions on their off-work use as long as they are fit for duty when they show up for work, officers in Calgary have been banned outright from using cannabis and Toronto officers face a 28-day abstinence period.

Likewise, everyone working in safety-critical areas at Air Canada and WestJet, a broad group comprising flight and cabin crew members, aircraft maintenance engineers and flight dispatchers, are prohibited from using cannabis whether on- or off-duty.

New research directions

We have some, but limited, data on the extent of workplace cannabis use in Canada (e.g. during work, on breaks and in the hours prior to a work shift). According to 2015 data from Statistics Canada's Canadian Alcohol

and Drug Use Monitoring Survey, 15.5 per cent of the working population report using cannabis in the previous 12 months. What's more, 6.4 per cent of the working population report using cannabis once a week or more.

According to Health Canada's 2017 Canadian Cannabis Survey, 21.5 per cent of cannabis users report using cannabis to get high before or at work in the previous year, including 7.7 per cent who report weekly or daily use before or at work.

To delve deeper into the issue, we at the Institute for Work & Health have recently conducted a survey of 2,000 Canadian workers, with funding from the Canadian Institutes of Health Research.

We measured the current magnitude of cannabis consumption at work, reasons for workplace use, perceptions of its effects on work and availability in the workplace. Analysis is under way and early results will be shared later this year.

The results will importantly provide a starting point for monitoring the long-term impact of legalization on workplace health and safety issues.

With this survey, which was completed in June 2018, we now have a pre-legalization baseline upon which future population-level surveys of habits and attitudes around the use of cannabis at work can be analyzed.

We also have a cohort that can potentially take part in a longitudinal observational study. That would allow us to understand the impact of this major policy change at an individual level. The answers that come out of that research may point the way to new workplace programs and policies to influence individuals' decisions on cannabis use at work.

Andrea Furlan is an associate professor of Medicine at the University of Toronto and Nancy Carnide is a post-doctoral fellow for the Institute for Work & Health at the University of Toronto



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Preventing end-of-season injuries

Back to you

Don Hurst
Director of WORKSAFELY™
Education and Training

Workplace injuries don't happen at an even rate through the year. In fact, studies done in the heavy construction field show injuries tend to rise in the late summer and into the fall, as the construction season comes to an end for the year.

We want to remind our industry to take care during this busy season, stressing the importance of safe-work practices to avoid injury.

According to a study done for the Manitoba Workers Compensation Board, the most common work-related injuries during this busy season are sprains and strains. Looking deeper into specific sprain/strain incident reports shows that the back, leg and ankle are injured

most frequently. These injuries are commonly caused by slips, trips, lifting, pushing and pulling.

Safety is of paramount importance all year, but it is particularly critical to address hazards during construction's busiest time. Our weekly Safety Talks include tips on preventing sprain and strain injuries.

If you would like to learn more about preventing workplace injuries, visit our website at mhca.mb.ca and click on the Safety Talks link. Additionally, we can provide training, tailored to your company, in preventing sprain and strain injuries throughout the year. Please contact Kristen Ranson for more information at 204-947-1379.

KNOW YOUR WORKSAFELY™ TEAM

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SAFETY TALK

Watch for wildlife

What's the danger?

Fall is the season for the movement and migration of wildlife. During this time animals tend to travel and cross roads more frequently, increasing the risk of colliding with a vehicle.

October and November are the worst months for collisions with wildlife.

Protect yourself

Wild animals are unpredictable. Be prepared by understanding how to reduce/ eliminate such collisions.

Slow down:

- When you see wildlife signs – especially between dusk and dawn
- Where brush and tall grass grow near the road

Watch:

- Scan the roadside for animals
- Watch for the reflection of headlights in the eyes of animals, or for a dark silhouette

If an animal crosses:

- Dim your headlights – your high beams may cause the animal to freeze on the road
- Slow down and be prepared to stop
- Honk your horn to scare the animal away
- Avoid swerving as you can lose control

If you hit an animal:

- Don't touch it – it may hurt you
- Move your car off the road if possible
- Call the police or have someone call for you

Remember: always wear your seatbelt!

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.

November 2018

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

BRANDON St John Ambulance

December 2018

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

January 2019

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





NOTICE OF MHCA'S ANNUAL GENERAL MEETING

To: All MHCA Members

And to: Charles H. Wepler, C.A.

BE ADVISED that the Annual General Meeting of the Manitoba Heavy Construction Association Inc. (the MHCA) will convene at 10:15 am on Friday, November 16, 2018 at the York Ballroom RBC Convention Centre, in Winnipeg, Manitoba.

The purpose of the meeting is to consider the following:

1. The Annual Audited Financial Statements of the MHCA for the period ending June 30, 2018 and the report of the MHCA's auditors thereon;
2. Report of the directors on the activities of the MHCA;
3. The appointment of an Auditor for the ensuing year;
4. Resolve to ratify, sanction and confirm all acts, contracts, proceedings, elections, appointments accounts and payments made, done and taken by the directors and officers of the MHCA during the fiscal year ended June 30, 2018; and
5. The election of members to the MHCA Board of Directors.

Dated this 24th day of October, 2018.

BY ORDER OF THE BOARD

MANITOBA HEAVY CONSTRUCTION ASSOCIATION INC.
Greg Orbanski, Chairman of the Board



The Canada-Australia Connection

By Peter G Hall, Vice President and Chief Economist

Distance has likely been the greatest historical disconnect between Australia and Canada. But advances in communication and digitization have shrunk virtual distances to almost nothing, and vastly reduced the time zone barrier. Yet the same is true for every offshore interaction – and when it comes to Australia, getting you or your stuff there from Canada is a big endeavour, even if starting from the west. So, in today's economy, is there a strong case for a Canada-Australia connection?

In the 'yes' column, cultural similarities rank high. Our colonial roots and sustained ties through the British Commonwealth have forged a lasting relationship over the years. Security ties remain strong. We are both members of CPTPP. Our economies are also similar, in terms of population size and geographic concentration, industrial mix and approach to policy, among other features. The extent of our trade dependence puts both countries in the special class known as small, open economies.

Are we too similar?

Case closed? Not exactly. Traditionally, economics puts greater value on relationships between dissimilar economies. After all, in a trading relationship, each economy typically wants to get something from the other that it doesn't already have. And even if both economies produce a good or service, one will have a comparative advantage in something, while the other, in something else. The less alike the economies are, the easier it is to identify the differences.

There are key differences

Thankfully, Canada and Australia aren't carbon copies of each other. First, Canada shares the world's longest undefended border with the top economy on the planet, while Australia is an island, far from the nearest large market. Second, Canada is closer to OECD markets, while Australia's nearest ports of call are in the emerging world. Third, the industrial mix is similar, but Canada's oil and gas sector dwarfs Australia's. In manufacturing, Canada has a vibrant auto sector; down under, that industry folded its tents years ago. And then there's climate, where seasonal times are reversed, and even the coldest winter temperatures hardly ever go into single digits. Still, the similarities likely outweigh the differences – so where do the greater mutual opportunities of the future lie?

Smaller countries generally have a rougher ride in today's global economy. Scale is a critical competitiveness factor in an increasingly global world, and in general, the larger economies do it better. For the most part, they have the enduring electronics giants, the Wal-Marts, Amazons or Alibas, the aerospace giants, and so on. And there's a fear that this increased, large-market concentration will only continue. With populations of 37 million and 25 million respectively, Canada and Australia hardly have the domestic market scale that easily incubates giants.

We both have large-scale businesses

Even so, we are both giants in the resources world. Our economies have world-scale mining companies. In food, we are both among the Earth's more significant net exporters. While our respective firms certainly compete with each other, free-trade agreements between similarly-structured economies – notably Canada and Chile – have proven that

same-industry interaction pays off. At the limit, it has the potential of creating super-scaled arrangements.

Does it stop there? Not necessarily. Separately, our economies might lack – but a combined 60-million population-base is a different league, the size of the UK, France or Italy. Greater collaboration could in theory leverage higher scale to compete more effectively with larger markets.

There's more still. Each of our countries has cultivated regional relationships that the other could benefit from. Indeed, that already seems to be the case. Canada's largest Asian investments are in Australia. At the same time, Australia has a significant presence in Canada, one it could use and grow to leverage Canada's advantages in the North American space. As Canada's international trade tilts significantly to Asia, the relationship with Australia will grow in importance.

The bottom line?

Strong global growth and the need for economic diversification point to large potential gains from a strong Australia-Canada relationship. There's a lot already in place, but there's lots more that can be built. That's why EDC opened an office in Sydney a year ago, and why we remain strongly committed to the market.



MANITOBA HEAVY CONSTRUCTION ASSOCIATION

AWARDS BREAKFAST & ANNUAL GENERAL MEETING

Friday, November 16, 2018

Tickets \$19 + 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 _____

Card Holder Name _____

Signature _____

Delta Winnipeg, reservations: 1-844-294-7309 - room rates starting at \$159

Quote: Manitoba Heavy Construction Association | Rooms are limited so please reserve early

Fill out this form in full and fax to Christine Miller at the MHCA office at 204-943-2279 or email christine@mhca.mb.ca.
To request a special meal, to accommodate any food allergies and/or dietary restrictions, please call or email Christine at 204-947-1379.



Canada's Centre for Global Trade
WINNIPEG, MANITOBA

North America's **LARGEST** Tri-Modal Inland Port



54 new companies,
employing more than **1,400** Manitobans,
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