

From the President's Desk

SEASON'S GREETINGS



Chris Lorenc

Cultures and societies of old used the short days, extended darkness and frigid temperatures (northern hemisphere, granted) as a time to slow down, rest and reflect. That sounds comforting, especially for those of us hurrying to "get it all done" so we can enjoy the holidays.

As we break for Christmas, we leave you with some thoughts.

First, from everyone at Manitoba Heavy, we want to extend our season's greetings. We hope all Manitobans have happy holidays – a break from the daily routines – and a very Merry Christmas.

The heavy construction industry in this province has worked hard this year, in every sense of that expression. With the challenges of reduced budgets, the industry is under a special kind of stress. Our dedication to task, however, never wavers. The MHCA will continue to advance infrastructure investment policies that are consistent with broad public interest.

We acknowledge and thank all those in elected public office, at all levels of government, for their public service. We know those responsibilities are not easy. We may agree or disagree on policy, but our respect for your service will always remain front and centre.

We also thank our partners in the business communities with whom we work in pursuit of building a better, more prosperous Manitoba. The MHCA appreciates the fact that those partners recognize the organic link between strong roads and core infrastructure to moving our goods, products and people (especially our people!) to market and to jobs and school.

We are especially grateful to all members of our association for their participation and contributions to improving our beautiful province and country. None of what we strive to achieve would be possible without our members' support these past 75 years!

And so, as we move into 2019, the MHCA will continue to keep economic growth at the heart of our advocacy, recognizing that without a growing economy, it would not be possible for governments to balance budgets or fund our globally envied standard of living.

Finally, we ask the public to remember something very important. When you step out for a walk or to drive, when you turn the tap, flush the toilet, take the bridge or underpass to other points in this city or province – when the flood waters are kept at bay – keep in mind that these things work because of the dedication of the women and men doing heavy construction. That is our industry's gift to Manitoba, 365 days of the year.

So Merry Christmas to all. Happy holidays and a healthy, prosperous New Year from Manitoba Heavy.

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PERFECT TIME TO
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PLAN AHEAD TO
STAY SAFE:
BACK TO YOU



Financial forecast cuts highways capital expenditures for 2018

Provincial revenues up, even after carbon tax cancelled

The second quarterly report on Manitoba's finances shows that expenditures in the Highways Capital program are running behind budget. The provincial government released the second quarterly report on Wednesday.

It shows that the budget line for Highways and Airport Infrastructure is forecast to come in at \$348 million for 2018-19; Budget 2018 put the Highways Capital program at \$350 million (down from \$502 budgeted in 2017) and almost \$5 million for airport runways.

"We are hoping that Manitoba Infrastructure's increased tendering this fall will see the full \$350 million budgeted this year for highways expended," MHCA President Chris Lorenc said.

Lorenc noted, however, that in both 2016-17 and 2017-18, the department under-expended that budget line, by a total \$80 million.

The under-expenditure comes while Manitoba is forecast to pull in \$11 million more in revenues, even though it cancelled its planned carbon tax, eliminating \$143 million in expected revenues for a partial year.

Manitoba is seeing more money flow to the treasury from transfer payments and almost all of its own-source taxes, including income and corporation taxes. Most de-

partments to date are tracking to spend less than was budgeted for 2018-19, but for Families, which is forecasted to spend \$13 million more.

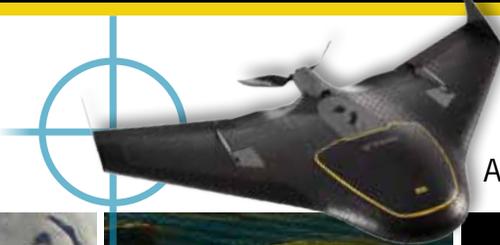
The province is forecasting its deficit will be cut to \$518 million this year, \$3 million lower than estimated in the spring budget.

The MHCA supports the province's push to restore fiscal balance. However, Lorenc said, it can't be all about deficit reduction, but must include a focus on economic growth.

Lorenc noted that the economic outlook for Manitoba indicates that the economy is slowing in its growth. This year, it is expected to grow by 1.8%, lower than national economic growth forecast of 2%. In 2017, Manitoba's economy grew 2.5%.

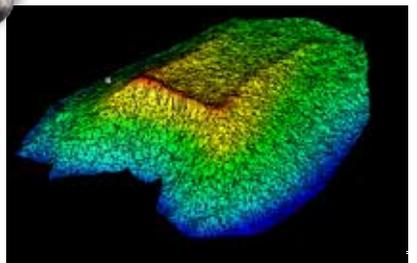
"Investing in infrastructure, particularly core infrastructure, is an economic driver. Manitoba needs a strategy to increase investment in those infrastructure programs that are shown to be near-guaranteed to have higher returns to the GDP.

"Transportation infrastructure moves the needle – it can increase GDP by about \$1.30 for every \$1 invested. That's an investment that pays dividends."



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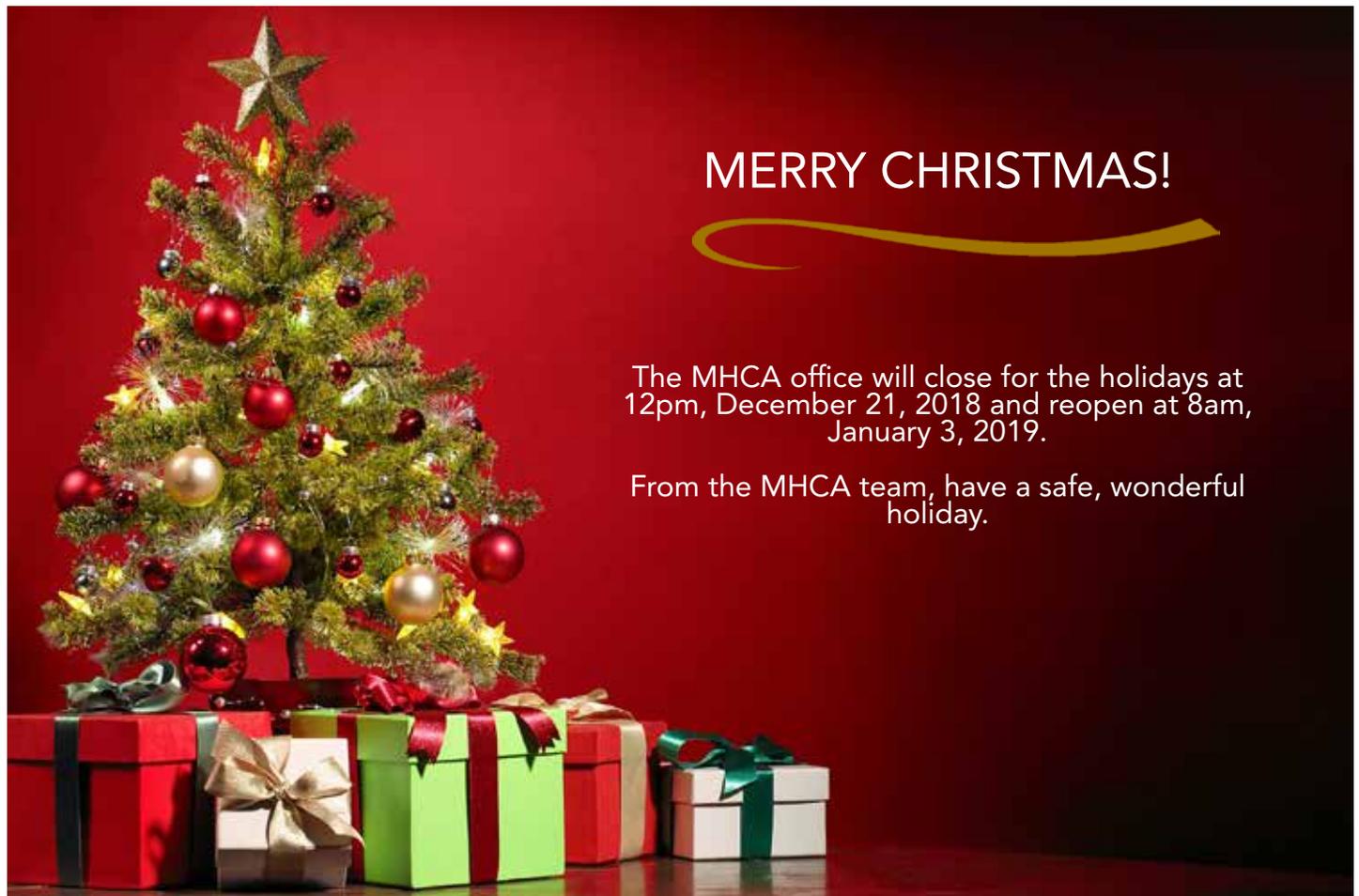
When an employee is injured, the last thing on anyone's mind is paperwork. No one wants to wait and watch the mail for forms that will have to be filled out and sent back in order to get people the compensation they need.

But somebody has to provide an incident report...and the sooner that report gets to the Workers Compensation Board, the sooner it can be processed and the sooner we can get an injured worker back to health and work.

So the WCB is making incident reporting easier by mov-

ing it online. The [Online Incident Reporting System](#) is a secure Internet application providing you with immediate access to WCB Incident Report forms, 24 hours a day, seven days a week. These forms are completely electronic, easy to use and "smart" - as you fill out your information onscreen, your form changes according to your answers to make it even simpler!

To find out more about this new service, please refer to [Using WCB's Online Incident Reporting System](#) or the [Incident Reporting Frequently Asked Questions](#).





ANNUAL CURLING CLASSIC



THURSDAY, JANUARY 24, 2019

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- Attend the lunch only • \$42.50 +GST

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 Hog Line Contest
 Morning Coffee & Muffin Station

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- Corporate signage at the end of the sheet of ice for the whole day
- Sponsorship announcement and recognition at lunch time
- A 'Thank You' recognition in MHCA's *Heavy News Weekly* and website

Company: _____ Contact Person: _____

Email: _____ Tel: _____

Please invoice (members only)

Visa/MC/AMEX: _____ Exp. Date: _____ Security Code: _____

Card Holder: _____

Signature: _____

Please save and return completed form to the MHCA office by email to christine@mhca.mb.ca or fax at 204-943-2279.

For more information, contact Christine Miller at 204-947-1379.

As per MHCA Board policy, only registrations cancelled at least six (6) business days prior to the commencement of this event will be refunded.

MHCA welcomes new members

The MHCA is pleased to welcome its newest members:

Apex Surety & Insurance Ltd.



Apex Surety & Insurance Ltd. specializes in performance, labour & material payment, commercial and development bonds; insurance placements for general liability, contractors equipment, property, builder's risk, wrap-up, professional liability; risk management including specification and contract review.

Apex Surety & Insurance can be contacted at:

Apex Surety & Insurance
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Winnipeg, MB R3L 2T7
Ph: 204.560.2508
Email: info@apexsurety.ca
www.apexsurety.ca

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Safety with Shelly - Consulting Services Ltd.
RR#3, Box 3, Grp 7
Morden MB R6M 2A2
Ph: 204.799.4712
Email: splett@safetyshelly.com
www.safetyshelly.com

MHCA Committee Meetings

MHCA Executive Committee
MHCA Office
January 16

MHCA Board of Directors
MHCA Office
January 23

Five roads of the future

Volvo Construction Equipment, December 13

In the past 50 years there have been huge advancements in the automobile industry but the roads we drive on remain nearly unchanged. As cars get smarter so too should the infrastructure that supports them.

Our planet is covered in roads. And by 2050 our global network of highways is projected to increase by 60 per cent. Volvo Construction Equipment takes a trip down the roads of the future to look at some incredible innovations and find out just how design, materials and use will adapt in the years to come

1. Plastic roads

Concrete production contributes to 8 per cent of global CO2 emissions according to the WWF. It is made from quarried aggregates – such as limestone, granite or sand – bound with cement, bitumen (asphalt) or other agents. But what if we replace these finite resources with one of humanity's infamous bi-products, such as plastic? India has been filling potholes using plastic as a binder on a small scale for years. U.K. engineer Toby McCartney has even developed a way to turn recycled plastic into pellets that can be added to asphalt to decrease the use of binders. You need 3 to 10 kg of recycled plastic per tonne of paved asphalt. This process makes the road considerably stronger and last much longer than traditional material. Cumbria in the U.K. adopted this for all new roadways. But life in plastic, isn't always fantastic. As roads break down, small micro particles of plastic are released into the surrounding environment and can have detrimental impacts on wildlife and human health.

2. Jigsaw roads

Dutch company KWS partnered with Wavin and Total to develop PlasticRoad – a prefabricated, modular roadway made from recycled plastic. The modular fitted pieces make it 70 per cent faster to build whilst the plastic hollow design makes it four times lighter than asphalt. The hollow design also allows for pipes and cables to be installed without extensive digging and has the capacity to store excess water during storms and floods. The trial phase began this September with the opening of a bike path in the Netherlands.

3. Glowing roads

With the huge advancements in technology in the car industry its important to note the role road markings already play in modern vehicles. Many cars with autopilot functions rely on these markings to help centre the vehicle on the road. In bad weather conditions or in low light it can be hard for both car and driver to see the markings, but this could all soon change.

On a small stretch of road in the Netherlands, street-lights have been replaced with glow in the dark lines which guide drivers. This simple but effect innovation was dreamed up by designer Daan Roosegaarde. During the day these fluorescent strips absorb sunlight and at

night this light it emitted back out again. Replacing street lights – especially on less travelled roads – provides a sustainable solution without jeopardizing the driver's safety. Roosegaarde is also looking to create road warning marks out of temperature sensitive paint. The margins will illuminate when triggered by a drop-in temperature, for example, warning drivers of icy patches on the road ahead. Similar technology is being incorporated into asphalt to create glowing cycle paths and small stretches of path, this could be a common sight for evening commuters in the future.

4. Self-healing roads

The U.K. alone spent £40 billion a year on the repair and maintenance of existing, mainly concrete, structures. This contributed significantly to CO2 emissions from cement manufacturing. But what if concrete could literally heal itself? Self-healing materials were voted one of the top ten emerging technologies by the World Economic Forum. Previously this technology was only really explored by the aerospace industry, but its potential widespread use in the concrete construction industry has driven more extensive research.

In 2013, researchers at the University of Bath, Cardiff and Cambridge joined forces to create a new generation of 'smart' concrete and other cement-based construction materials. As part of the project, researchers are developing a concrete mix that contains bacteria encompassed in microcapsules, which will germinate when water enters a crack in the concrete. This then produces limestone (calcite), plugging the crack before water and oxygen corrode the steel reinforcement below. Self-healing concrete is estimated to reduce lifetime costs by up to 50 per cent. The same concept is being used in asphalt where microscopic capsules containing rejuvenator can be used to enhance the self-healing capability of the material.

5. Electrified roads

About 60 per cent of carbon pollution from the transportation sector comes from passenger vehicles. If we electrify all of them with renewably generated, zero-carbon electricity, this could have a huge impact on reducing carbon emissions. However, the big issue with electric vehicles at present is the time they take to charge. Electric cars like the Tesla Model S can travel over 250 miles on a single charge, but recharging can take up to 25 hours. But research is being done into electrified roads which would allow electric vehicle drivers to charge on-the-go. Some research is looking into wireless charging while others are looking into cable contact charging where – not unlike a life-size Scalextric – cars will charge by maintaining contact with charging coils on the road. Early models suggest that installing charging coils in 10 per cent of our roadways will extend the driving range of electric vehicles from an average of 94 to 480 km.

MARCH 25 – 28



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Don Hurst
Director of WORKSAFELY™
Education and Training

Perfect time to look back, plan ahead to stay safe Back to you

The end of year presents the perfect opportunity to reflect on accomplishments achieved through your safety and health program. Looking back on safety performance in the last year can help set goals for 2019. Is your safety and health program as robust as you would like it to be?

Where are you now as a company in health and safety, and where do you want to be this time next year?

Items to review are:

- Your health and safety policy; it should be the basis of your company's safety and health action plan.
- Do your employees have the training they require?

- Are you monitoring progress – for example, by inspecting the workplace regularly or investigating accidents or 'near misses' – to learn from your mistakes?
- Have you set a date to review your safety and health performance against your plans?

Remember, your advisor is an excellent resource for you when reviewing your safety and health program. Please contact your regional advisor for any questions you may have, or for any training you may require. WORKSAFELY is here to assist your company to go from 'good to great' for safety performance.

KNOW YOUR WORKSAFELY™ TEAM

Don Hurst, B.A., M.A. (Econ.)

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SAFETY

E- NEWSLETTER



WORKSAFELY™ is bringing COR™ Training Week to Manitoba.

Winkler

January 21-25, 2019

Quality Inn

851 Main Street

Winkler R6W 4A4

Trainer: Ed Gregory

Brandon

January 14-18, 2019

St. John's Ambulance

Shoppers Mall, 1570 18th St

Brandon R7A 5C5

Trainer: Gerry McCombie

Courses include:

2 days COR™ Leadership in Safety and Excellence

1 day COR™ Principles of Health and Safety Management

2 days COR™ Auditor Training

REGISTER NOW

Contact **Kristen Ranson** at **204-594-9056** or kristen@mhca.mb.ca



Training Schedule

Construction Safety Excellence™

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

WINNIPEG - MHCA Office 3-1680 Ellice Ave.

January 2019

- 8 Train the Trainer - Facilitation Skills
- 10 Winter Roads Safety (1/2 day AM)
- 10 Emergency Response (1/2 day PM)
- 14-15 COR™ Leadership in Safety Excellence**
- 16 COR™ Principles of Health & Safety Management**
- 17-18 COR™ Auditor**
- 23 Flagperson (1/2 day AM)
- 23 Safety Committee/Representative (1/2 day PM)
- 24 Excavating & Trenching (1/2 day AM)
- 24 Auditor Refresher (1/2 day PM)
- 29-30 Traffic Control Coordinator

February 2019

- 5 Managing Impairment in the Workplace (1/2 day AM)
- 11-12 COR™ Leadership in Safety Excellence**
- 13 COR™ Principles of Health & Safety Management**
- 14-15 COR™ Auditor**
- 20 Train the Trainer-Facilitation Skills

March 2019

- 5 Flagperson (1/2 day AM)
- 5 Safety Committee/Representative (1/2 day PM)
- 11-12 COR™ Leadership in Safety Excellence
- 13 COR™ Principles of Health & Safety Management
- 14-15 COR™ Auditor
- 19-20 Traffic Control Coordinator
- 27 Excavating & Trenching (1/2 day AM)
- 27 Incident Investigations (1/2 day PM)

BRANDON St John Ambulance

January 2019

- 14-15 COR™ Leadership in Safety Excellence**
- 16 COR™ Principles of Health & Safety Management**
- 17-18 COR™ Auditor**
- 30 Train the Trainer-Facilitation Skills

February 2019

- 5 Flagperson (1/2 day AM)
- 5 Safety Committee/Representative (1/2 day PM)
- 6 Excavating & Trenching (1/2 day AM)
- 6 Transportation of Dangerous Goods (1/2 day PM)
- 11-12 Traffic Control Coordinator
- 20 Auditor Refresher (1/2 day AM)

WINKLER Quality Inn - 851 Main St.

January 2019

- 21-22 COR™ Leadership in Safety Excellence**
- 23 COR™ Principles of Health & Safety Management**
- 24-25 COR™ Auditor**



SAFETY TALK

Fight the spread of the cold and flu

They call it the “common cold” because it hits so many people and moves easily. Cold and flu are especially common during the holiday season as friends, family and co-workers gather in groups.

What’s the danger?

The cold and flu are caused by viruses that constantly change so these infections return and make us sick all over again.

Symptoms of these illnesses include headaches, dry mouths, sore throats, running noses and many others that cause us to 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 such as keyboards, phones, and door handles.

- Avoid touching your eyes, nose and mouth.
- Eat well, drink enough water, exercise and get a good night’s sleep. Keeping your body in good physical condition is the best way to make sure your immune system can fight off viruses like the cold and flu.

How to protect others

- 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 will allow you to rest up while your body fights off its illness, and will prevent your coworkers from getting sick.
- If you do get a cold, try 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:

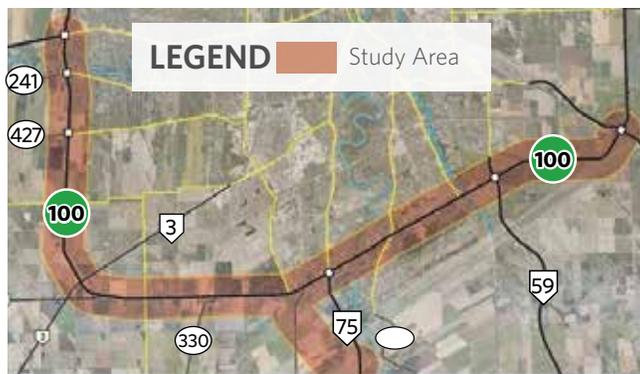
Employee Signature:

The Manitoba government is studying designs for the reconstruction of the South Perimeter Highway (PTH 100), including a proposed future St. Norbert Bypass.

The study's technical team has developed a series of options for the PTH 100 alignment, a proposed St. Norbert Bypass alignment, and associated interchanges and structures. A **series of open house events held in January 2019 will provide an opportunity for the public, and other interested stakeholders, to view and comment on the design options.** Please see the bottom left of this page for dates and details of these open house events.

STUDY AREA

The study area extends from the north limit of the PTH 1W (Portage Avenue)/PTH 100 interchange to the north limit of the PTH 1E (Fermor Avenue)/PTH 100 interchange. The proposed St. Norbert Bypass Functional Design Study extends from PTH 100, at Kenaston Boulevard, to PTH 75, south of PR 247.



PUBLIC ENGAGEMENT EVENTS

Three open house events will be hosted by the study team to present various design and alignment options for PTH 100 and the future proposed St. Norbert Bypass. Please join us at one of the following locations to learn more about the study and speak with members of the project team:

Date & Time: January 14, 4:30 p.m. - 7:30 p.m.
Location: South Winnipeg Community Centre
666 Silverstone Avenue, Winnipeg

Date & Time: January 17, 4:30 p.m. - 7:30 p.m.
Location: Oak Bluff Recreation Club
101-123 MacDonald Rd, Oak Bluff

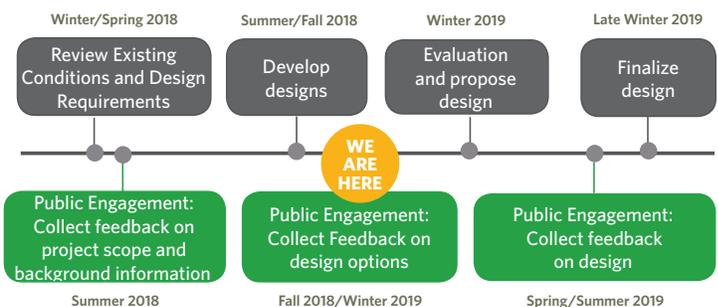
Date & Time: January 22, 4:30 p.m. - 7:30 p.m.
Location: Dakota Community Centre
1188 Dakota St, Winnipeg

HIGHLIGHTS OF THE STUDY

- The PTH 100 redesign would create a modern freeway facility.
- Highway access would be provided at grade separated interchanges with service roads at certain locations to accommodate access to fronting developments.
- The study will also include plans for a western bypass of the St. Norbert neighbourhood, from PTH 75, south of PR 24, and running north to PTH 100, at Kenaston Boulevard.

TIMELINES

The study was initiated in early 2018. At that time, a review of existing conditions and design requirements was completed by the study's technical team. During the summer of 2018, the study was introduced to the public through a series of public open houses and pop-up information booths. The public was provided with an initial opportunity to view preliminary information about the study and provide comments to the project's technical team.



For those who require alternate formats or interpretation in order to participate, please contact Melanie Spencer at Melanie.Spencer@gov.mb.ca or 204-794-2030.

For more information, visit the project website:
www.gov.mb.ca/mit/hpd/pth100

Or contact:
David Jopling at 204-943-3178
or PTH100StNorbert@wsp.com



Surge in trade confidence short-lived

By Peter G Hall, Vice President and Chief Economist

Canada's exporters ended the year in a ho-hum mood. That's maybe an achievement in a year filled with freak-out factors. What's disappointing is that this latest movement in EDCs Trade Confidence Index erased the mid-year surge, which occurred in spite of the worries that North American free trade might be a thing of the past. Given that we now have a CUSMA agreement, the late-year retreat of the Index is a setback. What do we make of this latest development?

Global conditions are a big downer

First, let's not get too discouraged. The Index did slide, but only down to its historical average. That means exporters are on balance upbeat, just not as much as in the middle of the year. True, all five Index elements fell, but it was the near-term perception of world economic conditions that took the biggest hit. In fact, this Index element is at its lowest level since the oil price shock in early 2015. Expectations for actual sales paint a very different picture. While down in the recent survey, the percentage of Canadian exporters expecting sales to rise over the coming six months is still at its second-highest level in the post-recession period – by a considerable margin.

Protectionism is affecting real activity

A second key finding is that protectionism is having tangible negative impacts on Canadian exporters. Close to one-third of survey respondents said that trade protectionism

is affecting their export and international investment strategies. Of the types of protectionism weighing on exporters' strategies, tariffs scored highest, followed by 'Buy American'/buy local policies. When asked about all the challenges they face while contemplating, maintaining or growing business outside of Canada, the highest single reason of all, cited by 14 per cent of exporters, is foreign tariffs and trade barriers. It's notable that this edged out financing needs and labour shortages, both of which in their own right are key current concerns for exporters.

More specifically, 34 per cent of exporters felt negative impacts from the steel and aluminium tariffs, still in place despite the CUSMA signing. But it's clear that progress on the new North American free trade pact has brought relief. In the mid-year survey, those citing negative impacts of deal uncertainty outweighed positive three-to-one; in the current survey, positive and negative responses are evenly balanced, with 59 per cent of exporters claiming no impact on their investment plans. Progress on the deal seems to have given a lift to investment appetite: 23 per cent more exporters plan to increase investment in response to CUSMA renegotiation, while 22 per cent fewer feel the need to delay investments.

Trade diversification is alive and well

Canadian exporters' diversification push is still significant, but somewhat less intense than during the earlier-year NAFTA renegotiation turmoil. A majority – roughly 55 per cent – of those surveyed plan to export to new markets in the next two years. That's on top of 38 per cent that did so in the past two years. Top

intended markets include the UK, Germany, China, France and Mexico. Those planning to invest abroad are at a relatively-high 19 per cent, with the overwhelming majority eyeing the US market.

Among other issues, it's clear that Canadian exporters are in a hiring mood. No less than 48 per cent of those we polled are planning to increase hiring over the coming six months, and 35 per cent say they are having trouble accessing skilled labour – a similar result to Bank of Canada findings. Another key finding is that confidence was lower in firms of all sizes, although strangely, small firms were less affected. The same was true across industries, except of transportation, where confidence was up marginally. Worst hit was the energy sector – no surprise there. Across Canada, scores were highest in Quebec and Atlantic Canada, and lowest in the West. Ontario weighed in slightly below the national average.

The bottom line?

Canadian exporters are less worried about actual foreign sales than they are about the protectionist policies that threaten to inhibit them. It's not a great feeling going into 2019 – but if protectionism angst is world-wide, maybe it'll speed up resolution.



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