



Business Council of Manitoba Submission for the 2011-12 Provincial Budget

PST Dedication to Municipal Infrastructure Recommended

Winnipeg - The Business Council of Manitoba offered its advice to the provincial government in advance of budget considerations in a brief submitted to Finance Minister Wowchuk on February 16, 2011 and to the Leader of the Conservative Party Hugh McFadyen days after.

The report was prepared by the Business Council Fiscal Issues Committee chaired by Richard Bracken. Its members are listed at page 13, thereof (see full report at www.mhca.mb.ca under Industry News) – and was unanimously adopted by the Board of the Business Council of Manitoba.

It dealt with a number of policy recommendations each of which are excerpted from the report:

***THE ECONOMY & MANITOBA'S FISCAL POSITION**

The tightening fiscal squeeze heightens the need to review every government expenditure. We strongly urge your government to eliminate waste and duplication while testing programs for effectiveness and relevance.

MUNICIPAL FUNDING ISSUES

We recommend:





a) That the government of Manitoba collect a one-per-cent increase in the Provincial Sales Tax for a ten-year period and that the proceeds from this tax (about \$225 million annually) be used only for infrastructure expenditures, to be defined by the provincial government and the municipalities

and for which the municipalities will be held accountable to their electorates. Allocation decisions must be clearly and transparently reported. This recommendation should not impact the amount of funding allocated to the City of Winnipeg or other municipalities through the Building Manitoba Fund or any other type of grant assistance.

b) We are aware that provisions within the provincial balanced budget legislation require a province-wide referendum if rates of major taxes are increased. The PST is specifically named in the statute. If the legislature is unwilling to amend the Act, then the referendum should be welcomed and the Business Council commits to speaking in favour of a special infrastructure levy for a defined period of ten years.

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HEALTH CARE REFORM

We recommend that the government undertake an analysis of the cost drivers specific to Manitoba's healthcare system and identify the funding gap that needs to be addressed.

We recommend that government continue to identify productivity and structural improvements to help offset this gap such as:

- » Accelerating the pace of primary care reform,
- » Creating long term care solutions that avoid expensive acute care,
- » Delivering speciality clinics outside hospitals,
- » Changing rules and customs concerning the scope of practice to reflect current reality,
- » Accelerating computerization,
- » Broadening the application of lean management techniques.

TAXES

We recommend that the government:

- a) Immediately announce a policy to phase-out the payroll tax.
- b) Create different payroll tax categories as part of the phase-out strategy with the federal government class being phased-out last.
- c) Include the impact of reduced federal revenues when negotiating a new agreement with the federal government on transfer payments.

REGULATIONS & RED TAPE

We recommend that the government initiate a review and accounting of existing regulations and develop a target for reducing regulatory requirements without sacrificing public safety or environmental objectives.

IMMIGRATION

We recommend that the government coordinate its efforts with the Business Council and other community leaders to persuade the federal government to reverse its decision and remove the cap on PNP applicants.

ENERGY & THE ENVIRONMENT

That the government of Manitoba continues to support the work towards a Canadian Clean Energy Strategy and actively participates in the upcoming meeting in Winnipeg scheduled for March 31st and April 1st.

MANITOBA HYDRO TRANSMISSION LINE

We recommend that the Manitoba government refer the questions of economic cost, economic development potential, environmental protection and aboriginal participation in the construction and operation of a hydro transmission line from northern Manitoba to the south to a panel of 3 distinguished citizens expert in the subject. The panel should report their

findings to the government within three months.

TOURISM

We recommend that the government:

- a. Promote tourism and provide sufficient funding to enable the development of a long-term strategy that positions Manitoba's tourist industry to remain competitive nationally and internationally. Tourism should be treated as an economic development investment.
- b. Analyze the North Dakota tax structure for income tax exemptions for tourist businesses.

EDUCATION

We recommend that the government remove the tuition cap of 5% and allow individual institutions to set their own tuition rates and ancillary fees. The government should only intervene when a compelling argument can be made that fee increases are not in the public interest.

We recommend that the government adopt a formal process that requires senior educational professionals from school boards and post-secondary institutions to meet semi-annually to discuss key issues impacting the success of high school graduates.

INNOVATION

That the government commit to a five-year innovation strategy that incorporates a systematic approach and includes a single window for businesses to access government programs and initiatives.

LAKE WINNIPEG BASIN

That the government in partnership with the International Institute for Sustainable Development aggressively pursue the bioeconomy as part of a basin-wide effort to clean up Lake Winnipeg.


NEW WEST PARTNERSHIP

We recommend:

- a) That the government immediately begin negotiations with B.C., Alberta, and Saskatchewan to join the New West Partnership.
- b) That the government issue a public statement identifying the importance of belonging to the New West Partnership.

CONCLUSION

In its concluding remarks the Council stated as follows:

"Manitobans will go the polls on October 4th this year to elect a new government. Members of the Business Council thank all those who will seek public office for their commitment to public service. We encourage them to offer ideas vigorously and respectfully. We hope the suggestions in this submission will add some value to the discussion." 

Get out of the way, Minister

Courtesy of The Winnipeg Free Press

On March 13, 1975, the Free Press reported that the provincial government had rejected a city council demand that Broadway share "growth" taxes with municipalities, which simply could not keep up with demands on the basis of property taxes. On Dec. 10, 1984, the Free Press reported that a panel that included the mayors of Winnipeg and Edmonton had concluded that cities needed a bigger bite of growth taxes and should not be treated as "beggars" seeking handouts from their big brothers. Eight years ago, as the cry went up across Canada that something be done to address soaring infrastructure deficits, former mayor Glen Murray led what became a national drive for a "new deal" for municipalities, one that was heeded by Ottawa but not Broadway. Then, on Thursday, 36 years after the initial push for a share of growth taxes, the Business Council of Manitoba recommended that the province raise the sales tax by one percentage point and give the resulting \$225 million a year (and growing) to municipalities to tackle what is now a crushing infrastructure deficit -- \$7.4 billion in Winnipeg alone.

Finance Minister Rosann Wowchuk instantly said "NO" -- the government's five-year plan to ring up more than \$2.5 billion of deficit spending doesn't include a sales-tax increase. This is a variation on the refrain that has been heard from this government for years -- it wasn't elected to raise taxes. True, but it wasn't elected to squander 11 years of unprecedented revenue growth fuelled by ballooning transfer payments, either.

It wasn't elected to receive all that money for all those years only to find today that the infrastructure deficit is worse than it was despite the fact that Ottawa stepped up to the plate by giving municipalities a share of gasoline taxes years ago.

Lead, follow or get out of the way is good advice for those who would be managers -- such as this government claims to be. So having failed to lead, having failed to follow, it should simply get out of the way.


As Ms. Wowchuk indicates, she's already busy trying to figure out how it is that the government of which she is a part first failed to live within its means, then stopped making debt payments and is now borrowing about \$500 million a year to keep up appearances, all the while hoping that the gravy train returns in three or so years as projected in the "five-year plan."



But just because the government is preoccupied with its deficits should not be a reason to allow infrastructure deficits to grow worse too, and simply because it lacks the courage to do something about it. Former NDP premier Roy Romanow temporarily raised Saskatchewan's sales tax by two points in the 1990s to fight the recession and then cut it when the crisis passed. It is, perhaps, a bit ironic that the Business Council is suggesting a similar model here -- put a 10-year time limit on the tax increase. That way everyone knows when it will end and, in the meantime, the people who actually will benefit immediately from the infrastructure improvements will be the ones who pay for them -- unlike budget deficits, which become the burden of future governments and future taxpayers.

A sales-tax increase to help the province deal with its mess is a non-starter. But an increase in which those who pay the tax see an immediate return, one that will continue to pay dividends for a generation, should not be a difficult sell. That is especially true given that the Harper Conservative government cut the GST by two points, creating a huge opportunity for provincial governments with courage to move in and direct sales taxes collected to those from whom they are collected.

As the Business Council also pointed out, other provinces are moving into the tax room that Ottawa abandoned. It's actually the right thing to do -- collect the tax revenue and take responsibility for how it is spent.

Ms. Wowchuk has a lot on her plate. She should increase the sales tax one point and then get out of the way. 

Inflation Consternation

By Peter Hall, Vice-President and Chief Economist of Export Development Canada

Looking for a clear message on the world economy's current state? You may not want to start with price statistics. At present, you can find runaway inflation, stability, disinflation and deflation, depending on where you look. Can we make any sense of the mixed messages?

As the US economy gains momentum, prices are rising. But at 1.7%, year-to-year gains are still in the lower part of the target space. Core prices (net of food and energy costs) are also rising, but year-to-year gains are a paltry 0.95%. In Canada, recent monthly gains have been strong, moving headline CPI inflation to 2.3%. Take away food, energy and indirect tax changes, and prices are up less than 1% over last year's levels. EU-27 stats are very similar, while core prices in Japan are still declining.



This seems odd. Most prices in developed markets are still very soft, but overall price growth appears normal, thanks to a sub-class of products that is surging. The culprits? Basic commodities. High oil prices are boosting energy costs toward pre-crash heights, and base metals are testing record levels. Moreover, food prices are soaring, as a bizarre coincidence of adverse weather conditions around the globe together with specific policy measures have put pressure on short-term food supplies.

Higher food prices are playing havoc with inflation in emerging markets, where staples like food and energy are a much larger share of the average household budget. That's on top of annualized gains that were already high as a result of economic momentum, large stimulus programs, currency regimes and significant capital inflows. Recent events have pushed consumer inflation to 5% in China, 6% in Brazil, and 10% in India and Russia. Certain emerging markets have used subsidies to offset recent price increases, but quelling price growth has largely been the task of the central banks.

Unlike the localized inflation pressures in the West, emerging market pressures are more widespread, affecting wages and product prices. This has evoked a different policy response, and created the strong impression that key emerging market zones have decoupled from the rest of the world. There is even growing concern that emerging market inflation will be exported to the developed world.

It's difficult to make sense of the upward price pressure in the context of globalisation and the current state of world growth. On balance, global GDP has not yet returned to pre-recession levels, and developed markets are struggling with high unemployment. In addition, prices are still tumbling in most Western housing markets, ample evidence that huge excesses persist. In this context, high and rising non-food commodity prices are a mystery, notwithstanding rapid emerging market growth.

Ah, but there is a common thread. A good deal of the specific price pressure is related not to macro fundamentals, but to policy measures. Many emerging markets fought recession with public spending packages that were huge even by OECD standards. Increased liquidity has fed emerging market inflation through capital inflows. And currency pegs, where present, have fed domestic inflation.

The bottom line? Key policy measures have staved off the worst effects the recent downturn could have produced. Pockets of inflation are a collateral result that are likely to persist until the world gets back to a supply-demand balance that enables unwinding of the special policy measures.

What will the city do with \$189 million?

Infrastructure bucks could go a few ways

By Dan Lett, *The Winnipeg Free Press*

Bus rapid transit. Recreation centres. CentrePort. Roads and bridges. And now the Winnipeg Convention Centre.

Which project will be the beneficiary of \$189 million of unspent infrastructure funding from the three levels of government that remains, on paper at least, sitting on the table collecting dust? Each week, new rumours arise about what it will be spent on, but officially, officials from the city, province and federal government refuse to confirm any of what, for now, is just talk.

The money in question, assembled as part of Ottawa's tripartite Building Canada Fund, was originally targeted for Phase 2 of the Southwest Transit Corridor, the bus rapid transit line that will eventually connect Main Street to the University of Manitoba's Fort Garry campus.

The first phase, from Main Street to Jubilee Avenue, is nearly complete, but it is essentially useless until the final six kilometres of the route are completed all the way to the U of M. But that hasn't stopped Mayor Sam Katz from playing a friendly game of Let's Make A Deal with the provincial and federal governments.

Katz prefers light rail and last year, over protestations from Premier Greg Selinger and federal Public Safety Minister Vic Toews, Manitoba's regional minister, he and council took BRT off the city's list of priority infrastructure projects. In doing so, Katz did not kill BRT, but he has effectively put it in the broom closet and, for now, there's not much the other levels of government can do about it.

As the name suggests, tripartite funding requires all three levels of government to support a specific infrastructure project. If any one of the partners says no, it functions as a virtual veto and that's exactly what the city has done with BRT.

But what to do with the money? Katz has said he would like to put it to work immediately on 11 priority infrastructure projects approved by council last fall. These projects include the widening of Kenaston Boulevard between Taylor Avenue and Academy Road, the Chief Peguis West extension and a replenishment of the Community Centre Investment Fund. But there are other projects under consideration.

Sources confirmed the city suggested \$54 million of the remaining funds be used to cost-share the water and sewer



services needed for CentrePort, the agency developing lands around Richardson International Airport into a trade and manufacturing hub.

But that is not the only project to draw the attention of the three levels of government. Recently, discussions have included a proposed expansion of the Winnipeg Convention Centre.

The WCC wants \$200 million to help Winnipeg retain its reputation as a top-five destination for conventions in Canada. Last year, the WCC and city applied for federal funding under the Public-Private Partnership stream, only to be turned down. Ottawa did, however, encourage the WCC to apply again.

That is not to say the city will agree to use BRT monies for the convention centre. The city raises millions of dollars each year through an accommodation tax and sources indicate Katz might want to use that money, and borrowing, to finance the WCC expansion.

What does all this mean? BRT (or LRT if the mayor has his way) will be rolled out over a longer period of time. It will be difficult to say with confidence the project has been "delayed" because nobody knows when the Southwest Transit Corridor was to have been completed. Provincial officials have identified 2014 as the completion date, but the city has never confirmed that forecast.

The reality is, however, rapid transit has been irreparably delayed. First, in 2006 when Katz stopped BRT plans hatched by his mayoral predecessor, Glen Murray. And then again last year when Katz halted planning to examine an LRT option for the corridor.

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The city will likely dispute any suggestion this is a repurposing of BRT money, but it's patently clear that is what's happening now. It's true there likely will be a new federal infrastructure program rolled out at some time, perhaps not in this year's upcoming budget, but soon after. And the province remains committed both to annual infrastructure funding and rapid transit. So when the city gets around to making rapid transit a priority again, history suggests there will be some money to get it done. We'll call it the better-late-than-never approach to infrastructure funding.

But is late better than never? Each year the project is delayed, it gets more expensive. And if you subscribe to the economics of rapid transit, each year with less rapid transit means more wear and tear on city streets. Unfortunately, Katz paid no price in last fall's municipal election for his starts and stops on rapid transit. And neither the feds nor the province seem poised to withdraw the funding.

As it stands now, those who support rapid transit will have to wait for later, in the hope it doesn't become never.

INVITATION TO PARTICIPATE on MHCA Aggregate Producers Committee

Consistent with priorities adopted at the MHCA AGM, further reviewed by the MHCA Board at its January 19, 2011 meeting, and circulated to all members on January 20, 2011, we are pleased to extend an invitation to MHCA members to participate on the MHCA Aggregate Producers Committee to be chaired by Warren Sigfusson.

Its first meeting shall convene at 12:00 noon Wednesday, April 6, 2011 at the MHCA offices 1236 Ellice Avenue and you / your company are invited to indicate if you would like to participate.

MHCA Aggregate Producers Committee

The mandate is to address matters of interest or concern of the aggregate producers and its relationships with the Mines Branch and related government agencies.

The DRAFT Agenda (suggestions for additional topic areas are welcomed) for the first meeting is proposed as follows:

- » Electrical Mines Inspection/Ground fault protection continues to be an problematic area. The one inspector's interpretation is becoming problematic;
- » Rehab Levy Program and /or Community Enhancement Fund should perhaps be re-visited. We are missing out on an important initiative to enhance industry image and reputation to be seen to be contributing visibly to real problems;
- » Winnipeg Spec Review is required to deal with quality control of 6" down;
- » Timeliness of permits;
- » Multi-year permits;
- » Review of Rehab program to determine monies raised, expended, amount in reserve, future directions; and
- » Timeliness of tender ads by government agencies, departments.

Any MHCA Member is welcome to participate on the above committee. As noted above, if you or someone in your company would like to participate, please notify Christine Miller by email at christine@mhca.mb.ca or phone at 947 1379 by March 18, 2011 in order that final meeting arrangements might be made.

Jabs fly during city budget battle

Opposition slams mayor over infrastructure repairs; Katz derides accusations

Courtesy of the Winnipeg Free Press

A divided city council approved Winnipeg's infrastructure-spending plan for this year during a chippy special meeting that further damaged the strained relationship between Mayor Sam Katz and Fort Rouge Coun. Jenny Gerbasi.

On Tuesday, council voted 10-6 to approve the city's 2011 capital budget, a spending blueprint for \$370 million worth of road, bridge, sewer and building construction projects and repairs.

The plan calls for the city to complete previously announced projects such as the \$195-million Disraeli Freeway reconstruction, the \$109-million Chief Peguis Trail extension and the \$105-million conversion of the Canada Post building into a new police headquarters. It's also involves \$69 million less in infrastructure spending than the city undertook in 2010, when federal stimulus funds brought the capital budget to \$439 million.

On the floor of council, Katz and finance chairman Scott Fielding (St. James) described this year's capital budget as making the most with limited resources. But opposition councillors criticized the document for doing too little and also complained the plan was developed without their input.

Gerbasi went as far as accusing Katz of burying a report from an infrastructure council the mayor struck up in May and talked up during the civic election. She claimed the report, which was supposed to recommend ways the city can tackle its \$3.5-billion infrastructure deficit, has not seen the light of day because "the mayor and his group don't like something in it."

Katz reacted angrily. "For any councillor to start making

accusations or innuendos about things being buried, that's totally untrue and shame on you," he said before the vote. "Maybe you're looking for attention or love."

Gerbasi demanded an apology, but Katz refused. After the meeting, he told reporters the infrastructure council would soon hold its final meeting and issue a report afterward.

While the report might suggest higher development fees and a new sales tax, Katz said it's unlikely any of its recommendations will be included in the city operating budget, which he and Fielding are expected to table next week.

On the floor of council, Transcona Coun. Russ Wyatt said the city has already hired consultants to explore the idea of creating development fees but rejected the idea. Wyatt slammed Katz for not borrowing more money to conduct infrastructure repairs, claiming the "city is crumbling" to the point where Winnipeg's roads are as bad as those in Cuba.

"Fidel doesn't like roads. I guess we don't like them either," quipped Wyatt, imploring Katz to use his powers as mayor "to move mountains."

Daniel McIntyre Coun. Harvey Smith also elicited laughs for suggesting it's just as easy to win the lottery as to get your back lane fixed in Winnipeg.

In the end, Smith, Wyatt, Gerbasi, John Orlikow (River Heights), Ross Eadie (Mynarski) and Mike Pagtakhan (Point Douglas) voted against the capital budget.

St. Vital Coun. Gord Steeves derided the opposition for criticizing the spending plan without offering alternatives. Katz said the opposition was merely motivated by ideology.

Breakfast with Leaders Event — March 2nd, 2011 is POSTPONED TO A LATER DATE

2011 Proposed City of Winnipeg Capital Construction Program

Presenters: Lester Deane, P. Eng., Manager of Engineering, Public Works Department & Mike Shkolny, P. Eng, Manager of Engineering, Water and Waste Department

Location: Victoria Inn - Carlton Room

Time: 7:30am Registration/8:00am Breakfast/8:15am Presentations

To Register: Contact Christine Miller, MHCA Events Manager at 947-1379 or by email to christine@mhca.mb.ca

WATCH THE HEAVY NEWS WEEKLY FOR UPDATES ON WHEN THIS BREAKFAST WILL TAKE PLACE!



For Immediate Release: February 16th, 2011, 4:30 pm

TBT Engineering Limited Introduces New Manager of Manitoba Operations

TBT Engineering Limited is very pleased to announce that, effective Monday, February 7th, 2011, Mr. John Kuchak, C.E.T. has been appointed as our new Manager of Manitoba Operations. Mr. Kuchak's first day officially managing our Winnipeg facility took place Monday, February 14th, 2011.

Since graduating from Red River College in 1972 from the Civil Engineering Technology program, Mr. Kuchak has amassed over 39 years of experience in the civil engineering field. He has acquired vast expertise in materials testing, geotechnical and environmental investigations, project management, construction inspection, quality control testing and inspection, and concrete restoration technology.

During the 1980s and 90s, Mr. Kuchak was General Manager of Independent Test-Lab Limited as well as Concrete Restorations Services Ltd.

Most recently, Mr. Kuchak was a Senior Project Manager with SNC-Lavalin Inc. in Winnipeg. There, he was assigned to the CentrePort project as quality control manager; Resident Construction Coordinator for the substation expansion at Mosaic Potash Belle Plaine; Area / Contract Coordinator for the West Dyke contracts of the Red River Floodway Expansion; and Resident Contract Administrator at Manitoba Hydro's Grand Rapids Generating Station Riprap Production & Stockpiling.

TBT Engineering is very proud to add Mr. Kuchak to our Manitoba team. Aside from managing the day to day operations of our Winnipeg material testing facility, he will also be responsible for growing the TBT Engineering brand throughout Manitoba. Mr. Kuchak looks forward to an opportunity to provide high quality civil engineering consulting services to your company and invites you to contact him if you have questions, or for more information.

For more information:

Mr. John Kuchak, C.E.T., Manager, Manitoba Operations

TBT Engineering Limited - 110 Paramount Road, Winnipeg, MB R2X 2W3

Work Phone: 204-633-6008

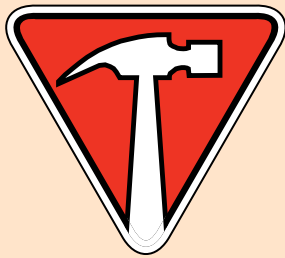
E-mail: jkuchak@tbte.ca

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Construction Safety Excellence™



SAFE WORK

S SPOT THE HAZARD
A ASSESS THE RISK
F FIND A SAFER WAY
E EVERYDAY

Manitoba's New Workplace Safety and Health Regulation

Changes to the Workplace Safety and Health Regulation, announced by the provincial government in October 2010, include a new requirement to protect workers from psychological harassment in the workplace.

"Manitoba now joins other provinces such as Ontario, Saskatchewan and Quebec in requiring employers to provide protection from such harassment," Labour and Immigration Minister Jennifer Howard said. "This builds on current measures that protect workers from harassment based on age, race or gender, and ensure workplaces are respectful and safe for everyone."

This new requirement will address psychological harassment, such as intimidation, bullying and humiliation. Reasonable day-to-day actions, or disciplinary actions, taken by managers or supervisors to manage workplaces and workers are not harassment.

Several other amendments are included in the new regulation. Most are based on recommendations made by the Advisory Council on Workplace Safety and Health during a recent review of The Workplace Safety and Health Act. One amendment responds to a recommendation made following the inquest into the 2000 death of a Manitoba worker at Hudson Bay Mining and Smelting Company, Limited in Flin Flon. The remaining technical changes were identified through discussions with stakeholders.

Overall, the new regulation will:

- require employers to deal with issues of psychological harassment in their workplaces
- provide clearer direction to employers and workers on the steps necessary to control workplace hazards
- apply a variety of technical changes in areas including personal protective equipment and standards for rigging

Timing

To provide enough time for employers and workers to become familiar with and comply with the updated requirements, existing workplace safety and health regulations are to be followed until the new regulation takes effect on February 1, 2011.

Courtesy of the SAFE WORK Newsletter, November 2010.

WORKSAFELY Breakfast Event

Construction Law Seminar: Workplace Health & Safety

Jonathan Woolley and Scott Hoepfner from Thompson Dorfman Sweatman LLP will be presenting on workplace health and safety for the construction industry. The presentation will highlight aspects of the Workplace Safety and Health Act including:

- » General obligations imposed on contractors, employers, supervisors and workers;
- » Specific requirements set out in the Regulations of the Workplace Safety and Health Act
- » The risks of non-compliance with the Workplace Safety and Health Act; and
- » Criminal liability for workplace accidents.

Details:

- » Tuesday March 1st 2011
- » 7:30 a.m. - 9:30 a.m.
- » Canad Inns - Polo Park
- » Ambassador M Room
- » Cost: \$35 per person



To register please call Christine at the MHCA office at 947-1379 or email her at christine@mhca.mb.ca

Coming Soon: New WORKSAFELY COR Banners!

Watch for the new WORKSAFELY COR Banners coming soon, and make sure to get your FREE banner for your company worksite. Watch the Heavy News Weekly for details on when the banners will be available.

This Safety Talk is intended to bring awareness of workplace incidents and the measures to take to prevent recurrence. Print and review this talk with your staff, sign-off and post on a bulletin board. File for audit purposes (COR™ - Element #8 Training & Communications).

Winter Driving Safety — Snow Plow Operations

During heavy snow falls snow plow operators work hard and diligently to clear the roads. They are often out in treacherous conditions to make the highways and roads clear and as safe as possible for all motorists.

As vehicle operators, the manner in which we drive or park our vehicles can create problems for snow plow operators.

For your safety and to help snow plow operators, drive with extreme care and caution and respect the snow clearing operations.

- » Slow down when approaching snow plows on all roadways during daylight and evening hours. Never assume that a snow plow operator can see you.
- » When attempting to pass a snowplow, approach slowly and stay a safe distance behind the operator prior to passing. Never pass on the right-hand side of the plow.
- » Drive defensively and anticipate oncoming traffic prior to passing a snow plow and only pass when visibility is unobstructed.
- » Avoid following a snow plow too closely, since the cloud of snow discharged from the plow will obstruct your visibility.
- » Snow removal equipment is usually out in extreme conditions. Watch for their flashing amber lights and be aware of the equipment size and position on the road way.

Be cautious and respect snow plow operators. Their job is to make roads safer for our use, allowing us to get to our destination safely.



WORKSAFELY MHCA

Construction Safety Excellence™

Training Schedule

Register by:

- » Email: Heather DeJaegher at safety@mhca.mb.ca
- » Fax: 204-943-2279

REMINDER:
WORKSAFELY requires
 at least six people
 registered to deliver the
 course.

Cancellation Policy:

The **WORKSAFELY** policy states cancellation must be made at least two business days in advance, otherwise full course fee charge will apply.

FEBRUARY 2011	
February 7-8	COR™ Leadership
February 9	COR™ Principles
February 10-11	COR™ Auditor
February 15	Safe Work Procedures
February 16	WHMIS (1/2 day AM)/ TDG (1/2 Day PM)
February 17	COR™ Auditor Refresher (1/2 day AM)
February 18	Excavating & Trenching (1/2 day AM)
February 18	Flagperson (1/2 day PM)
February 18	First Aid 1 — CPR
February 22-23	Train the Trainer
February 22-23	Confined Space Entry Level 2
February 23	Prime Contractor

MARCH 2011	
March 7-8	COR™ Supervisory Leadership
March 9	COR™ Principles
March 10-11	COR™ Auditor
March 14	Excavating & Trenching (1/2 day AM)
March 14	Flagperson (1/2 day PM)
March 15	Prime Contractor
March 15	COR™ Auditor Refresher (1/2 day AM)
March 16	WHMIS (1/2 day AM)/ TDG (1/2 Day PM)
March 17-18	Train the Trainer
March 18	First Aid 1 — CPR
March 22-23	Confined Space Entry Level 2
March 25	Safe Work Procedures
March 28-29	COR™ Leadership
March 30	COR™ Principles
March 31 - Apr. 1	COR™ Auditor

UPCOMING COR™ TRAINING	
March 7-11	Thompson, MB
March 28 - April 1	Swan River, MB
March 28 - April 1	Gimli, MB
April 4-8	Brandon, MB

Customized training is available for your specific requirements.

Call the **WORKSAFELY** Office at (204) 947-1379 for more information.