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## HIGHWAYS BUDGET, ECONOMY TAKE CENTRE STAGE AT MHCA AWARDS BREAKFAST, AGM

*MHCA caps 75th year, celebrating achievements and renewed in its purpose*

**G**etting trade on the road and boosting Manitoba's economic growth depend on sustained investment in our highways.

That is among the key points that guest speaker Don Leitch will deliver in his address to the MHCA's Annual General Meeting – Award Breakfast at the RBC Convention Centre on Friday. Leitch is the President of the Manitoba Business Council.

The breakfast, Annual General Meeting and the Chairman's Gala at the RBC Convention Centre all cap the celebration of the association's 75th anniversary.

Leitch will layout the foundational items required to attract business and grow Manitoba's economy: people, power, water and transportation. He assesses the status of each, noting these are the necessities all businesses look for when locating new or expanding their operations in any market.

His address will follow those of MHCA Chair Greg Orbanski and MHCA President Chris Lorenc.

"The MHCA and our industry are respected in our communities and the halls of govern-

ment because of our members' dedication and support, because we work together in a principled way and with resolve," Lorenc says. "Our strong history of accomplishment is our foundation and it will support us in years to come."

Infrastructure Minister Ron Schuler will bring greetings and deliver MI's construction awards to MHCA members.

In speaking to the MHCA's priorities for 2019, Lorenc stressed the primary goal is clear.

"Manitoba must see its highways budget rise from the current level of \$350 million – a level that not only digs us further into the infrastructure investment deficit, but also acts as a drag on our province's rate of economic growth."

The evening Chairman's Gala will see Orbanski hand over the "gavel" in welcoming Jack Meseyton to the Chair's position.

"I confidently welcome Jack to the Chair's role," Orbanski says. "I am assured of his stewardship in the next two years because of the MHCA's strength, its many successes and because of its solid history which we will continue to write."

# City hall recognizes roads budget as an investment



## MHCA meets with IRPW chair Matt Allard

**T**he MHCA put procurement process and policies, along with investment in street renewal, on the table Tuesday at a meeting with Coun. Matt Allard, chair of city council's infrastructure renewal and public works committee.

Allard was reappointed to lead the IRPW committee when Mayor Brian Bowman announced his new executive policy committee last week. Allard was first elevated to IRPW chair last year, when Coun. Marty Morantz stepped down, signalling his intent to run for federal office.

"It was reassuring to hear the councillor speak of the street renewal program as an 'investment,'" MHCA President Chris Lorenc said. "The fact is that there is huge economic value in a strong core infrastructure program. Clearly Coun. Allard sees that and was interested in how Winnipeg's procurement policies and process can be improved to get more value out of those budgets."

Lorenc was joined by MHCA Board members Henry Borger, the outgoing chair of the City of Winnipeg committee, and Dennis Cruise, who is Borger's successor for 2019.

The hour-long meeting included discussion about earlier rollout of the city's construction tenders, which hinges

on much earlier tendering of the design engineering requirements for road works; the advantages of using quality-based selection for the design engineering contracts; the cascading impact on city costs when construction contract tenders are delayed in the season; and, the benefits to Winnipeg and other municipalities with a discussion about a new fiscal deal to move provincial and federal governments to recognize and compensate for the limited financial capacity of municipalities in cost-shared infrastructure agreements.

"We also noted that the MHCA is very much looking forward to being involved in the working group the mayor has spoken publicly about, to scope out the ways in which street construction can be done more efficiently, to minimize as much as possible disruption to commuters and business," Lorenc added.

"That working group needs the participation of MHCA, the engineering community and the Winnipeg Construction Association because some items in that discussion are more complicated than they appear initially."

The 2019 Operating and Capital Budget discussions will get underway soon at city hall. Typically, the city presents its draft budget in late November or early December, but with the fall election, that will move the process a month or so down the calendar.

# Municipalities highlight infrastructure in pre-budget submission to province

## *AMM underscores need for new revenue sources to meet demands*

**The need for increased investment in core infrastructure is highlighted as a critical provincial issue by the Association of Manitoba Municipalities in its pre-Budget 2019 submission to the government.**

The AMM puts the revenue challenge and infrastructure investment at the top of its list of critical issues requiring immediate action. It calls upon the province to:

- Identify new, additional sources of revenue for municipalities to address Manitoba's growing \$11+ billion infrastructure deficit and increasing municipal responsibilities
- Increase investments in core infrastructure, namely municipal roads, bridges, and water and wastewater-related projects as well as provincial highways
- Immediately reinstate the Municipal Road and Bridge Program, which has been reduced to \$2.25 million, from \$14 million in 2017

The budget submission notes that "in 2017, the legislative guarantee under The Municipal Taxation and Funding Act to share 1/7 of provincial PST revenues with municipalities was repealed."

"We join the AMM in its request for increased investment in core infrastructure," MHCA President Chris Lorenc said. "We have always said that while all Manitobans are hurt by the reduction in the investment the province makes in core infrastructure – highways, roads, bridges, sewer & water, and water-control structures – municipalities keenly feel the cuts because of their lack of financial capacity for funding these projects."

## MHCA Committee Meetings

### **MHCA Board of Directors**

RBC Convention Centre  
November 16 • 11:00 AM

### **Rental Rates Committee**

MHCA Office  
November 20 • Noon

### **MHCA Executive Committee**

MHCA Office  
January 16

### **MHCA Board of Directors**

MHCA Office  
January 23

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# MHCA welcomes new members

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The MHCA is pleased to welcome its new members:

## **Cypher Environmental Ltd.**



Cypher Environmental engineers high quality, environmentally friendly dust control, soil stabilization and water remediation solutions. As an industry pioneer, Cypher is continually innovating and delivering higher performing products for our customers. Improvements will be noticed with increased operational efficiency while reducing risks to the environment.

Cypher Environmental can be contacted at:

Cypher Environmental  
1149 St. Matthews Ave. 2nd floor  
Winnipeg, MB R3G 0J8  
Ph: 204.489.1214  
Email: [c.macdonald@cypherenvironmental.com](mailto:c.macdonald@cypherenvironmental.com)  
[www.cypherenvironmental.com](http://www.cypherenvironmental.com)

## **Quantum Utilities Ltd.**



Quantum Utilities specializes in telecommunications infrastructure design & build, horizontal directional drilling, HydroVac, trenching, fibre optic install, aerial lashing, underground electrical & mechanical distribution, duct banks, and street lighting & signals.

Quantum Utilities can be contacted at:

Quantum Utilities  
5-1595 Brookside Blvd.  
Winnipeg, MB R2R 1V6  
Ph: 204.480.4647  
Email: [graham@qutilities.com](mailto:graham@qutilities.com)  
[www.qutilities.com](http://www.qutilities.com)

## **Cement Works Inc.**



Cement Works Inc. is proud to deliver everything from retaining walls to industrial concrete flooring.

Cement Works can be contacted at:

Cement Works  
Box 2925  
Swan River, MB R0L 1Z0  
Ph: 204.734.9308  
Email: [cementworks@outlook.com](mailto:cementworks@outlook.com)  
[www.cementworksinc.ca](http://www.cementworksinc.ca)



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## Look for the MHCA supplement in the Winnipeg Free Press

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On Thursday November, 15 the Winnipeg Free Press published the MHCA supplement. Look for the supplement on your doorstep or read the publication [online here](#).

If you would like to have additional copies for display in your lobby/business please contact MHCA at 204-947-1379.



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# CCA updates members on steel and aluminum tariff dispute

**As you know, the Canadian Construction Association (CCA) has been actively working with the government to find a solution to the steel and aluminum tariffs.**

This week, Prime Minister Trudeau confirmed he once again pressed the matter of steel and aluminum tariffs with President Trump in France over the weekend and expressed a desire to conclude the ongoing dispute before the G20 in Argentina in late November. Canadian ambassador to the United States David McNaughton has also affirmed that outreach to the US Trade Representative to resume talks has been made and is expected to resume this week.

While we are encouraged by this news, CCA continues to call upon the Canadian government to end the outsized impact the ongoing dispute is having on our industry.

While we continue to dialogue with senior government officials on the matter and plan to speak directly to it

during the November 27 Hill Day, CCA wishes in the interim to share the following processes, programs and packages aimed at relieving steel and aluminum producers and manufacturers.

Should you have any questions or if we can provide further input as the negotiations continue, please contact our vice-president of public affairs Rodrigue Gilbert at [rgilbert@cca-acc.com](mailto:rgilbert@cca-acc.com) or 613-236-9455, ext. 432.

Regards,



Mary Van Buren, MBA, CAE

President, Canadian Construction Association

**A newsletter for contractors  
and safety supervisors  
in the heavy construction  
industry**

**Subscribe today!**

[www.mhca.mb.ca/worksafely/e-news/](http://www.mhca.mb.ca/worksafely/e-news/)



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# MHCA welcomes new marketing and communications coordinator

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**Alisa Woods** comes to the MHCA from an impressive start to her career in marketing and communications.

Alisa will be central to the MHCA's move to greater use of social media in its work to

serve and reach members, and its stakeholder partners in Manitoba.

Alisa has a Bach. of Business Administration (Nipissing University) and an MBA (2015) from the Goodman

School of Business, Brock University in St. Catharines, Ont.

She worked with Niagara Tourism from 2015 to 2017, started her own consulting business and worked for Napier Outdoors and Upfeat Media in developing marketing initiatives and campaigns, with an emphasis on social media platforms. Woods came to Manitoba this summer.

"We are really excited to have Alisa on the team, helping to expand MHCA's reach and impact in our work for members and in our advocacy in the community," MHCA President Chris Lorenc said.

To reach Alisa please email her at [alisa@mhca.mb.ca](mailto:alisa@mhca.mb.ca) or call 204-947-1379.

## THIS COULD BE YOUR AD

Advertising in the *Heavy News Weekly* gets your message out to our powerful and influential audience in the heavy construction industry across Manitoba

We offer special advertising rates for members

Contact  
Alisa Woods for  
advertising options  
and rates at  
[alisa@mhca.mb.ca](mailto:alisa@mhca.mb.ca)





**Don Hurst**  
*Director of WORKSAFELY™,  
Education and Training*

## Reviewed your alcohol and drug policy recently? *Back to you*



**S**o, it has been one month since recreational cannabis was legalized in Canada. What are we doing in response?

WORKSAFELY™ held a workshop on Managing Impairment in the Workplace this week. This enabled participants to get a better understanding of why workplaces should respond to alcohol and drug issues in the workplace, and the importance of implementing an effective alcohol and drug policy. While the heavy construction industry has longstanding policies in place to address

impairment, the legalization of cannabis has provided an opportunity for companies to pull out their alcohol and drug policies and strengthen them.

The workshop touched on the effects of alcohol and drugs in the workplace, and the potential consequences for harm to workers and others, as well as the importance of fitness for duty and how to respond when workers are impaired.

The workshop is 'hands-on' with students participating in case studies and role playing; it also provided a great opportunity for the class to network.

Have you reviewed your policy? If you need assistance with your alcohol and drug policy, please contact us.

Our next managing impairment workshop will take place in Brandon, on December 4th. Please contact Kristen Ranson at [kristen@mhca.mb.ca](mailto:kristen@mhca.mb.ca) to register. Stay tuned for future dates of more Winnipeg workshops, as well.

## KNOW YOUR WORKSAFELY™ TEAM

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

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### **Kristen Ranson**

WORKSAFELY™ Administrative Assistant  
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# SAFETY TALK

## Workplace impairment

Workplace impairment means being unfit to work safely. People who are impaired can injure themselves or others.

### What's the danger?

Impairment can have many causes, with the most common being the use of:

- Alcohol
- Recreational marijuana
- Illegal drugs
- Prescription drugs for medical conditions
- Over-the-counter medications

Impairment puts a worker or co-worker at risk of injury through:

- Impaired judgment, thinking and decision making
- Decreased motor coordination, reaction time and sensory perception
- Psychological or stress-related effects, such as mood swings or personality changes

### Responsibilities

Workers:

- Make sure that your ability to work safely is not impaired by alcohol, drugs or other causes
- Do not work if you are impaired and cannot work safely
- Tell your supervisor or employer if your ability to work safely is impaired for any reason
- Tell your supervisor or employer if you see someone who appears to be impaired

Employers:

- Prevent a worker who appears impaired from working when anyone's safety may be at risk
- Refuse to allow a worker to remain at any workplace while the impairment affects the ability to work safely

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

Date: \_\_\_\_\_

Performed by: \_\_\_\_\_

Supervisor: \_\_\_\_\_

Location: \_\_\_\_\_

Concerns:

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---

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Employee Name:

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Corrective Actions:

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Employee Signature:

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# Training Schedule

## Construction Safety Excellence™

**TO REGISTER,  
PLEASE CONTACT:**

Kristen Ranson  
kristen@mhca.mb.ca

**WINNIPEG - MHCA Office**  
**3-1680 Ellice Ave.**

### November 2018

- 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**
- 13-14 COR™ Auditor**

### January 2019

- 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**
- 22 Excavating & Trenching (1/2 day AM)
- 22 Auditor Refresher (1/2 day PM)
- 23 Flagperson (1/2 day AM)
- 23 Safety Committee/Representative (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

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**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**
- 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**



## Is trade diversification worth it?

By Peter G Hall, Vice President and Chief Economist

**Is trade diversification worth it? I'm amazed – no, flabbergasted – that eminent Canadian economists think not. Their arguments seem compelling: we are on the doorstep of the world's largest, most efficient economy, with whom we share language, much heritage, customs, tastes and preferences, and the longest undefended border on the planet. It is intuitive that we should always be each other's number one. But global growth dynamics categorically disagree. Could it really be that over time, Canada's trade map is in for a seismic shift?**

### Recent numbers are misleading

Recent trends are disappointing. Take China, Canada's second-largest merchandise trading partner. Despite China's superior economic growth, our shipments there since 2012 have only just matched growth to the US market. To some, that's a permanent state, case closed. Data suggest otherwise. First, the 2014-16 global commodity price plunge weighed on receipts for raw goods. Second, China's inventory overhang in steel and other industries has temporarily lowered demand for industrial inputs from Canada. Third, China has been trying to wean itself off public stimulus, causing volatility in demand. And finally, the US economy has been in recovery mode, boosting its need for our goods and services. Clearly, temporary factors are shifting the numbers about; the recent phase is not a benchmark period.

### Export transformation is underway

Trend growth stretching back to 2000 is perhaps a better gauge. Here, there is an 11 per cent wedge every year between export growth to the US and to China. If this were to persist from today onward, China would become Canada's top global merchandise export customer in a mere 26.3 years. To some, that growth assumption is a stretch. Fine, let's then take relative growth from 2014 to 2017, where China has a 6 per cent annual advantage. In this case, China would be our number one in just over 44 years. All things considered, that's still very fast.

Are either of these assumptions reasonable? It all comes down to the potential economic growth of our trading partners, and our ability to meet their growing demands. Most agree that the US economy can grow by about 2.5 per cent annually in the long run; outside estimates would stretch to 3 per cent. At the same time, China's potential growth is double that, and India's is arguably in the 8 per cent range. Simple math on the relative import requirements of these customers suggests a natural, or automatic, diversification.

### Oz gets it

If so, there should be examples that we can appeal to. Let's first go to Australia, a small, open economy like Canada. Back in 1987, traditional customers (Japan, the UK, the US and New Zealand) accounted for about 50 per cent of exports. China was at the 3 per cent level, but was growing three times faster. Even so, its share of Aussie exports was a mere 5 per cent by 2000. But the growth wedge persisted, and compounding did its magic: by 2016, China had vaulted to first place, and it now accounts for a handsome 31 per cent share of Australian exports. This is perhaps the clearest live ex-

ample of what a revolution in overall trade composition can look like.

### Where's the Canadian evidence?

So, is it possible that Canada is on the same path? Specific industry data strongly suggest so. China has long since been British Columbia's top market for sales of pulp and logs. In recent years, China's imports of BC sawmill products have been 50 per cent of US sales. Cross-Canada food shipments to China are also rising dramatically, and in certain sectors have risen to about a quarter of exports to the US. In fact, China is a key driver of a diversification trend that since 2000 has impacted all provinces and major industry categories across Canada. Over this time, our sales to the emerging world have risen from 5 per cent to over 13 per cent of total merchandise exports.

If these new millennium trends persist, Canada will quickly become a transformed export space. Several industries will call China their top customer within the next two decades, including meat processing, seafood, rubber manufacturing, refined and recyclable metal, and the starch and vegetable oil manufacturing industry. Ask those in the industry, and they will quickly agree that this is happening, and hard to keep pace with.

### The bottom line?

Diversification of Canada's trade isn't just worth it; far more than that, it is an inevitability that is already a reality for industries on the leading edge of the trend. So let's just end the debate, and get on with the definitive trend that is already transforming Canada's long-term potential economic growth.



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November 13, 2018

## **Summary of Changes for 2019 Spring Road Restrictions (Order #1)**

### **SUMMARY OF CHANGES:**

#### **Added Restriction:**

- None

#### **Removed Restriction:**

- PTH 9 from Clandeboye Road to PTH 17
- PTH 41 from 0.6 km South of PTH 16 to PTH 16

#### **Restriction Level Changed from Level 2 to Level 1:**

- PR 251 from PR 452 to PTH 21

See [www.gov.mb.ca/mit/srr](http://www.gov.mb.ca/mit/srr)

For further information about the 2019 Spring Road Restrictions

## 2019 SPRING ROAD RESTRICTIONS (SRR) ORDER # 1

### RESPECTING THE OPERATION OF VEHICLES ON HIGHWAYS IN THE PROVINCE OF MANITOBA

Pursuant to *subsections 86(1), 86(2) and 86(3), The Highway Traffic Act (C.C.S.M. c. H60)*, I order that 2019 spring weight restrictions will be imposed as follows:

In this order:

#### **Level 1 spring road restrictions means:**

- (a) On a single steering axle of a single or tandem drive truck tractor:
  - 10 kg per millimetre width of tire up to a maximum of 5,500 kg on all highways.
- (b) On a single steering axle of a straight truck or a tridem drive truck tractor:
  - Tire size 305 mm or less: 10 kg per millimeter width of tire up to a maximum of 5,500 kg on all highways.
  - Tire size greater than 305 mm: 9 kg per millimetre width of tire up to a maximum of 6,570 kg on all highways.
- (c) On a tandem steering axle group of a straight truck:
  - 9 kg per mm width of tire multiplied by 0.90 (download factor) up to a maximum of 12,240 kg on RTAC Routes or Class A1 highways and up to a maximum of 9,900 kg on Class B1 highways.
- (d) On all other axle groups:
  - 9 kg per millimetre width of tire up to a maximum of 90% of the legal axle group weights on all highways.

#### **Level 2 spring road restrictions means:**

- (a) On all single steering axles of all vehicle configurations:
  - 6.5 kg per millimetre width of tire up to a maximum of 65% of the legal axle weights on Class A1 and Class B1 highways.
- (b) On a tandem steering axle of a straight truck:
  - 6.5 kg per millimetre width of tire multiplied by 0.90 (download factor) up to a maximum of 8,840 kg on Class A1 highways and up to a maximum of 7,150 kg on Class B1 highways.
- (c) On all other axle groups:
  - 6.5 kg per millimetre width of tire up to a maximum of 65% of the legal axle weights on Class A1 and Class B1 highways.



## IMPLEMENTATION DATES

<u>Climate Zone</u>	<u>Earliest Start Date</u>	<u>Latest End Date</u>
Zone 1	March 1* (6:00 AM)	May 31** (11:59 PM)
Zone 2	March 6* (6:00 AM)	May 31** (11:59 PM)
Zone 3	March 12* (6:00 AM)	June 10** (11:59 PM)

\* May be delayed depending upon weather conditions.

\*\* May be earlier depending upon weather conditions.

Please refer to website [www.gov.mb.ca/mit/srr](http://www.gov.mb.ca/mit/srr) for details and updates.

Information is also available by calling the Road Information Line at 511 in Manitoba or at 1- 877- 627-6237 outside Manitoba, and by calling Motor Carrier Permits and Development at 204- 945-3961 or toll free at 1- 877- 812-0009.

For a list of RTAC Routes and Class A1 and Class B-1 highways that are subject to Level 1 road restrictions, and the Class A1 and Class B1 highways that are subject to Level 2 road restrictions, please [click here](http://www.gov.mb.ca/mit/srr). You can also go to the Manitoba Government web site [www.gov.mb.ca/mit/srr](http://www.gov.mb.ca/mit/srr), or call the Road Information Line at 511 in Manitoba or at 1- 877- 627-6237 outside Manitoba, or Motor Carrier Permits and Development at 204- 945-3961, or toll free at 1- 877- 812-0009.

BY ORDER

Original signed by \_\_\_\_\_  
 Ruth Eden  
 ACTING ASSISTANT DEPUTY MINISTER  
 ENGINEERING & OPERATIONS

November 13, 2018  
 \_\_\_\_\_  
 Date

## ORDER # 2: 2018-2019 WINTER SEASONAL WEIGHTS (WSW)

RESPECTING THE OPERATION OF VEHICLES ON HIGHWAYS  
IN THE PROVINCE OF MANITOBA

### ORDER FOR THE START AND END DATES OF THE WINTER SEASONAL WEIGHTS (WSW) WHICH INCLUDE:

- WINTER WEIGHT PREMIUM,
- WINTER SEASONAL CLASS A1 HIGHWAYS DESIGNATION, AND
- WINTER SEASONAL RTAC ROUTES DESIGNATION

Pursuant to subsection 29(3), 30(3), Schedule B- subsection 2(2) and Schedule C- subsection 2(2) of the Vehicle Weights and Dimensions on Classes of Highways Regulation (MR 575/88), Highway Traffic Act, I order that Winter Seasonal Weights (WSW) on Manitoba provincial routes/highways will be permitted as follows:

AXLE AND GROSS VEHICLE WEIGHTS
<p><b>Winter Weight Premium (WWP) means:</b> 10% increase in the maximum gross axle weights- <i>For Non-RTAC Vehicles as set out in Schedule E (MR 575/88):</i></p> <ol style="list-style-type: none"> <li>a) On a single axle or axle group on a class A1 highway or class B1 highway.</li> <li>b) The gross vehicle weights not to exceed the prescribed maximum for a normal class A1 highway or class B1 highway.</li> </ol> <p><i>For RTAC Vehicles as set out in Schedule H (MR 575/88):</i></p> <ol style="list-style-type: none"> <li>a) On a single axle on a RTAC route.</li> <li>b) On a tandem axle on a RTAC route up to but not to exceed 17,600 kg.</li> <li>c) On a single or a tandem axle on a class A1 highway or class B1 highway.</li> <li>d) The gross vehicle weights not to exceed the prescribed maximum for a normal RTAC route, class A1 highway or class B1 highway.</li> </ol> <p><b>Winter Seasonal RTAC Routes Designation means:</b> Reclassification of specific portions of class A1 highways and class B1 highways as RTAC routes-</p> <ol style="list-style-type: none"> <li>a) Normal RTAC route gross axle weights on all axle units plus the allowable WWP on a winter seasonal RTAC route.</li> <li>b) The gross vehicle weights not to exceed the prescribed maximum for a normal RTAC route.</li> <li>c) Winter seasonal RTAC routes are listed in Schedule B- subsection 2(1) of MR 575/88.</li> </ol> <p><b>Winter Seasonal Class A1 Highways Designation means:</b> Reclassification of specific portions of class B1 highways as class A1 highways-</p> <ol style="list-style-type: none"> <li>a) Normal class A1 highway gross axle weights on all axle units plus the allowable WWP on a winter seasonal class A1 highway.</li> </ol>

- b) The gross vehicle weights not to exceed the prescribed maximum for a normal class A1 highway.
- c) Winter seasonal class A1 highways are listed in Schedule C- subsection 2(1) of MR 575/88.

#### IMPLEMENTATION DATES

- A.** For the province of Manitoba, south of the virtual line that includes PTH 77, going easterly to include PR 513 (Gypsumville) and the northern tip of Black Island, following the eastern shore of Lake Winnipeg to the north shore of the Winnipeg River, easterly along the north shore of the Winnipeg River to PR 304 and easterly to the Ontario border (**Climate Zone 1**).

**\*Start Date:** 12:00 A.M., Friday, December 21, 2018.

**\*\*End Date:** 11:59 P.M., Wednesday, February 20, 2019.

- B.** For the province of Manitoba, north of the virtual line specified in A (above), and south of the virtual line that includes Sherridon Road (Sherridon), going easterly to include PR 393, Wabowden Access Road (Wabowden) and Sipiwesik Lake Access Road, and easterly to the Ontario border (**Climate Zone 2**).

**Start Date:** 12:00 A.M., Monday, November 19, 2018.

**\*\*End Date:** 11:59 P.M., Wednesday, February 20, 2019.

- C.** For the province of Manitoba, north of the virtual line specified in B (above) (**Climate Zone 3**).

**Start Date:** 12:00 A.M., Thursday, November 15, 2018.

**\*\*End Date:** 11:59 P.M., Monday, February 25, 2019.

*\* May start earlier depending on the weather condition.*

*\*\* May end later depending on the weather condition.*

**Please refer to website [www.gov.mb.ca/mit/wsw](http://www.gov.mb.ca/mit/wsw) for details and updates.**

Information is also available by calling the Road Information Line at 511 in Manitoba or at 1- 877- 627- 6237 outside Manitoba, and by calling Motor Carrier Permits and Development at 204- 945-3961 or toll free at 1- 877- 812-0009.

BY ORDER

Original signed by \_\_\_\_\_  
 Ruth Eden  
 ACTING ASSISTANT DEPUTY MINISTER  
 ENGINEERING & OPERATIONS

November 13, 2018  
 \_\_\_\_\_  
 Date



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