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Manitoba's potential economic growth is riding on boosting trade, and that relies on the roads and highways to move people and goods, MHCA President Chris Lorenc told a business gathering with Premier Brian Pallister and his cabinet ministers Wednesday.

That core infrastructure investment must start with a strategy – allowing rollout of investment over multi-year budgets – and a highways budget that recognizes other provinces are gearing up for new trade-deal opportunities opening up for Canada, Lorenc told the Manitoba Chambers of Commerce Ministers Dinner.

"An infrastructure asset-management plan values our transportation infrastructure for the long-term investment that it is," Lorenc said. "It ensures we won't hit the ditch, that we won't get left behind as other provinces move to get their people to work and goods to market."

The MHCA had five members of its Board of Directors at the dinner, which saw the Premier and cabinet ministers moving to new tables for each course of the meal. The MHCA was a sponsor, giving it opportunity to speak from the podium and place materials at the table settings.

Lorenc congratulated the Premier on the throne speech, which focused on a provincial economic development plan and moving along the Winnipeg Metro Region's transportation strategy for the Capital Region.

Transportation and core infrastructure investment is an economic imperative, he noted, because it has high-value returns to the GDP.

"What is the return on investment? I could cite a container ship of statistics, percentages, dollar signs. But let's just say this: The evident impact of the economic growth triggered by core infrastructure investment is immediately felt in the local economy – people's incomes go up, sense of job security rises, they buy things, they improve their property," Lorenc said.

"Almost as immediately, the provincial treasury sees the returns – besides PST revenues, it will see income taxes from workers, from businesses and corporations.

"Manitoba's goal for an expanded national, continental and global trade profile rides on this."

The address at the Ministers Dinner coincides with the advertising the MHCA, joined by Merit Contractors Association, has launched this month to highlight the damage that cuts to the provincial highways capital budget have done to Manitoba's economy. In 2016, Manitoba's highways investment was \$628 million; this year it was budgeted at \$350 million and the industry has been told it will remain at that level in 2019/20.

Infrastructure Minister Ron Schuler released Manitoba Infrastructure's construction tender advertising schedule at the MHCA's Awards Breakfast Friday, November 16. Please see Page 2 for the details.

Mb Infrastructure rolls out end-of-season tenders, next year's schedule

The new Manitoba Infrastructure tender advertising schedule, released at the MHCA Awards Breakfast on Friday, November 16, holds out 89 tenders, 45 of which are what would be considered construction tenders.

The schedule, which includes more than 20 tenders of all sorts to the end of December this year (part of the 2018/19 budget), seems to compare favourably against that released last year at this time. That schedule held 23 construction tenders.

Aside from construction jobs, the new schedule also has 12 tenders for stockpiling aggregates, five for grading, two for micro-surfacing and eight dust control. Others are also maintenance or intersection work to be tendered.

At the Awards Breakfast, Infrastructure Minister Ron Schuler announced the Highways Capital budget for

2019/20 will remain at \$350 million, as it was this year. That compares to the \$520 million expended in 2016/17 and \$442 million in '17/18.

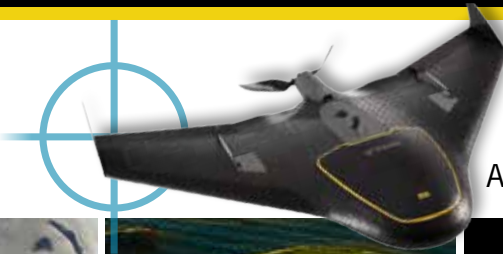
Since 2015/16, the Highways Capital budget has been cut or under-expended by \$318 million.

"The messages delivered by MHCA at the Awards Breakfast, by myself and our immediate past Chair, made clear the damage that this lack of investment in our highways and our provincial core infrastructure assets is doing to our economy and, specifically, to our industry," MHCA President Chris Lorenc said.

The real value in the tender schedule is the efficiency with which it is rolled out in the new year, to make the most of the full construction season available in Manitoba, Lorenc said.

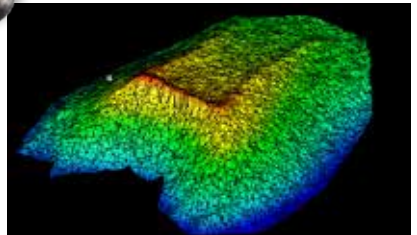
To read the highways tender advert schedule [click here](#)

For a complete look at MHCA's awards breakfast, annual general meeting and annual Chairman's gala please see pages 8-13.



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Economic report card shows room to improve

Chris Lorenc and Yvette Milner, Winnipeg Free Press, November 6



Chris Lorenc

We all like a good deal. We're Manitobans. Money in the pocket.

When it comes to putting out a couple of bucks to make a couple more bucks, who wouldn't go for a guaranteed return?

Public investment in core infrastructure (streets, highways, bridges and structures, sewer and water land drainage) is about as close to a guaranteed return on the dollar as you can get.

But it's not all delayed reward: there is instant gratification in smoother roads and fewer traffic jams, too. Who would leave that kind of opportunity for return on investment (ROI) on the table?

As for the future ROI, strong investment in roads and highways is the gift that keeps on giving: it boosts our GDP for many years — it increases trade, and in Manitoba, trade is 53 per cent of our GDP. Who wouldn't grab that kind of opportunity?

This is the kind of investment governments can and should use, in the interests of the provincial economy, and of all Manitobans. We deserve better roads and we need to look after our economy — our kids' employment prospects.

This is Public Investment 101, pretty much textbook stuff. The text is backstopped by a hefty bibliography supporting the business case. Again, who wouldn't seize that opportunity?

Apparently, not the Pallister government.

Far from being Manitoba's economic saviour, this government is restraining immediate growth and putting our potential for growth at risk.

It has no multi-year plan for investment in core infrastructure. It has slashed the very budget that supports return on investment, that helps fill the treasury with tax revenues that carry social program budgets.

In 2015-16, \$628 million was invested in our highways. The Pallister government cut the budget every year and for 2018-19, it budgeted a mere \$350 million for highways.

Municipalities are hurting, too — the municipal roads

and bridges program was all but eliminated, cut from \$14 million to \$2 million.

The ride's getting bumpier, yes. But where the pain really hits the road is on our economy, because if we can't get trade on the road, 53 per cent of our GDP is impaired, employment takes a hit and incomes don't rise. Our standard of living doesn't get the solid lift it should.

How do we know these things? Economic analyses have documented infrastructure's predictable, high-value ROI. The primer for Manitoba was written in 2014 by the Conference Board of Canada.

The Conference Board analysis said Manitoba's plan, at the time, to invest \$1.02 billion annually in core infrastructure — roads, highways, bridges and water structures — would boost real GDP by \$6.3 billion over 2014-2018, create 59,000 person-years of employment and boost average incomes by \$1,100.

In 2015, the board checked its numbers. It reviewed the \$1.04 billion invested in core infrastructure in 2014, and found it boosted Manitoba's GDP by \$1.31 billion. The largest impact was on personal incomes and retail sales. The spinoffs were seen in tax revenues (people earn and spend) to governments.

The ROI of that kind of strategy? We get to invest in health and education. Cut deficits. Decide on where taxes might be adjusted. Our province and our economy get on a solid footing.

Setting aside the financial and fiscal benefits of sustained, strategic investment, let's talk about how well-maintained core infrastructure gets personal. It means your car doesn't get swallowed by a sinkhole; your water flows when you turn the tap; your sewage gets flushed and, equally importantly, treated. It means your house and your community won't get swamped when the snows melt and rains pound. The bridge or overpass you drive on (or under) doesn't spectacularly, tragically "fail."

It means things that must work actually do work. We don't think about that until something fails. We call core infrastructure an economic investment; really, it's an investment in people. In Manitobans.

We know there are no guarantees in life. But when experience and evidence repeatedly bear out that the ROI of core infrastructure investment is like money in the (treasury) bank, why wouldn't you invest?

It's Public Investment 101. The Pallister government apparently doesn't get it, and it's hurting our economy.

Chris Lorenc is the president of Manitoba Heavy Construction Association. Yvette Milner is the president of Merit Contractors of Manitoba Association.

Throne speech delivers more of the same; glimmers of hope

"More of the same with some glimmers of hope" is how I would characterize the throne speech, delivered November 20 at the legislature. Keeping to tradition, the speech tried to touch upon as many constituencies as possible to soften the fiscal restraints and program cuts that have been the government's hallmark to date.

The long-awaited provincial economic growth strategy – which will see "a restructuring of Manitoba Growth Enterprise and Trade and its programs" – is expected to be released soon. That strategy is to be guided by the results of the Angus/Gamey report, written following community consultations. One hopes for our collective interests it is progressive and dynamic in its goals.

A long-term strategy to unleash the economic potential of Manitoba's north, focusing on six priority areas including northern mineral and resource potential, Indigenous engagement and partnerships and strategic infrastructure investment, will be released based upon recommendations from the 'Look North' steering committee.

The definition of strategic core infrastructure yet again strayed from traditional, to include schools, hospitals and cultural projects. The government committed only to "sustaining our levels of investment." The Lake St. Martin project is again profiled as a priority flood-protection and mitigation project.

Absent from the speech was any reference to a focused plan to strategically invest in Manitoba's trade transportation system, or highways. The speech commits the government to "sustaining our levels of investment" –

meaning, \$350 million, which is also the worst news.

Of particular interest was the government's intent to work with the partners in the Winnipeg Metropolitan Region to shape regional investments in infrastructure, including regional economic growth, water wastewater and transportation. Given the WMR hosts 65% of the economy, 70% of the population and 39 of the 57 seats in Manitoba's legislature, it would appear that the WMR has attracted deserving attention from Manitoba.

"Over the next year, my government will encourage and work with members of the Winnipeg Metropolitan Region to develop and adopt a regional strategy to improve and co-ordinate land use and development in the region. It will promote co-operation between area planning districts and municipalities in the delivery of services, economic development strategies and development of infrastructure in the region."

Absent from the speech was any reference to a focused plan to strategically invest in Manitoba's trade transportation system, or highways. The speech commits the government to "sustaining our levels of investment" – meaning, \$350 million, which is also the worst news.

- Chris Lorenc

The MHCA will continue its work to press the government to make sustained investment in core infrastructure, including in strategic transportation assets that support trade, which accounts for 53% of Manitoba's annual GDP.

Trade is at the heart of the economy and is fed by highways, its arteries. Neglect the arteries and you choke its heart.

MHCA President Chris Lorenc was among invited guests in the legislature's gallery for the reading of the Speech from the Throne on November 20.

Manitoba Infrastructure moves to hire consultant for service-delivery review

Deputy Infrastructure Minister Scott Sinclair has sent notice the department will be looking for an external consultant to lead the review of its programs and activities. This is the second phase of MI's service-delivery model review.

This builds on a province-wide consultation conducted since late 2017. The MHCA submitted its views and recommendations in those consultations.

"We have appreciated the feedback we have obtained from citizens, communities, advocate groups and business as we are committed to delivering better outcomes

and services for Manitoba," Sinclair wrote in a letter to MHCA President Chris Lorenc Thursday. The letter was sent to various parties who fed in to the consultations.

MI will post a request for qualification, and once firms are chosen, they will be asked to submit through a request for proposal. "The successful firm will partner with us building recommendations and an implementation plan, which will position us as a modern, flexible and adaptable organization," Sinclair said.

Consultations throughout this process will continue, he added.

Saskatchewan

Legislation introduced to establish payment timelines for construction industry

Saskatchewan News Release, November 20

The Government of Saskatchewan introduced legislation today to better protect and define the rights and obligations of owners, developers, contractors and subcontractors.

The Builders' Lien (Prompt Payment) Amendment Act, 2018 will create a payment process to establish reasonable timelines for providing payment for construction projects. It will also establish an interim adjudication process that can be used in addition to arbitration and litigation.

"While The Builder's Lien Act was meant to balance the needs of contractors and their customers, over time it has become apparent there is some room for improvement," Justice Minister and Attorney General Don Morgan said. "This legislation provides a robust set of timelines to ensure payments are made by owners and developers to contractors, and by contractors to subcontractors, in a timely manner."

Under the proposed legislation, owners and developers will be required to provide payment within 28 days of re-

ceiving a proper invoice for construction services. Contractors will be required to provide payment to subcontractors within seven days of receiving a payment from the owner or developer.

"We are pleased to see the government deliver on its commitment to protect Saskatchewan construction companies – mostly small businesses – from unreasonable delays in payment that harm them, their employees, and our economy," Saskatchewan Construction Association President and CEO Mark Cooper said. "While we still need to review the entire Bill introduced today, we agree with the government that no one should ever face bankruptcy because they haven't been paid for high quality work they've already completed."

Under this new legislation, the person required to provide payment can also dispute the payment through the interim adjudication process if they feel an invoice is inaccurate. By providing a more robust process and clearer guidelines, government hopes to reduce the number of payment delay cases that end up in court.

CCA applauds government's initiatives to restore business confidence

Canadian Construction Association, November 21

The Canadian Construction Association (CCA) applauds the government's efforts to restore business confidence in Canada as stated in the fall economic update released today. "CCA has been advocating for prompt payment, accelerated depreciation, support for attracting under-represented segments into construction as well as for increased funding for innovation and infrastructure," said Mary Van Buren, CCA president. "These commitments by the government are essential to enabling Canadian construction firms to compete more effectively in Canada and around the world."

Construction is a cornerstone of the Canadian economy, employing 1.4 million Canadians and generating 7% of the gross domestic product (GDP). The construction industry is integral to building strong and resilient Canadian communities, connecting our citizens and businesses.

The following announcements in the government's fall economic update are of particular value to CCA's 20,000 member companies:

Faster depreciation of equipment will improve productivity

Many of our firms are capital intensive and the depreciation will free up significant funds that the firms will use to improve their productivity through innovation, technology or equipment purchases. This in turn will allow them to compete on larger projects, or to deliver more projects to build a better Canada.

Help with payment issues and red tape welcomed

The commitment to introduce prompt payment legislation is a clear demonstration that the government is listening to the members of the construction industry. Not only will prompt payment legislation address cash flow

problems for construction companies, it will improve productivity generating greater value for the Canadian economy.

The government's intention to create a culture to harmonize regulations, reduce red tape and respond to recommendations from the business community is a positive step to restoring confidence in Canada.

Funding for entrepreneurs will help grow the talent pool

With an aging workforce and looming retirements, the construction industry is facing an urgent need for skilled and technology-savvy workers. "Construction is quickly evolving, applying new technology to deliver Canada's infrastructure of the future," said Mary. The funding for women as well as for Indigenous and recent immigrant women entrepreneurs, apprentices and workers will help businesses better support the training, recruitment and retention of this talent pool.

Support for innovation

The increased funding for innovation through the Strategic Innovation Fund will be instrumental in enabling the construction industry to for example, develop solutions to climate change or reduce waste.

Export-enabling infrastructure

In addition to the \$180 billion already allocated for infrastructure, the new commitment to investing in Canada's export-enabling infrastructure is an endorsement of the role construction plays in strengthening both Canada's domestic economy and in opening doors for Canadian firms to markets around the world.



**Canadian
Construction
Association**

MHCA Committee Meetings

Rental Rates Committee

MHCA Office
December 17

MHCA Executive Committee

MHCA Office
January 16

MHCA Board of Directors

MHCA Office
January 23

Lyft executive says future of mobility innovation makes way for all



Lyft vice-president Joseph Okpaku at the CMHR November 19

Ride-sharing good for local economy, road safety

Lyft's vice-president of public policy told a business lunch crowd Tuesday that no city can cover all areas well with public transportation, which is another benefit of ride-sharing companies such as his.

In fact, Joseph Okpaku said, in some cities Lyft has become part of the public transportation system, with public transit apps including ride-sharing. Frequently, they are used as 'first mile/last mile' of a commuter's journey by transit.

Ride-sharing, which involves ordering up a car with a hired driver and sometimes with others sharing the cost of the ride, is also a benefit to those working at night, Okpaku told the diners at the Winnipeg Chamber of Commerce event. Public transit can be scary in the dark, he noted, adding that one rider explained it this way: "What's cute at noon ain't so cute at midnight."

In Winnipeg, Lyft and Uber have hit a roadblock to opening up shop. In other cities, drivers are covered by insurance under the ride-sharing company's policy, effectively turning it on and off in the hours they operate. In Manitoba, he said, Lyft has been told insurance has to be purchased by the operator.

Okpaku said Lyft has calculated the economic benefit in cities where ride-sharing operates at a total \$2 billion. People who use ride-sharing options tend to go out more often, stay out longer and spend more. Further, in some cities, ride-sharing has helped reduced drunk driving rates.

He said were ride-sharing available in Winnipeg, Lyft has calculated that \$8.8 million more would be spent locally by passengers and the value of time saved due to efficiency gains would equal \$6.4 million.

MHCA – tested, stronger. Ready for the next 75 years



The provincial highways budget has eaten a lot of the MHCA's advocacy time and effort in the last year. But not all.

At the November 16 MHCA Awards Breakfast and Annual General Meeting, outgoing Chair Greg Orbanski and President Chris Lorenc reviewed the association's work and achievements in 2018, and the priorities in the year ahead.

Orbanski, who handed over the gavel to new Chair Jack Meseyton at the Chairman's Gala Friday night, told the breakfast crowd that, sitting at \$350 million this year, the highways budget level "threatens the sustainability of Manitoba's heavy construction industry. This is not what we were promised by the provincial government."

Orbanski noted that the MHCA has run radio and social media ads, to push back on the budget cuts and under-expenditures in the highways capital program, and other cuts to core infrastructure investment programs provincially.

In other files, however, he noted there was progress on:

- Securing access to aggregate deposits, with Planning Act amendments that will trigger a provincial technical review when an application for a zoning variation is made
- The city of Winnipeg's street renewal budget in 2018 saw the full benefit of the revenues from the 2% dedicated tax increases, pushing up that budget by \$11 million.

Lorenc said 2019 will see MHCA continue to push for returning the highways capital budget to the \$500-million annual minimum level.

"That has got to be our primary advocacy priority, there is no doubt," Lorenc said.

Other priorities in the coming year include:

- Working on the Minister's Aggregate Advisory Committee to review the Quarry Rehab Program standards and funding; consider adjustments to the aggregate haul fee and aggregate mining license; and address local concerns before they become problematic
- Improving, further, Winnipeg's procurement processes to assist the Mayor's objective of accelerating construction projects cost-effectively
- Ensuring continued recognition of the MHCA's WORKSAFELY™ program as the 'go -to- for safety education, training and COR™ Certification

Lorenc reviewed the history of reversed commitments by the current provincial government, relating to infrastructure investment.

He also thanked Orbanski for all the hard work, especially over 2018, which involved numerous meetings at the legislature with ministers and senior departmental officials.

For his part, Orbanski said the value of an association – the combined voice and effort of all members – was made clear during the past two difficult years.

"I am proud to have served as your Chair. I confidently welcome incoming Chair Jack Meseyton, assured of his stewardship in the next two years because of the MHCA's strength, its many success and because of its solid history which we will continue to write."



2019 MHCA Board of Directors



Back Row from left: Michael Byrne, Denis Collet, Dennis Cruise, Greg McKee, Ron Duncan, Warren Sigfusson
 Front Row from left: Derek Walker, Barry Arnason, Chris Lorenc, Jack Meseyton, Nicole Chabot, Peter Paulic, Greg Orbanski, Henry Borger.
 Missing: Bob Reidy & James Kaskiw.

EXECUTIVE COMMITTEE

Chair	Jack Meseyton
Vice Chair	Nicole Chabot
Secretary/Treasurer	Dennis Cruise
Immediate Past Chair	Greg Orbanski
At Large	Henry Borger Bob Reidy Barry Arnason Derek Walker
MHCA President	Chris Lorenc

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Highways & Northern	Derek Walker
Winnipeg	Dennis Cruise
Membership	Bob Reidy
Events	Michael Byrne
WORKSAFELY & Education	Peter Paulic
Aggregate	James Kaskiw
Equipment Rental	Greg McKee
Board - At Large	Warren Sigfusson Ron Duncan Denis Collet

2018 membership awards

60 YEARS

The Wither Group

Toromont CAT



50 YEARS

Cambrian Excavators
Lafarge Canada Inc.

Smook Contractors Ltd.
Vector Construction Ltd.



25 YEARS

AECOM Canada Ltd.
Bituminex Paving Ltd.
Fort Garry Industries Ltd.
Russell Redi-Mix Concrete,
a Div of Coco Group

Saturn Industries Ltd.
SMS Equipment
Stantec Consulting Ltd.
WSP



10 YEARS

Aquajet Canada Inc.
Broda Group of Companies
Eagle Eye Excavation Ltd.
Elite Crushing Ltd.
First Choice Enhanced
Hearing
Services Inc.
J.P. Thorne Enterprises Ltd.

Lavallee Gravel Inc.
Oak Hammock Construction
Ltd.
Royal Bank of Canada
Silver Creek Construction
T and C Trenching and
Excavating Ltd.
Vallea Ventures



SAFETY LEADER AWARD

Pat Lafantaisie (Nelson River Construction)

Congratulations to the winners of the 2018 Manitoba Infrastructure awards

Presented by Infrastructure Minister Ron Schuler, at the MHCA's Annual Awards Breakfast on Friday November 16



Grading Category - Hugh Munro Construction Ltd. with Arnason Industries
Paving Category – Coco Paving (Canada) Inc – O/A Russell Redi-Mix Concrete
Special Projects Category – Borland Construction Inc.
Major Structures Category – M.D. Steele Construction Ltd.
Minor Structures Category – Gateway Construction
Water Management Projects Category – Mecan-Hydro

2018 MHCA Awards Breakfast & Annual General Meeting



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2018 MHCA Annual Chairman's Gala



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30 YEARS OF SAFETY EXCELLENCE

2019 will mark 30 years of the MHCA providing dedicated safety services and programming to the heavy construction industry.

From the outset, the introduction of a safety program in the heavy construction industry was driven by the demand from and experience of our industry. The program has

evolved from the provision of advice and training to a comprehensive, nationally recognized certification system designed specifically for our industry.

Our success reflects the fact this programming was developed *by industry for industry*.

WORKSAFELY™ MILESTONES 30 YEARS OF KEEPING WORKERS SAFE

1989 <<<

first safety advisor hired by the MHCA



1997 <<<

development of a program to address environmental issues

2000 <<<

MHCA's programs amalgamate into Safety, Health, and Environmental Program (SHEP)



2010 <<<

MHCA safety program branded as WORKSAFELY™



2014 <<<

WORKSAFELY™ safety advisors located in all regions of the province

>>> **1990**

development of the first safety and health training program for industry

>>> **2000**

MHCA participated with the Canadian Federation of Construction Safety Associations (CFCSA) to establish the nationally recognized Certificate of Recognition (COR™) program

>>> **2007**

5% COR™ discount on WCB premiums introduced

>>> **2012**

introduction of the e-COR™ digital safety application for company safety program documentation and management

>>> **2019**

WORKSAFELY™ celebrates 30 years of safety excellence

WHAT DOES 30 YEARS OF SAFETY SUCCESS LOOK LIKE?

- » Industry injury rate reduced from 7.5/100 workers in 2000 to 3.6 in 2017
- » Average compensation rates for the industry reduced from \$3.72 in 2000 to \$1.67 in 2018
- » Number of COR™ companies grow from 40 in 2001 to 340 in 2018 - 75% of our industry's workforce
- » Industry-based COR™ certification becomes mandatory in 2014 for all government construction projects >\$100,000
- » In 2016, WCB introduces safety certification for other industries based on the COR™ model
- » Industry's investment pays off through the new 15% rebate for COR™ certified companies in 2018

HOW WILL WE BUILD ON OUR 30 YEARS OF SAFETY EXCELLENCE? HOW DO WE GO FROM 'GOOD TO GREAT'?

STRENGTHENING THE COR™ PROGRAM

We have improved the internal quality-assurance process for COR™ to strengthen the program's integrity.

We have worked through the CFCSA and with our industry to simplify the process for companies working outside the province.

In 2019, we will be:

- strengthening safety advisor-client interaction
- working with the WCB to implement industry-based, return-to-work training and certification

ENHANCING SERVICES TO OUR CLIENTS

We continue to work closely with the WCB and our companies to assist them in meeting requirements for the new 15% WCB prevention rebate.

We have extended our reach and broadened our range of companies, holding our COR™ meetings outside Winnipeg in locations such as Portage la Prairie and Brandon.

In 2019, we will be:

- completing the rebuild of the WORKSAFELY™ website to bring to you enhanced online tools and resources
- introducing an electronic audit tool to simplify the process for conducting COR™ audits
- enhancing WORKSAFELY's 'news you can use' through our quarterly e-newsletter and the Heavy News Weekly

WORKSAFELY™ TRAINING

We updated the Roadbuilders Safety Training System and created new training programs for Personal Protective Equipment and Prime Contractor.

We increased the delivery of customized training in company workplaces.

In 2019, we will be:

- introducing a training program on the management of impairment in the workplace (to address the legalization of marijuana)
- developing programs in areas such as return-to-work certification and Manitoba-based ground disturbance certification
- enhancing services such as e-learning and on-line registration through the new website
- continuing our support of specialized training for the National Construction Safety Officer and Gold Seal designations

WORKFORCE™ TRAINING

We delivered the heavy equipment operator train-the-trainer course to a number of companies and conducted numerous individual heavy-equipment operator assessments.

We worked with the Manitoba Construction Sector Council to deliver introductory training in First Nations communities.

In 2019, we will be:

- delivering a course for workers new to the industry, including an introduction to safety and simulator-based heavy equipment operator orientation and training
- continuing to provide assessments and contract in-seat heavy-equipment operator training

STAKEHOLDER COLLABORATION

Our industry and WORKSAFELY™ team were at the table for the WCB's review, conducted by MNP, of SAFE Work Manitoba and injury prevention

In 2019, we will be:

- playing a key role in the development and implementation of the WCB's next 5-year plan for injury and illness prevention
- establishing an Industry Based Safety Program Council to resolve issues with the WCB regarding priorities for the IBSPs' operations

It's been an exciting, busy and successful 30 years. We have made the MHCA's WORKSAFELY program the model, exemplary in its work and achievements and replicated by others. Our foundation supports and informs our work, every day and in planning for the next 30 years.

I want to thank the MHCA Chair, directors and members for their continued support of the WORKSAFELY™ Education and Training Program. Our team is committed to delivering programs that will enable our companies to achieve safety excellence every day, every year and into the future.



Don Hurst
Director, WORKSAFELY™ Education and Training



Don Hurst
*Director of WORKSAFELY™
Education and Training*

Don't miss out on your WCB rebate *Back to you*

Many of our COR™ companies have received the new 15% prevention rebate on their WCB premiums.

We want to remind companies to be sure they provide key pieces of information to WCB in order to qualify for the 15% prevention rebate.

Companies must:

- Be in good standing with WORKSAFELY™ COR™ program for at least one year
- Maintain an active WCB account
- Be free of penalties or convictions under WCB and Workplace Safety and Health legislation for at least one year
- Be free of any investigations for violations under the WSH or WCB Act (the rebate will be held pending the outcome of such investigations)
- Submit 2018 payroll and estimated hours of work to the WCB

It is important to emphasize that the reporting of the total hours worked is a mandatory to qualify for the 15% prevention rebate. In previous years the reporting of hours worked has been optional.

Companies can indicate the total hours worked for all workers on their WCB annual payroll form. The annual payroll form can be completed online or in printed form. Alternatively, companies can report it to:

SAFE Work Manitoba

Email: swc@safeworkmanitoba.ca

call: 204-957-SAFE (7233) in Winnipeg or 1-855-957-SAFE (7233) outside Winnipeg.

or

WCB Assessments

Email: assessmentservices@wcb.mb.ca

call: 204-954-4505 in Winnipeg or 1-855-954-4321 (ext. 4505) outside Winnipeg.

KNOW YOUR WORKSAFELY™ TEAM

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30 YEARS OF WORKSAFELY™

IN 2019, MHCA MARKS THREE DECADES OF KEEPING WORKERS SAFE AND HEALTHY

BY PAT ST. GERMAIN

Heavy construction is hazardous by nature. The workplace is outdoors, on rough ground and often adjacent to moving traffic, overhead electrical wires and underground utilities.

Add to that the inherent dangers of working on or close to heavy machinery, drilling and blasting operations and it's easy to understand why the Manitoba Heavy Construction Association saw the need to create an industry-specific safety program back in 1989.

Brandt Tractor branch manager Peter Paulic, who has worked in the heavy construction industry for 28 years and currently serves as MHCA's WORKSAFELY™ committee chair, has witnessed the evolution of MHCA's safety services almost from Day 1.

"We're one of the most progressive and proactive associations out there. So, it's been a real treat for me to see the growth and what's happened, and I truly believe in what they do and how they do it," Paulic says.

"The positives that came out of the safety program — it's second to none."

Before moving to Winnipeg a year ago, Paulic had logged 27 years with Thompson-based Smook Contractors Ltd. Under the leadership of former owner Ted Smook, the company was one of the first in northern Manitoba to get onboard with the MHCA

safety program, which was rebranded as WORKSAFELY in 2010.

Paulic recalls that 70 per cent of staff members involved in the initial safety discussion had suffered an injury of one kind or another — damaged knees, hips and at least one eye injury, all common afflictions before safe-work procedures and training came into play under MHCA's guidance.

"It was amazing, the change in the culture, and it didn't take very long to make that change. And, it's just the right thing to do, knowing that people are going home at the end of the day safely," he says.

"If there was an incident, the employees out in the field knew what to do, and that only happens if the training was correct."

Nelson River Construction president and CEO Gord Lee says his company was ahead of the safety curve, even back in the mid 1970s.

"We had what we thought was a pretty solid safety program — self-made, self-driven, self-monitored, in trying to instill into the people the importance of not only looking out for the safety of your own health but those around you," he says.

"And the industry itself jumped in with both feet to make it an official part of its service to its members to help them build safety programs and improve performance in general around the world of safety."

A former MHCA board chair, Lee sat on the association's safety committee in the early years, when it was a challenge to convince some workers, particularly old-timers, that there was a good reason to change their ways.

"There were guys in the industry who had worked for 20 years and never got hurt, but not because of safe practices — in many cases they were just lucky," he says.

"Just getting people to wear a hard hat years ago was a big deal. It always falls off, it's too hot, it just gets in the way — there was a host of arguments. Then you get them to wear a hard hat, you get them to wear a safety vest, you get them to wear hearing protection and gloves and long-sleeve shirts where you need to.

"Now it's a deeply rooted way of life in the industry as a whole."

Since 2000, when WORKSAFELY began administering the nationally recognized COR™ (Certificate of Recognition) safety program, 340 companies employing 75 per cent of Manitoba's heavy construction workforce have become COR-certified.

COR certification is required to bid on provincial government construction contracts worth more than \$100,000 in Manitoba and it is recognized as equivalent to SAFE Work Manitoba's SAFE Work Certified program, which means companies certified for a full year receive a 15 per cent rebate on

WCB premiums.

Lee says safety programs have brought other unexpected benefits. When daily hazard assessments became routine, worker engagement improved, since people were better informed about the work they were expected to perform and understood the company's goals for each day.

"They were improving their skills as a business and they were improving their productivity because all of a sudden, we have this new requirement to communicate regularly with your people. So, safety was adopted and communication became more regular and improved business in general."

Lee adds the focus on safety has also helped to attract skilled workers to the industry.

"It has highlighted the world of heavy construction as not only a place to make a great career, but it's a place where you can make a great career and not be concerned about the environment in which you work as being overly hazardous," he says.

"People know that they can come here, earn a good dollar, and do it in a manner that is safe and reflective of (the fact that) the best practices in the world are right here in good old Manitoba.

"I think it's come a long way — in a good way. It's helped our industry become a career of choice for many." »



SAFETY TALK

Slips, trips & falls on icy surfaces

As the temperature drops, the number of slips and falls rises. No matter how well the snow or ice is removed from parking lots, sidewalks and the jobsite, you will encounter slippery surfaces when walking.

What's the danger?

Slips on ice often result in serious injury, usually to arms, wrists, back and the head.

Snow that accumulates on the jobsite will create ruts and slippery surfaces.

Snow and ice immediately outside of doorways can cause visitors and workers to slip and fall.

How to protect yourself

Be aware of these dangers and learn how to walk carefully on ice and slippery surfaces.

- Always look to assess slippery ice surfaces ahead

- Keep walkways clear of mud, snow and ice
- Spread sand or salt on frequent travel paths
- Use caution and maintain three-point contact when getting in and out of vehicles and equipment
- Use caution when carrying heavy or awkward loads on snow and ice
- Watch for slippery floors when entering workshops
- Remove as much snow and water from your boots as you can when entering a building
- Wear appropriate anti-slip footwear
- Use hand rails or supports where possible

What would you do?

What behaviours cause the greatest risk of slips, trips and falls at your work site in the winter?

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

Date: _____

Performed by: _____

Supervisor: _____

Location: _____

Concerns:

Employee Name:

Corrective Actions:

Employee Signature:



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**

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SAFETY

E- NEWSLETTER



Training Schedule

Construction Safety Excellence™

**TO REGISTER,
PLEASE CONTACT:**

Kristen Ranson
kristen@mhca.mb.ca

WINNIPEG - MHCA Office 3-1680 Ellice Ave.

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

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

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**



China at the crossroads

By Peter G Hall, Vice President and Chief Economist

It seems more than ever, China is grabbing headlines: there are growth concerns, worries about its financial sector, bubbles in parts of its economy and fears about the effects of tariffs, among other issues. How do we add up all this concern? And where is China actually headed at the moment?

Managing expectations has become critical to China's outlook. Its unparalleled charge to second place in the global GDP race has created the external expectation that China is a sure bet for hot growth well into the foreseeable future. Its own people feel the same. A trend of surging growth stretched over almost four decades looks and feels pretty permanent, and any shock to that has elicited an immediate, and at times visceral, reaction.

Heavy dose of stimulus

That's one of the key reasons the Chinese economy has been on a heavy dose of public support since 2008. Back then, China's trade intensity measured at close to 70 per cent of GDP. Within about two-and-a-half years, that had sunk to less than 50 per cent, and left alone, would have plunged China into a very deep recession, its first in the big expansion dating back to the early 1980s. So, why were overall GDP growth numbers so smooth? It's popular to think that the data was just faked, but I'm sorry, it just isn't easy to hide that much activity. What ironed out the data was a massive dose of stimulus, reported at the time to be close to 13 per cent of China's GDP, vast-

ly greater than the average OECD stimulus program. What's sobering is that the trade ratio hasn't improved in the years since the crash. In fact, it's even lower: it's currently running at about 40 per cent.

What that would clearly imply is that the economy hasn't taken the public purse off the hook in close to a decade. That's a long time to be priming the pump for a 1.3 billion-person space. With growth now coming back in both the US and EU markets, the challenge in recent months has been to manage growth – allowing greater organic growth to displace stimulus, permitting governments to dial back their contribution. That might explain some of the ups and downs in recent performance.

Consumers to the rescue?

Is trade the only game in town? Certainly not – the consumer has been touted as a great hope for a sustainable growth shift that weans the economy off its trade dependence. The potential is strong: China's savings rate is enormous, reputed to be around 40 per cent. That's ten times Canada's in a good year. That kind of over-saving is holding the economy back, and if it were to ease down by, say, 2 per cent a year, it would add tremendously to overall economic growth. The trouble is, the consumer's share of the overall economy is only 40 per cent, and it has hardly budged in recent years, in spite of the central government's best efforts.

So if it's back to trade at least for the moment, then the tariff spat with the US is not helping in the least. The 10 per cent levy was extended from 10 per cent to half of all of China's exports to the US, will rise to 25 per cent by the first of next year, and comes at a moment of particular vulnerability. It'll be painful for the average American, but it hits China

harder.

Tariffs: quick resolution?

As such, it is likely that there will be considerable efforts from both sides to resolve the situation, as soon as possible. China is already making overtures toward the CPTPP group, a signal that it is ready to at least talk about contentious issues like IP protection, trade in services, currency management and agricultural protections, among other things. These are among the key grievances that the US has with Chinese trade, so it might just be telegraphing Chinese willingness to move on these issues. It's hard to predict at this point, but there is heavy mutual incentive to avoid a tariff-induced crisis.

Depending on how things turn out, this could prove not to be globalization's undoing, but its reinforcing. Given how much is at stake, the world is moving toward the New Year with 'bated breath.

The bottom line?

In multiple ways, China seems to be at a growth-crossroads. Given the dual needs of internal stability and external demand-and-supply dependencies, there is a lot at stake and a high need to see this delicate period through as smoothly as possible. The long-run story is clear; managing the short-run well is essential.

Alberta needs a better way to fix our roads

Ron Glen, Edmonton Journal, November 17

How would you feel if you read a notice in the elevator you were taking to the 30th floor that said 43 per cent of the cable carrying you was in fair to poor condition?

Or the pilot announced that 43 per cent of the plane's wings and fuselage was in fair to poor condition? You would be forgiven for feeling outrage and concern about your safety being placed at risk.

Thankfully, governments are good at regulating the maintenance of those transportation providers to excellent condition and both elevators and planes have exceptional safety records.

So if it's not acceptable for elevators and planes why would you accept a similar risk with Alberta's road infrastructure?

Well, there's bad news on that.

A recent report from Statistics Canada confirms that 43 per cent of Alberta's highways are in fair, poor, or very poor condition. This means right now in our province there are more than 13,500 kilometres of roads requiring some rehabilitation or reconstruction.

In addition to being potentially dangerous; poorly maintained roads are ridiculously expensive.

As road quality deteriorates, annual structural maintenance costs skyrocket. For example, instead of paying \$3,000/km for general upkeep, the outlay for road rehabilitation can be anywhere between \$163,000/km and \$248,000/km. And when the road is beyond repair, total reconstruction can cost as much as \$850,000/km.

These expenses simply aren't practical. Alberta's transportation infrastructure debt was estimated to be nearly \$6 billion dollars in 2014 and that figure will only continue to grow if we fail to take action.

We need to rethink our approach to transportation infrastructure management; the current situation is no longer tenable.

Unfortunately, at a time when we should be investing in our roads the province has reduced its commitment to planned and needed investment to maintain and renew roads and bridges by 29 per cent. The continued degradation of our road network will ultimately put pressure on future capital budgets to address these short-sighted decisions.

Without adequate resources, it's impossible to maintain our existing investment or to keep pace with the needs of our growing population. By 2046, 6.4 million people will call Alberta home, adding pressure on our already

maxed-out transportation network.

While other jurisdictions are exploring alternate management approaches and more sustainable funding models, Alberta remains locked into the status quo.

Given the state of Alberta's provincial finances, the current model of management will lead to infrastructure cuts as was necessary in the 1990s. However, this time the road system is in worse condition and can't absorb years of cuts. This time, we have to earn our way out of the financial pickle we're in. Fiscal restraint doesn't have to mean cutting service if we support our political leaders when they are brave and experiment with new asset-management models.

Not only are we missing a dependable stream of funding to support long-term investment, we've failed to identify an effective mechanism that will drive projects beyond their political expiration date and ensure policy reflects changing social and economic needs.

Our province is stuck in a short-sighted, stop-go cycle that is rapidly increasing our debt and devaluing our future. Given that transportation infrastructure investment typically provides a 20-per-cent socio-economic rate of return for every dollar we fail to allocate, we are short-changing the economic opportunities today and for future generations.

Whether it's a main artery, bridge or culvert, transportation infrastructure investments underpin our economy's ability to grow and function. In 2017, over \$8 billion worth of product exports travelled on our highways and roads towards their final destination.

For landlocked provinces such as Alberta, infrastructure renewal, and innovation is key because other viable options simply don't exist. Now, more than ever, Alberta needs a better model; an improved priority-setting system; a renewed commitment to invest; and an enhanced partnership with the public and private sector to build and manage our transportation system.

The Alberta Roadbuilders and Heavy Construction Association wants to bring stakeholders together. We think it is time to discuss the missing strategic funding connections that are hampering our progress.

We can no longer afford to sit idle. This problem is one that requires our collective attention right now. We all need to care. But possibly most importantly, we need someone who can take the wheel and ensure that our next smooth, great flowing section of economic productivity isn't too far down the road.

Ron Glen is CEO of the Alberta Roadbuilders and Heavy Construction Association.

Manitoba winter seasonal weights update

Manitoba Infrastructure has advised that 2018-2019 Winter Seasonal Weights (WSW) will be allowed starting on **Monday, November 26 in Climate Zone 1 (Southern Manitoba)**.

Please note that 2018-2019 Winter Seasonal Weights (WSW) are in effect from Monday, November 19 in Climate Zone 2 (The Pas area) and Thursday, November 15, 2018 in Climate Zone 3 (Thompson Area).

- 2018-2019 winter seasonal weights are in effect starting on November 26 in Zone 1
- 2018-2019 winter seasonal weights are in effect starting on November 19 in Zone 2
- 2018-2019 winter seasonal weights are in effect starting on November 15 in Zone 3

[Click here](#) for the "2018-2019 Winter Seasonal Weights Order No. 3" with this update.



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