



INFRASTRUCTURE

TRADE, PROSPERITY AND THE ENVIRONMENT



Trade supports 53 per cent of Manitoba's economy — that's some \$37 billion worth of "business."

- About 240,000 direct and indirect jobs in Manitoba are tied to trade
- Western Canada is 32% of Canada's population yet contributes 37% of Canada's exports
- Our region needs a Trade Team West initiative to seize new trade opportunities
- \$1 of public investment in transportation infrastructure returns about \$1.30 to Manitoba's GDP

Manitoba: a trade gateway

- Inland Port Partners
- CN Rail Lines
- CP Rail Lines
- BNSF Rail Lines
- Other Rail Lines
- Highway Routes



TOUGH CITY BUDGET, BUT LET'S APPLAUD, CONTINUE THE WORK

BY CHRIS LORENC

The multi-year balanced budget was a feat. It was a painful but productive exercise that fully illustrated the city's challenges, and the need to prioritize investment, not spending, in core services.



Chris Lorenc is the president of the Manitoba Heavy Construction Association

We've heard the clichés about the tortured process of budget writing. I think Mayor Brian Bowman, his council colleagues and the administration would have had way more fun stuffing sausage casings this year.

City council and administration pulled off a remarkable achievement with the 2020-2023 Operating and Capital Budget, approved March 20.

First, revenues are stretched, as with most years. City administration was tasked with capping operating budgets and reducing capital expenditures to balance the budget, as is required by provincial legislation every year.

Administration came back with some tough cuts for council.

Maybe this happens every year, you say? Yes, but this year, the draft and redraft tug-of-war was done in full view of the public.

Last year, council adopted a new budget process for greater transparency, exposing these difficult decisions and negotiations to all Winnipeggers. And Winnipeggers engaged in droves as various groups, associations, businesses and individuals turned out to push back or offer advice. Councillors' phones and email boxes were lit up.

And further, city council didn't just produce one year's budget – but four, balancing each one of them. That's a first for Winnipeg's council and neither the provincial nor federal government do anything similar.

As a 29-year association president and a former city councillor (9 years), I am impressed.

What I saw play out was a rigorous exercise in discipline – tough choices, innovative solutions, an honest engagement with constituents who expressed ardent and competing positions on a wide array of services.

The multi-year balanced budget was a feat. It was a painful but productive exercise that fully illustrated the city's challenges, and the need to prioritize investment, not spending, in core services.

Not everyone ended in a happy place with the 2020 budget; has that ever been the case?

How did street repairs fare? There will be small cuts in the first three years and larger ones in the 4th and 5th years. In six years, the total reduction is \$30 million. That's hard to take.

But, digging into the details shows just how hard the decisions were for council's Budget Working Group.

The street repair budget was badly impaired by the provincial government's withdrawal in 2018 from a long-standing roads funding agreement. In response, council last year allotted about \$40 million from a one-time federal top up of gas-tax revenues for municipalities. But this year's \$20-million tranche became the focus of a pitched battle among councillors as some saw it as a resource to stave off cuts in other programs.

Further, last year council decided to use the revenues from the 2% annual tax that was dedicated to street repairs to help fund bridges – a risky precedent. Sure enough, this year some councillors called to open that revenue source more broadly to fund other services.

So that's just some idea how hard the fight was for Mayor Brian Bowman and Finance Chair Scott Gillingham, supported by a number of councillors who also recognize reinvestment in local and regional streets as a top priority, reflecting the perennial views of Winnipeggers.

In the end, street repair budgets were cut. And the \$20 million in gas-tax revenues originally tagged for use in 2020 was re-directed; council backfilled the hole by borrowing \$20 million, to be repaid by taking \$1 million from the local street reserves over 30 years.

Hard to swallow, yes.

The MHCA ultimately supported the 2020 budget. And we congratulated city council on its accomplishment in producing a tough but reasoned financial blueprint.

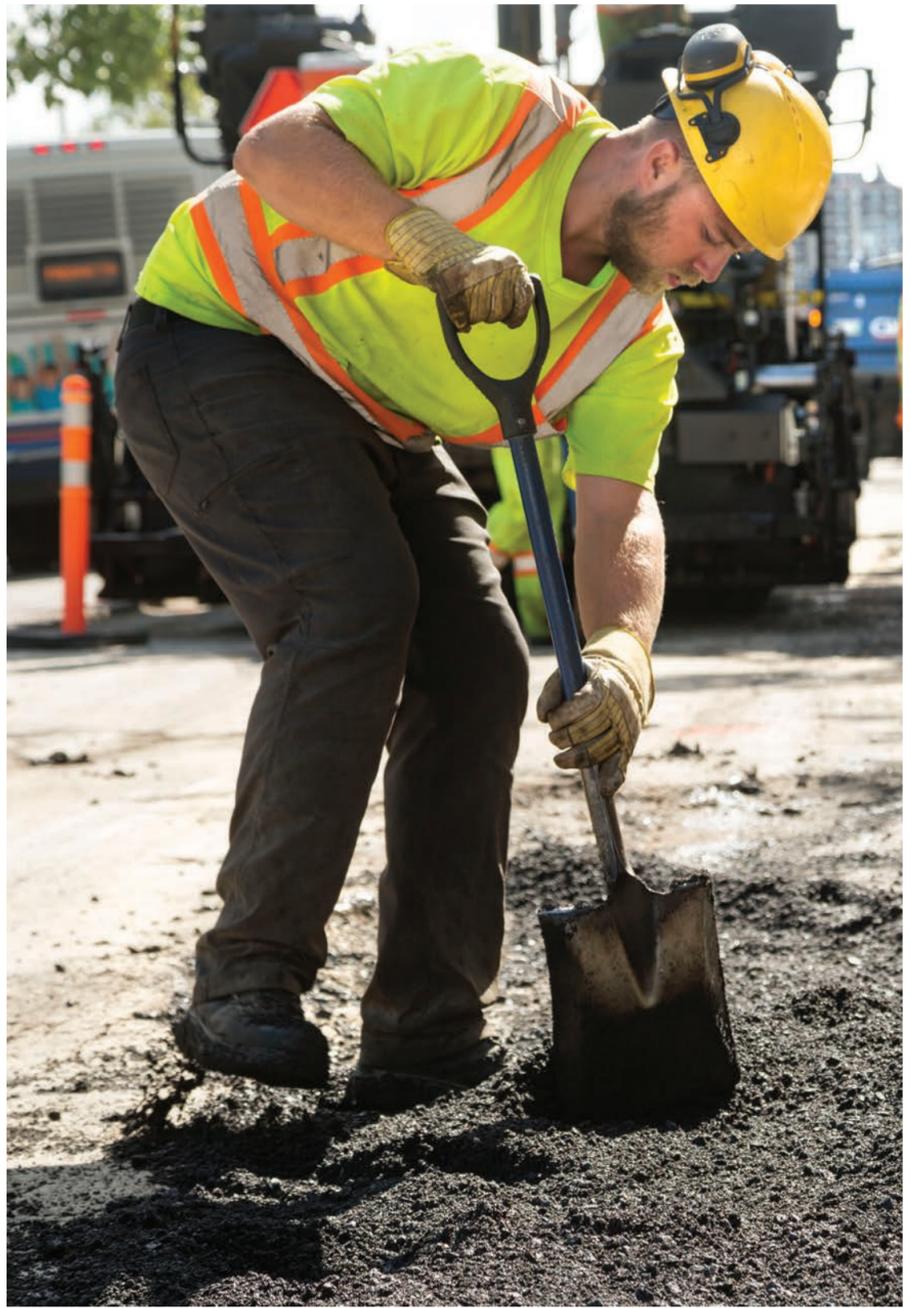
The MHCA also told council, however, that we will continue to advocate for restoration of budget levels in the years coming and called on Winnipeg to lead municipalities to advocate for a better deal with the province and federal government for cost-sharing of expensive, core infrastructure.

Winnipeg alone faces an infrastructure investment deficit of \$6.9 billion, just under half of which is for streets, roads, bridges, and sewer and water.

To address the revenue problem, the MHCA made four recommendations to city council:

- ask the administration to update the plan to achieve long-term sustainable funding for local and regional streets, and a parallel strategy for the city's bridges.
- press Manitoba to renew the five-year roads funding agreement that recognized the need for support and meaningful provincial investment in the city's transportation infrastructure.
- rally Winnipeggers to demand of Broadway a review of the roles and a responsible sharing of the funding burden between Manitoba's municipalities and the province, and by extension Ottawa.
- press Ottawa to permanently double the gas-tax fund revenues shared with municipalities. It made sense last year; the need is no less today.

This is the message we took to City Hall. All Winnipeggers should echo the call, so our city can plan for the infrastructure it needs for a growing population, and to keep Winnipeg competitive and prosperous.



The 2020 Winnipeg local street repair budget was helped through borrowing
Colin Corneau photo



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WINNIPEG'S BALANCED BUDGET A BUFFER FROM COVID-19 COSTS

BY SCOTT GILLINGHAM



Coun. Scott Gillingham is the Chair of City Council's Finance Committee and led the budget working group for 2020

The City of Winnipeg recently adopted its first ever multiyear budget that balances four operating years. This marks a significant turning point in budgeting. Unlike previous years when city budgets were balanced one year at a time with large, forecasted deficits (\$175 million by 2023), the 2020-23 budget tackles tomorrow's

deficits by eliminating them today. Winnipeg is in line now with several Canadian municipalities that have adopted multiyear budgets, which is considered best practice by the Government Finance Officers Association.

The 2020-2023 multiyear budget process began with goals of investing in priority services, controlling expenses and seizing the opportunity for transformative change in key areas. I believe the adopted multiyear balanced budget achieves those goals.

Balancing multiple budget years forced city council to take a longer-term view of Winnipeg's revenues, expenses and service-level needs. It also required council to consider what services are core to the city's mandate.

The City of Winnipeg delivers and funds a wide range of services. Among them are those it is required to deliver under the City of Winnipeg Charter and/or its bylaws.

The process revealed city councillors have differing views as to what services should be defined as core to the city's mandate. As a rule of thumb, core services include, but are not limited to, the three Ps; pavement, pipes and police. Those services will receive priority investment in the multiyear balanced budget.

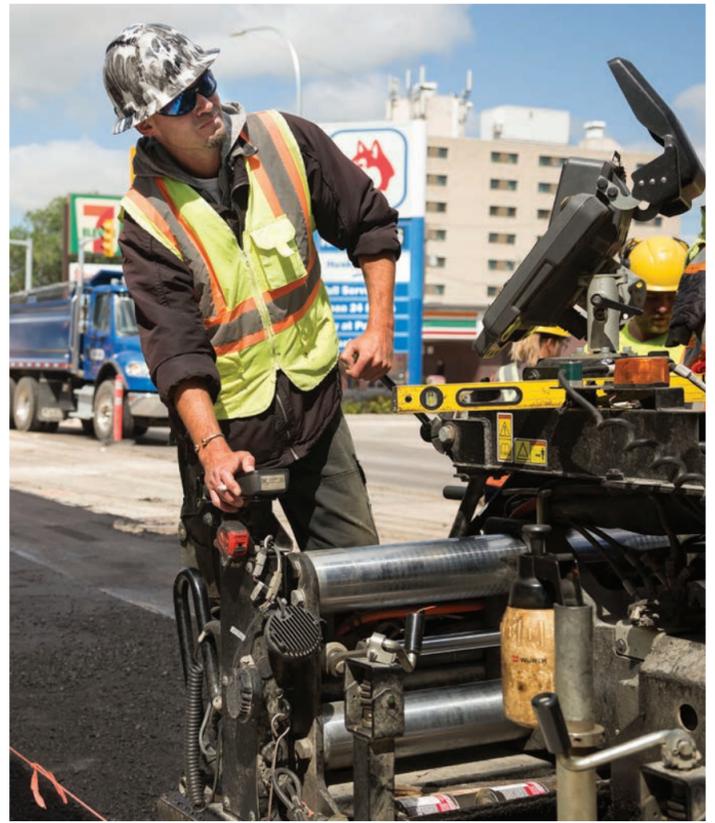
Road renewal is a core service. This city's six-year capital budget prioritizes road renewal by investing the full value of the 2% property tax increase

in regional and local road renewal. In 2020, the city will invest a total of \$130.3 million in roads, the highest annual level of investment in our city's history. A projected total of almost \$847 million (an average \$141 million per year) will be invested in regional and local road renewals over the next 6 years, resulting in approximately 900 lane-kilometres of road, back lane and sidewalk renewals.

The 2020-2023 multiyear balanced budget also aims to control expenses. With property tax increases limited to 2.33% in each of the next four years and dedicated to infrastructure investment, revenues are limited and therefore expenditure control is critical to balancing multiple budgets. With limited revenues, difficult choices had to be made. Services that are core to the city's legislative mandate continue to receive priority investment, while some of the discretionary services received smaller funding increases. Grants to many third-party organizations saw a 10% reduction in annual funding.

The COVID-19 pandemic is having a significant negative impact on business and household income. Government revenues and expenses are also being affected. At the time of this writing, it is too early to know the full impact on the City of Winnipeg cash flows but city administration is working to ensure they are managed effectively.

Perhaps somewhere between prescient



City council has to think about what are its 'core' services
Colin Corneau photo

and fortuitous, the adoption of the 2020-2023 multiyear balanced budget may prove timely. By doing the hard work today of eliminating future deficits and balancing four operating budget years, the city is better positioned to absorb COVID-19's challenging financial impacts.

If city council had not adopted a multiyear balanced budget, the city would be facing the difficult task of finding ways to eliminate a deficit of over \$100 million for 2021 with only 9 months left in 2020, while simultaneously addressing the impact of COVID-19.

By adopting a multiyear balanced budget that limits property taxes to a 2.33% increase per year, the average homeowner will only pay \$41 more on

their municipal tax bill in 2020 than they paid in 2019. If council had raised property taxes by 6% or more (as many people were calling for) property owners would be facing significant increases at a time when many can least afford it.

Council will still be required to vote on the annual operating and capital budgets each year, in accordance with The City of Winnipeg Charter. The multiyear balanced budget process provides council with an opportunity to make adjustments to the budgets each year as part of an annual review process.

It will be important for council to continue the discussion on core services as part of the annual budget process in an effort to avoid mission creep.

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GETTING OUR ECONOMY BACK TO A NEW NORMAL

Manitoba needs a strategic investment plan to boost trade, grow the economy.



Bram Strain is the CEO of the Business Council of Manitoba CEO. Strain served most recently as Lethbridge, Alta., city manager and previously as deputy minister of Manitoba Infrastructure.

BY BRAM STRAIN

returns to society. The short- and long-term effects of the pandemic are not yet known and may in fact, take a long time to fully manifest themselves. This is truly a disruptive and transformational event.

The Business Council of Manitoba is clearly focused on sustaining and growing our economy.

Our member companies generate more than \$45 billion of business-related revenue annually, employ more than 55,000 Manitobans.

Today and into the future, it will take the combined best efforts of the private and the public sector to ensure Manitoba's economy weathers the storm and prospers once the skies clear.

Returning to economic stability and on to growth requires Manitoba to build upon its strengths. Sitting at the core of our economy is trade: Like Canada, Manitoba was founded on trade – it gave root to settlement and is woven tightly into the province's fabric.

Fully 53% of our GDP is derived from trade; that represents nearly \$40 billion worth of business. Trade is an economic force because it touches nearly all sectors. In 2017, Manitoba's top exports were wheat, pork and canola. Our top three markets were: United States - \$9 billion; China - \$1.4 billion and Japan - \$812 million.

One thing those numbers illustrate is the opportunity to further diversify. Canada has renewed and signed new trade agreements in recent years. The world of trade has opened like never before.

Our global trading partners, however, are gearing up to seize on the opportunities, too – as are other provinces.

Manitoba needs to aggressively compete for an increased market share.

One of the first things is to strengthen the foundation for trade – our roads. Roads move our goods out and bring in products required for the production or manufacture of commodities.

Trade goes nowhere without a reliable transportation system, which means prioritizing the trade corridors, gateways and hubs that move

imports and exports. That requires a strategic plan to focus investment, long-term, so Manitoba builds a seamless multimodal transportation system capable of meeting the demands of rising trade volumes, ensuring goods and commodities move in and out efficiently.

Such a strategy would identify the priority projects, what level of investment is needed where, when and how to fund them.

A nimble trade economy is one that identifies and addresses early any barriers, to move past artificial borders smoothly. In Manitoba, we can do that by coordinating trade-enabling infrastructure investment with both public and private partners.

This is especially true in the Capital Region – Winnipeg and the surrounding 17 municipalities collectively host 70% of the provincial GDP and 65% of the population. The Capital Region has the opportunity and responsibility to collaborate with Manitoba to promote investment in the trade transportation corridors and routes that would further elevate the entire region's ability to attract new investment and business, diversify and boost its trade profile.

Provincially, a strategic infrastructure investment plan would recognize and promote the critical role that key trade infrastructure plays in our success. Assets such as CentrePort Canada, Winnipeg International Airport, the rail and highway systems connect us to the world and our trading partners.

There are no certainties in the many months ahead as we find our foothold in a global economic shift, now and post-pandemic. It will take careful fiscal management and strategic planning to return to the growth forecasted for our economy just weeks ago.

Manitoba has the opportunity to emerge from this stronger and should aggressively pursue all opportunities that expanded trade offer. Trade has historically provided safe harbour out of anxious times. It will be trade that sets the world right again. Let's make sure we can get Manitoba's trade on the road.

TURNING WESTERN CANADA INTO A TRADE SUPERPOWER



Chris Lorenc is the president of the Manitoba Heavy Construction Association and the Western Canada Roadbuilders and Heavy Construction Association

BY CHRIS LORENC

Western Canada is a vast, resource-rich region with a growing population and significant, pent-up capacity to produce the goods in demand, domestically, continentally and globally.

Already, this region typically out-punches its Canadian counterparts: at 32% of Canada's population, it contributes 37% of its exports and nearly 38% of Canada's real GDP; Western Canada's GDP per capita was \$56,000 in 2017, 18% higher than the national average.

So how do we unleash Western Canada's potential to expand existing trade markets and move into areas that new trade agreements have opened to our country?

It starts with investment in our regional trade gateways and corridors, underpinned by a long-term – read: 20 or 30 years -- investment strategy.

But the Western provinces cannot do this themselves. The federal government must lead the campaign, underpinned by a nation-building trade infrastructure program.

That nationally prioritized investment strategy can help turn Western Canada into:

- A region generating rising revenues to provincial, federal and municipal coffers from the robust trade, employment growth and invigorated cities;
- A region equipped with pan-Western pipelines and power grids that see full sharing nation-wide of energy, spurring real economic growth in such sectors as manufacturing and technology, and muscles Canada onto global energy export markets;
- A region where public and private sectors cooperatively invest in trade-enabling transportation infrastructure – our trade gateways and corridors -- guided by an ROI-to-GDP strategy supported by sustainable development principles; and
- A globally competitive trade-based economy plugged into a Canadian economic strategy.

And in turn, Western Canada can help turn Canada into a global trade leader.

A new nation-building trade infrastructure program for Western Canada is needed to pick up where the Asia Pacific Gateway and Corridor Initiative left off, to complete the vision that launched one of the most successful investment plans in this country's history.

The federal APG&CI strengthened Western Canada's supply chains to booming Asian economies. It delivered impressive results -- \$1.4 billion in federal funding leveraged \$3.5 billion of public investment, producing a total \$14 billion in public-private investment.

The APG&CI began with a focused priority on trade investments in British Columbia. As the region's western trade gateway province, it saw fully 60% of the federal funding invested in its trade transportation facilities. That level of investment was a necessary first start. The next step is to complete the vision of Western Canada as a regional trade superpower.

It is the right time to take the lessons learned and adopt/adapt its best practices for the whole of Western Canada, to ensure our trade-transportation assets can meet the challenges of and seize on the trade opportunities before us.

Perrin Beatty, president and CEO of the Canadian Chamber of Commerce, upon release of The Infrastructure that Matter Most put it best:

"There is the infrastructure we want like parks and hockey rinks, the infrastructure we need like schools and hospitals and then there is the infrastructure that pays for these things and that is trade infrastructure."

Canadians should heed the prescient observation. We should press the federal government to leverage provincial and private sector participation and investment, in a long-term, nation building investment strategy for trade infrastructure.



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"There is the infrastructure we want like parks and hockey rinks, the infrastructure we need like schools and hospitals and then there is the infrastructure that pays for these things and that is trade infrastructure."

Perrin Beatty, president and CEO of the Canadian Chamber of Commerce



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“ We need to improve Western Canada’s trade corridors and gateways.”

THE WORLD AWAITS A SIGN CANADA CAN DELIVER THE GOODS



BY JOHN LAW

Canada is one of the world’s most export-dependent economies and Western Canada is the most export dependent part of Canada. Two-thirds of our national income is generated by the trade that flows through the network of transportation infrastructure that comprises our roads, railways, ports, airports, waterways and pipelines. Unfortunately, concerns with declining reliability of Canada’s transportation network to deliver the products we produce are threatening that income and the quality-of-life that it affords. In 2008-09, Canada’s transportation infrastructure was ranked in the top 10 in the world. Today it stands at 32nd.

Our success in earlier years was not coincidental. At the time of our top-10 ranking three major national infrastructure programs were in full swing. All three were built around a common organizing principle of improving the infrastructure of economically significant gateways and trade corridors to connect to

At some point the world will come to terms with COVID-19 and countries will begin rebuilding their lives and their economies. For that they will need the goods and materials that Western Canada produces.

key export markets. They featured strong leadership from our federal government and active industry participation. Those trade-corridor focused programs have long since wound down.

On top of this continued decline are unforeseen new challenges affecting Canada’s access to its historical trade markets. The Chinese canola embargo, US restrictions on steel and forest products, railway blockades and, now, the ravages of the coronavirus pandemic have hurt

Canada’s trade-based economy and supply chains.

At some point the world will come to terms with COVID-19 and countries will begin rebuilding their lives and their economies. For that they will need the goods and materials that Western Canada produces. A plan to strategically rebuild Canada’s capacity to move these products to foreign markets can be foundational to that economic renewal and an important signal to our trade partners.

Fortunately, a coalition is emerging around a solution.

Alongside Canada West Foundation, organizations like the Western Canada Roadbuilders and Heavy Construction Association, the Western Transportation Advisory Council, the Canadian Chamber of Commerce, the Business Council of Canada and the Canadian Construction Association are jointly advocating for a permanent, systematic solution that leverages the respective core competencies of government and the private sector, is informed by operational insights from industry and grounded on national priorities.

At the same time, Transport Canada is breaking new policy ground and broadening engagement on its regional transportation assessments of national supply-chain needs. In addition, at February’s meeting of the Canadian Council of Ministers of Transportation, representing all provinces, territories and the federal government, ministers established a national task force to improve the competitiveness of Canada’s trade corridors.

With this confluence of interest, CWF and its partners are working to publish by this summer a long-overdue solution framed around four core elements:

1) **An Up-To-Date Overview of our National Trade Corridor Network** which can help inform trade-corridor movements, better manage congestion and help identify the priority investments required to address bottlenecks, redundancy and capacity;

2) **A Long-Term Project Pipeline** which inventories strategic infrastructure investments over 15 to 20 years to enable the coordination of upgrades to economic corridors, prioritized far enough in advance to facilitate upfront planning and public consultation;

3) **More Sophisticated Network Management and Modelling Tools** to anticipate changing trade dynamics and required system improvements. Today, modelling of new trade agreements and data which are being generated in real time on the performance of our infrastructure can improve decision-making by users and operators.;

4) **Investments based upon ROI and Criteria of National Significance** to guide the pipeline of projects can ensure projects will achieve evidence-based improvements to network fluidity, substantial economic gains and more transparent, publicly supportable returns on investment (ROI). Properly conceived trade infrastructure investments consistently provide economic returns over the lifetime of the asset, between \$1.50 and \$4 for every \$1 invested.

The Urgency to Act

Emerging from the ravages of the pandemic, we will need to rebuild our economy, our communities and earn back the prosperity that we once took for granted. That means rebuilding our capacity to generate the revenue to support that future by producing and moving goods to foreign markets.

The window of opportunity is short. An effective solution requires unprecedented collaboration between government and industry. A joint undertaking to recapitalize the federal government’s National Trade Corridor Fund, now almost fully committed, is but one example of low-hanging fruit.

In its recent past, Canada realized significant benefits from a coordinated public-private approach. We cannot afford to let this moment of opportunity pass.

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BUILT TO LAST: THE IMPERATIVE OF CLIMATE RESILIENT INFRASTRUCTURE

BY MARY VAN BUREN



Mary Van Buren is the president of the Canadian Construction Association

Climate change will have a major impact on the future of construction.

Warmer temperatures, increased precipitation and extreme weather events like flooding, hurricanes and fires will need to become a normal consideration when planning public infrastructure projects.

The federal government has embarked on a plan to address the climate change issue with all departments and agencies focused towards a 30% reduction of greenhouse gas emissions by 2030.

The Canadian Construction Association (CCA) also recognizes that climate change poses a real threat to the global environment and is looking at ways to partner on initiatives to support the creation of structures and systems that will withstand the climate of tomorrow.

Buildings, roads, bridges and highways will need to be more resilient and now is the time to act on this objective. With the 2019 edition of the Canadian Infrastructure Report Card (CIRC) showing that Canada's aging public infrastructure is in serious need of rehabilitation or replacement, there is an opportunity to re-shape our communities in a more sustainable manner.

CCA has been advocating for a 25-year blueprint for infrastructure investment in Canada. A long-term plan incorporating and directing public funds toward green building principles and sustainable solutions could help pave the way towards a climate-resilient infrastructure

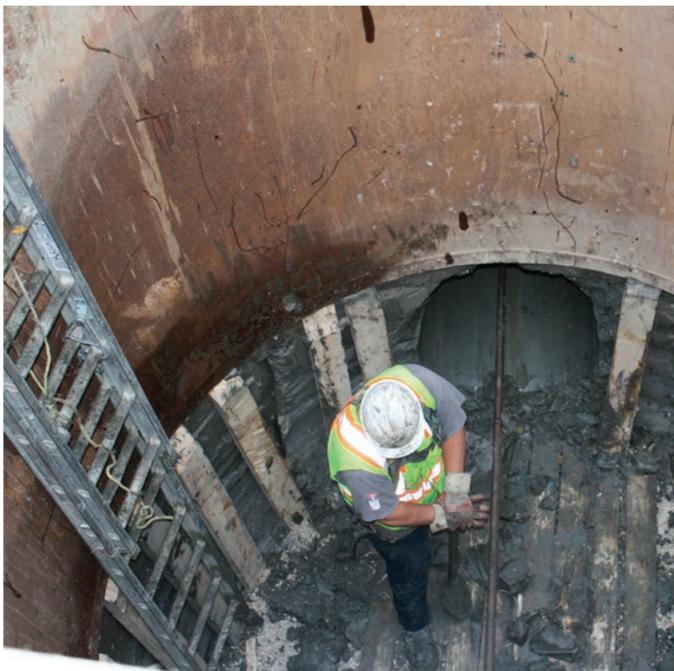
development program.

Infrastructure investment will need to be a particular focus in the wake of the COVID-19 pandemic as countries recover economically and reinvigorate affected channels of commerce and transportation. It will be important that funding strategies recognize the unique nature and capacity of small and medium-sized enterprises to allow for their participation in projects.

Concerns about the financial impact of carbon pricing and other environmental legislation led to CCA asking the federal government to offer certain exemptions to the heavy construction sector. Establishing rebates and tax credits to companies that adopt newer "green" technologies, applying carbon tax at the pump prior to the provincial, excise and GST taxes, and exempting anti-idling devices from GST would help the construction industry remain competitive.

CCA has begun to outline a strategy to broaden member engagement on the file, as well as expand our scope to include a full policy on climate change in the coming year. This should involve articulation of a policy around carbon pricing and the revision of the National Building Codes.

Dependable, predictable funding for climate-resilient infrastructure and capacity building for climate-change adaptation is essential. The principles of sustainable development are fundamental to how government, industry and society will successfully address critical societal needs, environmental pressures and climate change impacts.



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Winnipeg Metro Region roundtables plot out the priorities for Plan 2050

Metro Region leaders, together with the Province of Manitoba, are working on a long-term plan that will unite the strengths of regional municipalities and ensure future success.

BUILDING A STRONGER METRO REGION FOR ALL

BY COLLEEN SKLAR



Colleen Sklar is the executive director of the Winnipeg Metropolitan Region

These past few weeks have been deeply challenging for families, businesses and communities. The full impacts of COVID-19 are yet to be known, but we're already reminded of the importance of economic and community resiliency in weathering major challenges.

In the Winnipeg Metropolitan Region, local leaders have long understood the importance of partnership and collaboration in making our communities stronger. Continued collaboration will ensure we can rebound as quickly as possible from the pandemic, and leave us better positioned to harness future opportunities that attract investment and increase quality of life.

The Metro Region – which includes the City of Winnipeg and the fast-growing municipalities that surround it – is the population centre and economic engine of our province. Two-thirds of Manitobans call the Metro Region home, and it accounts for 70% of provincial GDP.

Today, Metro Region leaders, together with the Province of Manitoba, are working on a long-term plan that will unite the strengths of regional municipalities and ensure future success.

In plain terms, we're stronger when we work together. The long-term plan we're developing now, Plan 2050, is a roadmap for a stronger future for all

of us. Plan 2050 will help us:

Attract investment and create jobs. Marketing the region as a whole means being able to connect potential investors and employers with insights into the labour force, available land and resources, planning and zoning information and other important information. Instead of municipalities competing against each other, we compete together to make it easier and more attractive for investors to do business here.

Protect our environment. A long-term regional plan allows for a coordinated approach in important areas like water management and protection. We can better protect and preserve agricultural land and other sensitive areas when we work together, and we reach important efficiencies and economies of scale when we share approaches to waste management and recycling.

Improve quality of life in our communities. Our communities are more connected than ever, and this trend will only grow as Metro Region municipalities continue to see double-digit population increases. A coordinated long-term strategy to efficiently move people and goods across the region – a Metro Region transportation master plan -- as one example, is essential from both an economic and quality-of-life standpoint. Similarly, a collaborative approach to common municipal services – from

waste management to broadband internet – can enhance our shared buying power, resulting in cost efficiencies that can be reinvested in local services and amenities.

When completed later this year, Plan 2050 will give us an important long-term framework for future collaboration. Even the process of creating the plan has been collaborative: Over the past several months the Winnipeg Metropolitan Region has gathered input from hundreds of stakeholders including local leaders, provincial and Indigenous governments, business groups, land planning professionals, environmental interests and individual citizens.

Now, we're using this input to draft an inclusive, broadly representative plan that we'll circulate for public feedback later in 2020.

The concept of a long-term metro region plan isn't itself new – in fact, metro regions across Canada and the U.S. already have plans in place and we must do the same to keep up and compete. But the plan we're developing now will be uniquely our own, and will harness the best of what people and communities across our Metro Region have to offer.

Today, more than ever, we need to work together to respond to our shared challenges and capitalize on future opportunities. Plan 2050 will help us do just that, for the benefit of all.

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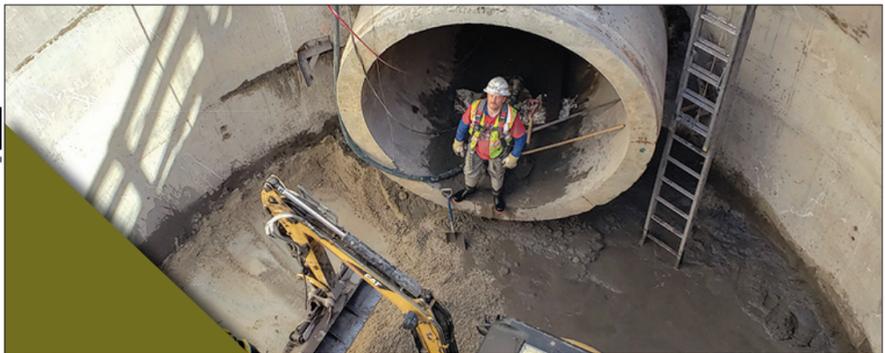
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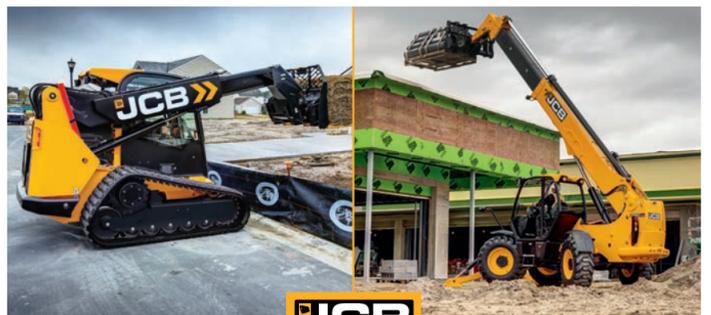


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SLOW DOWN, DRIVE CAUTIOUSLY IN CONSTRUCTION ZONES – HELP PROTECT ROAD WORKERS

DON HURST



Don Hurst is the director of MHCA's WORKSAFELY education and training program



Is getting to your destination faster worth putting a life at risk? When you are driving through a construction work zone, the potential for gravely injuring workers and yourself is high.

The number and severity of injuries – some serious – to construction workers due to motorists' lack of caution in construction zones has alarmed many in the heavy construction industry. More needs to be done to protect workers and equipment from the hazards motorists present.

Many construction companies reported that their workers regularly witness bad habits including speeding, distracted driving and road rage – all of which endangers the safety of construction crews

Unfortunately, while most people can agree that road construction workers are simply doing their jobs, many regard road construction zones as an inconvenience.

Many motorists admit they are not always focused on the road while driving. This can lead to speeding, weaving or failing to notice road signage, putting the road workers and the drivers themselves at risk.

Ed Gregory, Safety Advisor for MHCA's WORKSAFELY program, is one of the lead instructors for WORKSAFELY's Flagperson Certification. Over the last

several years Gregory has heard numerous accounts of neglect from the public through road construction zones: people moving barricades and proceeding through work zones; cell phone use while driving through construction zones; and, worse, driving intentionally towards flagpersons at high speed and turning away at the last second, narrowly missing the worker. Sadly, many also report public drivers verbally and physically assaulting road workers.

"Safe driving is a responsibility of everyone on the road. There is a reason speed fines double in construction zones – to help ensure a safe work environment for Manitoba's construction workers," Gregory says "By doing your part, slowing down and respecting direction in construction zones, the driving public can help ensure that our road workers can have a safe workplace and everyone can get home safely."

The Manitoba Heavy Construction Association's message is simple: Road construction zones are people's workplaces and should be treated with respect and consideration for their workers.

As spring's construction season

approaches, heavy construction workers -- wearing reflective personal protective equipment -- will be on your commute route, doing the maintenance, repair and construction of roads in our cities and across Manitoba. The industry is asking the public to remember that road workers also want and expect to go home to their loved ones, at the end of the day.

Signage in construction zones provides advance notice that you are entering a road construction area and shows reduced speed limits. Drivers are required to slow to 60 km/h or whatever speed is posted when entering a work zone, and follow the directions of all signs in the zone.

Jeff Love, of Borland Construction, says it is about basic respect, and safety for everyone.

"It's important when we're driving to remember that in a construction zone our roads and highways are also workplaces, and everyone has the right to a safe workplace – we need to ensure that every person at work is treated with the same level of respect and consideration," Love states.

Borland's Jeff Love recommends the following to motorists:

- Adhere to posted speed limits and other signage on the road.
- Slow down, stay alert. Make sure you follow posted signage and exercise caution in construction zones.
- Avoid distractions while driving.
- Only use your cell phone when parked, pre-set climate control and plan your route with a GPS before departing. Eliminating distractions will help you stay focused on the road.
- Plan ahead to avoid delays.
- Give yourself extra time for your travel. Know where construction zones and other delays are beforehand so you don't have to worry about arriving late.
- Treat construction zones as if they were your own workplace.
- Construction zones are road builders' workplaces. Show respect for the workers by treating it as if it were your own workplace.



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TAKING SAFETY LEADERSHIP TO A HIGHER, NATIONAL STANDARD

BY JACKIE JONES



Jackie Jones is an education and training advisor at MHCA's WORKSAFELY program



In construction safety there is no higher standard than the Certificate of Recognition – COR – which marks its 20th year for being recognized across Canada in 2020.

COR is endorsed by participating members of the Canadian Federation of Construction Safety Associations (CFCSA), of which MHCA's WORKSAFELY program is a member. Each of the participating members of the CFCSA act as the Authority Having Jurisdiction to grant COR certification in their province or territory.

In 1999, during the annual CFCSA meeting, members agreed in principle to a number of common audit elements required for a construction firm to achieve or maintain an acceptable level of health and safety performance (COR). The agreed upon national standard, adopted in 2020 consists of 13 common elements required in all jurisdictions as well as a 14th element which outlines other specific requirements for individual provinces due to varying workplace safety and health legislation and regulations

across Canada. Under the COR standard, annual audits are conducted to show that employers' health and safety management systems meet established standards.

A significant number of industry-leading Manitoba construction companies are COR certified. Workplaces certified through the Certificate of Recognition (COR) programs have a greater reduction in lost-time injury rates than non-certified workplaces. Additionally, even among COR-certified companies, differences in injury rates can be found between lower-scoring companies and higher-scoring ones.

"Generally, and particularly in more recent years, COR-certified companies lowered their lost-time injury rates by larger percentages than similar companies that were not certified," says Don Hurst, director of MHCA's WORKSAFELY.

"The benefits of participation in the COR program include stronger safety performance and resultant lower workers' compensation premiums,

eligibility for the 15% prevention rebate on their WCB premiums and, in some sectors, preferential treatment during contract bids," says Hurst.

Conducting interviews, documentation review, and making observations are all key parts of the COR audit process. Furthermore, they help largely in evaluating the efficacy with which the employer is able to identify, assess, and control workers' risks in the company. Again, benefits of COR certification for employers is huge.

"One of the major benefits of COR certification is that companies COR certified become a nationwide network of companies promoting health and safety culture and excellence," says Mike Burtnick, safety manager for Maple Leaf Construction.

In circumstances where you need to demonstrate you have an active safety and health management system, COR certification proves that.

Burtnick also points out that "COR helps you win the confidence of your customers as well as the authorities and

enhances your corporate brand image as a company that places workers' safety before anything."

COR establishes you as a company working towards having a strong and sustainable workplace safety culture. Achieving COR shows your industry peers, community and authorities that your company is committed towards your workers' safety.

"This is very helpful," says Burtnick, "especially while bidding on projects of safety-conscious companies."

For assistance in achieving your companies COR certification MHCA's WORKSAFELY advisors are your key contacts.

"Our COR advisors can assist you with the COR process from start-to-finish," Hurst says.

"They can also assist you with our many tools and resources that allow your workplace to operate efficiently with improved productivity."

For more information on WORKSAFELY's COR program please visit mhcaworksafely.ca.

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"The benefits of participation in the COR program include stronger safety performance and resultant lower workers' compensation premiums, eligibility for the 15% prevention rebate on their WCB premiums and, in some sectors, preferential treatment during contract bids."

— Don Hurst



CLICK NOW BEFORE YOU DIG

NATIONAL DIG SAFE MONTH INFORMS PUBLIC ON RISKS UNDERGROUND



BY JACKIE JONES



Jackie Jones is an education and training advisor at MHCA's WORKSAFELY program

Spring has arrived and that means the digging season will soon be here. With Manitoba's short summer season that isn't a lot of time do get things done.

Manitoba has a vast network of utilities buried underground – cables, lines and pipes – supporting our critical services. Protecting its reliability is essential to meet the needs of Manitobans. Many people are not aware that anytime

anyone digs by shovel or mechanical equipment, you must have the utilities located just so you know where lines or pipes must be, and to expose them properly. By the way, this is a FREE service provided to you from the utility owner/operators.

Click Before You Dig MB is a service brought to you by the Manitoba Common Ground Alliance (MCGA) and its members. This service provides underground facility screening and notification for a safe excavation for any Manitoban who intends to disturb the ground and the utility operators who register their buried facilities. The MCGA is primarily concerned with the safety and the prevention of damage to underground utilities.

Click Before You Dig MB works in partnership with Alberta One Call, a call centre that provides a communication

service between the digging community and the owners of buried facilities. Locate requests in Manitoba are handed off to the utility owner or a contract locator. Depending on the work you are doing, the call centre notifies the utility and the locator can come out and put marks on the ground to let you know if there are utilities in your excavation. This is more than just protecting the utility; this is also about you and the public around you. Contacting an underground electric and/or natural gas line can be deadly if improperly exposed or damaged.

Robert Morrison, co-chair of the Manitoba Common Ground Alliance, wants to remind people of the National Dig Safe campaign. April is typically the month when people start to plan to do work in their yards, planning their deck and fences and where they'll need to excavate for a post or support pile, for

example. The first step to planning your project should be knowing where the underground utilities are. This will allow you to plan ahead and adjust the area you were planning to install that post or adjust how you may excavate following safe excavation practices provided by each utility.

Basically, if you don't have a locate you should not dig, whether you are a homeowner or a construction contractor.

"By contacting Click Before You Dig MB well in advance of starting the work, people are making a responsible choice and doing their part to maintain public, worker and community safety," says Morrison. "Once you get the utilities marked, the final and perhaps most important step is to follow the directions the utilities provide and dig safe! All the information is there."

REQUESTING A LOCATE

In an effort to optimize effectiveness, amidst the COVID-19 pandemic, all parties are urged to submit locate requests online (with the exception of emergency locate requests) through clickbeforeyoudigmb.com to begin your locate request process. You will see a Chat or HELP button online should you need assistance, and one of our Support Agents will help you through the process.

RESPONSE TO LOCATE REQUESTS – EXPECT DELAYS

Our members are making every effort to respond to locate requests in a timely manner; however, as a result of the COVID-19 pandemic, our members' capacity to respond to locate requests could be affected and delays are possible.



Your Responsibility	One-Call Responsibility	Member Responsibility
Request a Locate via ClickBeforeYouDig.com prior to every ground disturbance.	<ul style="list-style-type: none"> Receive and process locate requests and notify members in Saskatchewan, Alberta, and Manitoba of the proposed ground disturbance in the vicinity of their buried assets. Provide support and assistance to the digging public 	Respond to notifications of proposed ground disturbance in the vicinity of their buried assets by either locating and marking buried utilities, providing an 'all-clear' to excavate; or, requesting to meet onsite with the excavating party prior to the proposed ground disturbance. Please note: meeting onsite may or not be impacted due to COVID-19.

If you have questions or concerns about One Call services, please email info@clickbeforeyoudigmb.com. We reply to all information requests within 24 hours. Updates will be posted on ClickBeforeYouDigMB social media (Twitter & Facebook) and the ClickBeforeYouDigMB.com website.



DETECTING AND ADDRESSING MENTAL HEALTH IN OUR WORKPLACES



BY JACKIE JONES



Jackie Jones is an education and training advisor at MHCA's WORKSAFELY program

Mental health illness is probably present in your workplace, too, and sufferers are struggling silently. The Canadian Mental Health Association estimates 1 in 5 Canadians experiences a mental health issue or illness in any given year.

In construction, mental illness could also be described as an invisible health hazard, unlike the usual risks in

construction such as working around heavy equipment. Of the people you work with every day, chances are that at least one of them struggles with their mental health.

It is imperative for employers to promote mental health in the workplace. To have a successful business, mental health is a key factor.

In a recent major Canadian study, 82% of responding organizations ranked mental health conditions in their top three causes of short term disability (72% for long-term). Approximately 30% of all short- and long-term disability claims are attributed to mental health problems and illnesses.

But, how should you as an employer start to address mental health issues in your workplace?

Bryan Wall, Manager of Business Development of St. John Ambulance advises that it is important to think about the culture and norms of your organization and assess whether they are supportive of mental health.

"Instead of assuming that mental illness is a strange and rare occurrence, we need to recognize that just like physical health, we all have times where we are mentally healthy, and times when we aren't at our best," says Wall.

How does your organization respond to people who are not functioning at their best? Simply opening up this

conversation with employees is a great start, and being open to what people have to share about their needs and what would help create a more healthy environment can help you create an action plan.

Once employers accept that mental illness is an issue to be dealt with, it becomes easier to identify the signs of a mental health issue through a worker's behaviour. Look for high incidents of injury or self-reported pain. Statistics suggest nearly nine per cent of construction workers are already suffering from depression, so look for increased lateness, absenteeism, and medical leaves. Reduced productivity is another indicator — some call it "presenteeism", or showing up for work but not functioning effectively.

"It's important to remember that different people can experience mental illness in many different ways," states Wall. "In general, a change in someone's behavior and mood can be a sign. But sometimes people are really struggling, and don't show a lot of signs externally. It's important to have ongoing conversations about mental health so that people feel that they can talk about what is going on for them without fear of judgment. Stigma about mental health is often the biggest barrier to people getting the support they need."



Sources of information on mental health

- St. John Ambulance – mb.stjohntraining.ca
- The Canadian Mental Health Association – mbwpg.cmha.ca
- Manitoba Health – gov.mb.ca/health/mb/faq
- Bell Let's Talk – letstalk.bell.ca/en/get-help
- Canadian Centre for Occupational Health and Safety – ccohs.ca/healthyminds/topics/mentalhealth

On the worksite, as an employer or a co-worker, you can be helpful in understanding mental illness and reaching out when someone you know is affected.

- Ask if and how you can help
- Continue to include the person in usual workplace activities
- Depending on the relationship, keep in touch with a co-worker who has taken time off
- When a co-worker returns to work, welcome them back and don't avoid them
- Advocate for healthy workplaces and help bring awareness to the topic of mental health

The good news is that mental illnesses can be treated. With treatment, most of individuals with mental illnesses see improvement. Recognizing early symptoms or problems ensures that resources and referrals can be suggested.

Mental Health First Aid is a training course designed to give members of the public the skills to help someone who is developing a mental health problem or experiencing a mental health crisis. The evidence behind the program demonstrates that it builds mental health literacy, decreases stigmatizing attitudes, and helps individuals identify, understand and respond to signs of mental illness.

SAFE WORKERS AREN'T BORN – THEY'RE TRAINED



Jamie Hall is the Chief Operating Officer for SAFE Work Manitoba

Training for a new job means ensuring that workers are equipped with the skills needed to carry out the specific tasks required of the position. It also means knowing how to perform those tasks in a safe and healthy manner.

While everyone has a role to play when it comes to safety and health in the workplace, employers carry a greater responsibility, especially in those early days of employment. They have the greatest degree of control and authority

over the workplace. This requirement is especially important when it comes to young Manitobans, whose lack of work experience and hesitation to ask questions may put them at greater risk of being injured at work.

I often hear experienced workers or supervisors say "it's just common sense." When you consider the diversity of our workforce, it's hard to know what "common sense" means. Workers come with a diversity of age, work experience, life experience and familiarity with equipment and tools. When we say "it's just common sense," we make a dangerous assumption that could lead to a tragic injury or illness. The better assumption to make is that a new worker has no familiarity, but is willing to learn.

Safe workers aren't born, they're trained. It's the theme of our most recent awareness campaign at SAFE Work Manitoba. No one is born with the innate skills needed to do a job – they must learn them. In the same way, working safely requires training.

Where to get this training? Over the last several years, SAFE Work Manitoba has worked closely with its partners to support safety training for Manitobans who work in a variety of industries and locations. The development and expansion of industry-based safety programs has supplemented training from private providers, and increased the overall amount of safety and health training available. In 2019, almost

14,000 people attended training through SAFE Work Manitoba and our province's IBSPs, according to WCB data; this number continues to grow each year.

In the heavy construction sector, the go-to source for industry-specific training is the MHCA's WORKSAFELY™ program. SAFE Work Manitoba values its partnership with WORKSAFELY in ensuring the heavy construction industry is provided with relevant safety and health training.

WORKSAFELY offers courses that address the industry's specific needs, such as training for flag persons, traffic control co-ordinators and excavation and trenching workers. It also offers training on more general topics, including safety committee training, managing impairment at work and back injury prevention. Information about training opportunities is available on MHCA's website at <http://mhcaworksafely.ca>.

Workshops suspended during COVID-19 pandemic

As is the case for many organizations that offer training, MHCA WORKSAFELY and SAFE Work Manitoba have postponed workshops during the COVID-19 pandemic, in keeping with recommendations of Manitoba Health. The availability of workshops will be reassessed in line with health advisories, as the pandemic situation evolves.

SAFE WORKERS AREN'T BORN, THEY'RE TRAINED



E-learning courses available

While in-person workshops are on hold, online safety courses continue to be available on the SAFE Work Manitoba website. In fact, if your usual work schedule has changed, you may find this an opportune time to complete some of these courses. SAFE Work Manitoba covers the cost of these courses through a partnership with the Canadian Centre for Occupational Health and Safety. Courses cover a wide range of topics; among these are psychological health in the workplace; violence on the job and an overview of the Canada Labour Code (Part II). To see the full list of courses

and to register, go to safemanitoba.com and click the Education tab. If you'd like more information about our latest campaign, click Resources, See All of Our Campaigns and SAFE Workers Aren't Born, They're Trained.

SAFE Work Manitoba, the prevention division of the WCB, is dedicated to preventing workplace injury and illness. Working with our partners in the safety community, we provide prevention education, safety programming, consulting and strategic direction to create a genuine culture of safety for all Manitobans.



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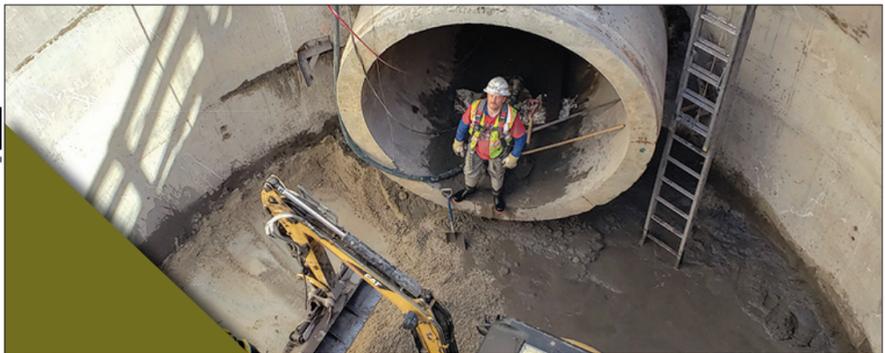
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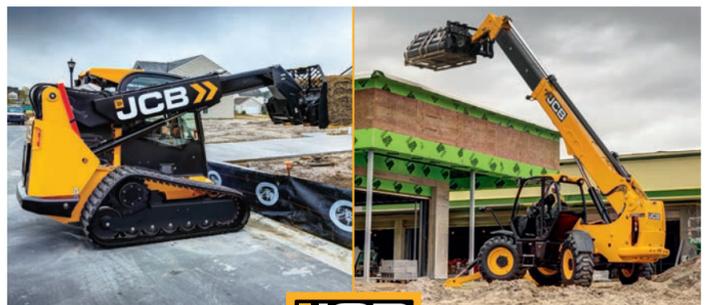


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