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24 Cutting down on noise pollution
How to effectively tackle noise pollution at pits and quarries.
Tires used in bridges? Electric quarries? Times are changing...

On a recent drive with my three-year-old daughter, I was informed that it was of vital importance that we stop at a nearby McDonald’s restaurant for lunch. After the employee working the drive-thru was unable to describe the toy cars available for the Happy Meal to my child’s satisfaction, my daughter asked me to park the car and bring her inside the restaurant so we could weigh out all of her options in selecting “the right one”. I had not frequented a McDonald’s in years, so it came as a surprise to me when I walked inside and was greeted by a giant screen where I was instructed to input my order. As I watched people quietly punch in their orders I thought to myself, times are changing. The same can be said for the aggregates and roadbuilding sectors.

Technologies are constantly evolving to make operations more efficient. Whether that means getting better fuel efficiency from your big iron; improved water conservation from your aggregate washing plants; finer and better production from your crushers; lower emissions from your paving operations and other heavy equipment; or reduced noise and better dust control in quarry operations, manufacturers, suppliers, researchers and industry associations are working around the clock to find ways for you, the readers, to get a better bang for your buck when it comes to managing your day-to-day operations.

One interesting piece of research I recently read about was from The Canadian Press on the topic of using recycled tires in the construction of various types of infrastructure.

The story discussed how a researcher at Dalhousie University in Halifax is currently looking into how a tire-derived aggregate, made from recycled tires, could be used to help strengthen soil used in the construction of roads, bridges and buildings. Hany El Naggar, the professor heading up the project explained that there are soft soils throughout Nova Scotia that are not strong enough to support infrastructure, and that this tire-derived aggregate has the potential to enhance the strength of the soils enough to allow for infrastructure to be built on them. If it works, it’s not a bad way to divert the tires from landfills.

Another interesting project underway is taking place in Sweden with the help of Volvo Construction Equipment (check out page 8 for the full story).

Volvo CE, along with its customer Skanska Sweden, the Swedish Energy Agency and two Swedish universities, are building a $30-million electric site research project designed to electrify certain transport stages in quarry operations, from excavation to primary crushing and transport to secondary crushing.

Volvo has predicted that the project could reduce carbon emissions in these transport stages by upwards of 95 per cent, and could offer upwards of a 25 per cent reduction in total cost of ownership. The best part of this project (for Canada, anyways) is that the technologies could be applied to quarry operations across North America, if successful.

In our new world of carbon taxes, where climate change is a global priority, this technology could definitely end up offering some serious advantages to quarry operations everywhere.

It’s great to see the industry’s technologies evolving in ways that benefit both industry and our environment.

As for my mission at McDonald’s, I ended up bypassing the order screen, walking over to the counter and asking for all the cars to be placed on the counter so my daughter could find the shiniest, and therefore, best vehicle. Oh well, I guess technology alone can’t be expected to solve everything...
The New Clearview FXS® fume extraction system provides greater visibility to the front of the paver hopper, to the opposite side, and down to the augers.

Paver controls are mounted to the pivoting seat station, which hydraulically swings out past the side of the machine for excellent visibility.

All functions are easily accessible, including feed system and flow gate controls.

Noise levels cut in half and improved visibility allow the operator to stay in constant communication with the rest of their crew.

LET ROADTEC MAKE YOUR JOB EASIER - VISIT ROADTEC.COM
Strategic moves for Terex mixer truck business

Terex announced the completion of two strategic moves related to its front discharge mixer truck business. Within the Terex corporate structure, Terex Mixer Trucks have transitioned from the Terex Construction Americas specialty products portfolio to the Terex Materials Processing segment. The trucks join Fuchs material handlers, Terex Bid-Well automatic roller pavers, and Powerscreen, Terex Finlay, and other Terex minerals processing and washing equipment in the Materials Processing portfolio.

“Terex Mixer Trucks are a longstanding and important part of the Terex business portfolio, and Terex positioned the trucks in a strong business segment where they can expand and continue to help customers meet their production goals,” comments John Leech, general manager for Terex Mixer Trucks and Terex Bid-Well. “This has been a seamless transition that has not affected our mixer trucks customers. The only visible change is our new director of customer engagement strategy, sales and service organization, Mark Aubry. He is an excellent addition to the Terex team and offers a wealth of sales and marketing experience for the mixer truck line.”

Aubry replaces long-time concrete industry veteran David Rinas, who held the director of sales position since August 2008, and announced his planned retirement from the position earlier this year.

McCloskey International announces new division

McCloskey International recently announced the launch of McCloskey Washing Systems (MWS), a new business division focused on washing and classifying across multiple applications. The new unit will design and manufacture a full range of mobile, modular and static material and mineral washing equipment.

“Global requirements are becoming more stringent, and McCloskey International is in the perfect position to provide innovative equipment to assist customers in meeting these demands,” said Sean Loughran, director of MWS. “The entrepreneurial spirit that McCloskey was founded on is very much alive; the business continues to be driven by passion to design and build the best equipment. This same ethos exists within MWS. Our team of highly skilled and experienced washing design engineers have spent the past 12 months developing an impressive range of washing equipment that, I am delighted to announce, is ready to be launched onto the world stage.”

The formal launch of the MWS division will take place at CONEXPO/CON-AGG 2017 in Las Vegas, Nev.

Hillhead 2018 dates announced

The organizers of the Hillhead Quarry Exhibition, The QMJ Group, have announced the dates for the 2018 event. The biennial showcase for the quarrying and construction industry will take place from June 26 to 28, 2018 at Hillhead Quarry, near Buxton, Derbyshire, England.

The event follows a record-breaking show in 2016 that featured 476 exhibitors and an ABC-audited attendance of 18,601. For more information, visit www.hillhead.com.
Aggregate Drones

“...accurately measure the volumes of stockpiles at one of our quarries in just 10 minutes using the Kespry Drone System. Previously, it took me about 2 days of strenuous GPS work to cross-section those piles. This is an amazing technology!”
— John P. Davenport, Construction Surveyor, Whitaker Contracting Corporation

Automatically measure aggregate stockpiles

Kespry drones are saving mining companies time and money by automating the measurement of aggregate stockpiles and construction materials.

Companies can fly their own sites and automatically get the perimeter and volumes for all their aggregate stockpiles as frequently as needed.

The Kespry 2D and 3D aerial models also assist with mine surveying, planning and operations.

With Kespry, what used to take weeks now takes hours.
In the ongoing quest to create greener aggregate operations that produce less carbon emissions, Volvo Construction Equipment (Volvo CE) has partnered with its customer Skanska Sweden, the Swedish Energy Agency and two Swedish universities to create an electric site research project designed to electrify certain transport stages in quarry operations from excavation to primary crushing and transport to secondary crushing.

Volvo CE predicts that this project has the potential to reduce carbon emissions in these transport stages by upwards of 95 per cent, and could offer upwards of a 25 per cent reduction in total cost of ownership.

The company recently presented the SEK 203-million (or just over $30 million) electric site solution at the Xploration Forum in Eskilstuna, Sweden this past September. The company also unveiled its new concept HX1 autonomous, battery electric, load carrier at the forum. The prototype carrier is one element of the research project, which includes developing new machines, work methods and site management systems.

In addition to a fleet of HX1s, a prototype hybrid wheel loader and a grid-connected excavator make up part of the electric site system.

“This research project is a step towards transforming the quarry and aggregates industry,” stated Johan Sjöberg, technical specialist in site automation at Volvo CE. “By using electricity instead of diesel to power construction equipment in a quarry we have the potential to deliver significant reductions in fuel consumption, CO₂ emissions, environmental impact and cost-per-tonne. The electrification of construction...
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Although the site test is located in Sweden, Volvo CE believe the technology would be applicable for the North American marketplace.

> “The electrification of construction equipment will produce cleaner, quieter and more efficient machines – this represents the future of our industry.”

In other words, it would be tailored to the needs of each individual customer.

**PARTNERSHIP BREAKDOWN**

Every player involved in this innovative site project has an important role to play to ensure its success.

Volvo CE is coordinating the overall project and is responsible for developing the machines and systems. Skanska Sweden, one of the world’s leading project development and construction groups, is providing logistical solutions, application relevance and job site knowledge.

Swedish universities Linköping University and Mälardalen University are conducting the research with three PhD students looking at energy management for electric vehicles, safe and robust software controls and energy-optimized work cycle control.

The Swedish Energy Agency, a government agency for national energy policy issues, is helping fund the site project by providing SEK 65 million in funding, or just over $9.7 million. Volvo CE has invested SEK 129 million in funding (or approximately $19.3 million); while Skanska Sweden has contributed SEK 9 million (or about $1.35 million).

The research site project got underway in October 2015 and is expected to be complete in late 2018.

Volvo CE is in the process of developing and testing the technologies, concept and prototypes in-house that it will be used for the site project. Those machines will then be incorporated into one of Skanska Sweden’s quarries in Western Sweden for a total of 10 weeks, where the electric site concept will be tested. Volvo CE plans on examining the results from the test to see if the electric site concept is commercially viable for the industry. Volvo CE has stated that this project is strictly a research project with no plans for industrialization for the time being.

“This type of cooperation between Volvo CE, its customers, governments and academia allows us to invest in new technologies and explore solutions that are both relevant for our customer base and address future challenges,” says Erik Uhlin, advanced engineering technical project leader at Volvo CE. “Each year Volvo invests a substantial amount of money in emerging technologies, advanced engineering and product development. But without vital public funding and support from partners it would not be possible for research projects like this to go ahead.”

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When you’re ready to take control of your asphalt production, we have you covered. ADM’s full line of asphalt plants, ranging from 60 – 425 tph, give you the power to lower production costs, increase profitability and grow your business. When you own the plant, you call the shots.

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With the cut of a ribbon, Alberta’s Northeast Anthony Henday Drive ring road project was officially opened this fall. That innocuous snip signalled something momentous for Edmonton and Alberta’s surrounding northern communities – something that has been talked about, planned and in progress for more than 60 years.

The final leg of the project drew to a close a chapter of design and construction unlike any other in Alberta’s history. Anthony Henday Drive is the first finalized ring road around a city in the province and Alberta’s single largest highway construction project to date.

At completion, the numbers tell the story: the Northeast Anthony Henday Drive project includes 18 km of reconstructed six- and eight-lane divided freeway, 9 km of new six- and eight-lane...
divided freeway, nine service interchanges, seven grade separations and 47 bridges including twin river structures. Lastly, the 27-km northeast leg of the ring road is free flow.

The northeast section of the ring road extends from Manning Drive to just south of Whitemud Drive and opened to the public on Oct. 1, 2016, with off-highway work continuing to be finalized, such as landscaping and seeding.

The sheer amount of work required to achieve such a massive infrastructure undertaking is almost mind-boggling. The total price tag associated with the project sits at $1.81 billion - nearly half of the more than $4 billion spent to build the entire Edmonton ring road.

However, federal leaders say the benefit for the economy, residents and province is monumental for the ring road.

“This piece of infrastructure is enabling people to move quickly and really enhance our productivity and economic growth,” said Amarjeet Sohi, Minister of Infrastructure and Communities, as well the MP for Edmonton Mill Woods. He also noted that residents would immediately notice the difference when using the road.

The project fulfills part of the vision in the capital region that people have been discussing and working on since the early 1950s.

The ring road was created to reduce congestion and improve the flow of traffic throughout the Edmonton region, ultimately providing safe and efficient access to area highways and communities.

A project of this magnitude requires sections, and the Edmonton ring road has been completed as such, over its history. The first such ring road concept was devised by government officials in the 1970s, with ongoing work done throughout the 1980s and 1990s to acquire the required land.

The west portion of the road, between Yellowhead Trail and Whitemud Drive, was built about 20 years ago, followed by the southwest leg, completed 10 years ago. In October 2007, the southeast section of roadway was opened, followed by the northern section in November 2011. Design for this northeast portion was ongoing from March 2012 to December 2014, with construction starting in July 2012 and wrapping up this September.

Fast forward to late fall 2016 and the historic roadway now provides efficient links for all four corners of the province. Further afield, provincial leaders are also saying that it will better connect the province to national and international markets, thereby helping the economy by supporting businesses and future economic growth.

Brian Mason, the province’s minister of transportation, said the Northeast Anthony Henday Drive is an investment in the long-term safe, efficient movement of people, goods and services throughout the Edmonton region.

From a business perspective, he noted that local enterprise will also enjoy the benefits of improved market access in and around the city, which ultimately encourages economic diversity.

In fact, according to Alberta Transportation, even before the Northeast Anthony Henday Drive project was opened to the public it helped boost employment rates during construction. About 2,000 jobs were supported, logging more than 10,000 person years of employment in Alberta throughout the project’s procurement and five-year construction period.

Ed Gibbons, City of Edmonton councillor, said investing in the city’s infrastructure ensures that Edmonton will be able to keep up with future growth.

“We’re now closer to shaping an Edmonton that will meet the needs of a growing and diverse regional population,” he said during the opening of the ring road in early October.

Gibbons notes that Edmonton is a major supply and service centre for the northern communities and resource industry.

“We’re also the transportation hub for moving goods into and moving products...
out of western Canada and out of North America to the Asian market,” he said, adding that because of this the city sees a lot of heavy trucks passing through.

Gibbons noted that this will be alleviated with the completed ring road, meaning efficiency and traffic flow in the city can be vastly improved.

For residents, the years-long project caused traffic headaches, countless speed limit changes and detours to accommodate construction.

Now that motorists are rolling on the new ring road all that should soon be forgotten. Anthony Henday Drive will reduce driving time – and give residents a more streamlined approach to navigating the city and its outlying communities and municipalities.

The Alberta government estimates that with the final leg of Anthony Henday Drive now open, the number of vehicles travelling on the roadway each day will sit at more than 60,000.

Even so, Mason said the completion of the ring road cuts down on time spent behind the wheel of a car – which translates into improving the quality of life for residents.

“It means people will be able to get where they’re going more quickly, spend less time driving and more time with their families and going about their business,” Mason said.

POWERED BY P3
The project was originally forecasted to take longer to complete. Using Alberta’s P3 model for highways (built as a public-private partnership) allowed the Northeast Anthony Henday Drive to be finished in 2016 – shaving three years off the time it would have taken through conventional delivery. That move also means more money in residents’ pockets, saving $370 million for taxpayers. The subsequent 30-year maintenance contract will involve an additional 2,000 jobs for ongoing maintenance, operations and rehabilitation of the Northeast Anthony Henday Drive.

Part of that construction timeline was spent on accommodating a total of 47 bridge structures. This was comprised of 37 highway bridges, eight rail bridges and twin river bridge structures over the North Saskatchewan River. In fact, there is little about the project that isn’t impressive, with seven grade separations, nine service interchanges and a 27 km stretch of six-and-eight lane divided free flowing highway.

Then, taking into account utilities and stormwater management on top of that, the project’s depth becomes apparent. Even the amount of road signs required is notable – 58 overhead sign bridges, and 45 cantilever signs.

Although the ring road around Edmonton is now complete and operational, the province isn’t sitting still on the transportation front.

A similar project is still underway surrounding Calgary. Construction is currently ongoing on the final portion of that ring road in the southwest region of the city. That project is expected to be complete in 2021.

The total price tag associated with the project sits at $1.81 billion - nearly half of the more than $4 billion spent to build the entire Edmonton ring road.

> “We’re now closer to shaping an Edmonton that will meet the needs of a growing and diverse regional population.”

- Ed Gibbons, City of Edmonton councillor
When Fred J. Dawson opened his contractor business and started work on his first contract in 1922 – the construction of a waterline in the Kootenays – it’s hard to imagine that he would have expected Dawson Construction to grow into the company it is today. Fast-forward to present day and the company is well known throughout Western Canada as a major player in the heavy construction industry with paving, aggregate, civil works, transport and testing divisions. In total, the Kamloops, B.C.-based firm generates...
Employment for more than 500 people.

Even though it's been close to a century since Dawson's contractor firm started up, it is still 100 per cent B.C.-owned and operated by the Dawson family; and the owners aren't the only people working who have been working at Dawson Construction for multiple generations.

Brook Webster has worked at Dawson for 17 years while his colleague, Len Kazakoff, is in his 20th year with the company. Both of them are second-generation employees, following in their father's footsteps in joining the Dawson team.

"My father was in construction the whole time I grew up," Kazakoff says. "My first job out of high school was going out and running a packer for my dad on a construction site."

"That's where my segway came in, too," Webster adds. "My dad was working for an asphalt company and I went to work with them at the time, then later followed him to Dawson."

The decision has worked out well for both men. Kazakoff currently manages the paving and aggregates division of the company and Webster manages the civil construction side of the business.

"There's a lot of employees in the company that are fathers and sons," Kazakoff says. "My nephews work here now," adds Webster. "There was one time it was my dad, my nephews and myself all working on the same highway project."

Having multi-generational employees helps the company battle the skilled labour shortages taking place across the country.

"The fact that it is family run and the history behind Dawson is something to be proud of," Webster says. "You're building that loyalty as you go. You're encouraging people to come work here based on the fact that it has been here for a long time, that it is reputable and you can be proud to say you work at Dawson Construction – not that we're better than anyone else, but when you have someone that's been around this long they're obviously doing something right. And when you're bringing multiple generations in, you're treating people your people well."

**STAFFING CHALLENGES**

Not unlike many other construction firms, finding qualified people is a big challenge for Dawson Construction.

Despite having a group of dedicated, loyal multi-generational employees, Dawson is not immune to the current labour shortages. Webster says finding qualified people is still the company's biggest challenge. The company often takes contracts in remote areas of B.C. and Alberta.

"Having a workforce that is willing to go to the places we need to work is the challenge," he says. "We're starting to get aged out. We've still got some men that are 70-years-old working in Chetwynd, 12 hours from home because we can't find someone else to do the work."

"The younger generation went to the oil and gas in Alberta for the big dollars and fled the scene, so we've got a big gap between the 30-year-olds that we should have there and the newbies that don't have the knowledge that are working with the 70-year-olds that should be on their way out," Kazakoff adds.

Unfortunately, it is difficult for companies in the construction sector to retain employees that are strictly interested in the biggest paycheque.

"We have good retention with the guys that have been around long enough to know that they're going to be treated well, but then you have the new guys that come in chasing the money so the loyalty isn't there," Webster says. "We can't compete in the market we're in and pay the same money as the guys in the oil and gas industry. So the phone rings [from oil and gas sector] and they vacate us at a moment's notice. That's the biggest challenge for us right now. The equipment is still being made, and the government is still pumping out jobs, but finding qualified people that are willing to go where we need them to go work is the biggest challenge."
With oil and gas on the decline, Dawson Construction has experienced a significant increase in the number of people looking for work. That being said, they’re rarely a good fit for the company.

“We’ve had more resumes then we’ve even seen but as far as quality goes hires we’ve got from that massive stack of resumes… for every 30 resumes we go through, we might find one,” Kazakoff says.

**INVESTING IN NEW TECH**

Dawson has been investing in some of the latest technologies to improve efficiencies in its various operations and they’ve been paying dividends.

“Some of the technology we’ve been using now is survey data,” Kazakoff says. “We actually have the Stockpiles measurement iPhone app we use for surveying stockpiles. It has the same accuracy as hiring the local surveyor with his GPS unit. It’s just that good.”

Another piece of technology Dawson is planning on purchasing this winter is a drone.

“It meshes up well with the apps,” Kazakoff says. “The issue with the iPhone app is that you can’t always see the piles at all times if there’s another pile beside it… It’ll be awesome to be able to know your piles in 10 minutes as opposed to hiring a guy who is picking it up with his GPS, going home… and you don’t get the results for 24 or 48 hours.”

The company also recently upgraded its estimating software.

“We switched a couple of years ago to HCSS HeavyBid estimating software,” Kazakoff says. “It’s quite expansive and that helps a lot. Instead of everyone being on their own, we’re all connected to see and review each other’s bids and estimates. We all manage our own areas, but for lots of the jobs all of the areas are important so we bid off sections of jobs together.”

The company also plans on attending CONEXPO in Las Vegas this March to check out the latest crushing software.

**AGGREGATES CHALLENGES**

When it comes to challenges Dawson has on the aggregates side of the business, the big one is keeping up with new regulations.

“With WBC and mines (Is this WorkSafeBC and a mining gov’t body?) and all the new rules and regulations they keep enforcing, it’s hard to keep up with it all,” Kazakoff says. “Every time we submit for a new mines permit it seems like there are another 10 pages added to the document, and because we’re so big it seems that we have to go the extra mile compared to the local guys that might own one gravel pit.”

The company has its own asphalt plants, which help its aggregate operations remain diverse through the ups and downs of the economy – like when gravel sales take a hit due to a lower number of subdivisions being built, for example.

“Having our own asphalt plant helps because we produce a lot of our own aggregate for ourselves,” Kazakoff explains. “That’s the biggest asset for us. We can do our own stuff, and if we’re not doing our own stuff we can give out some pricing to other contractors. That’s part of the Eagle Rock Division, which is also our QC division. A lot of companies don’t provide their own testing too, so that’s another bonus for us.”

Having a quality control laboratory that is CCIL certified holds significant weight when it comes to working with the provincial ministries.

“It’s always kind of a grey area where you have your own QC department checking your own material, but because it is CCIL certified it holds a lot of weight,” Kazakoff says. “It’s not easy to become certified like that.”

**INTERESTING PROJECTS**

For close to a century, the company has had the opportunity to work on a wide variety of interesting projects. One of the highlights of the early years was the construction of the Burrard Bridge for the City
of Vancouver, which was done as Dawson’s first joint venture with Harry Wade under the banner, Dawson, Wade & Company Limited.

Around the time of The Second World War, Dawson was very active in defence contracts, including the construction of several airports. The company is currently working at the Kamloops airport extending and repaving the runways – an airport it helped build more than 60 years ago.

As far as other recent projects go, both Webster and Kazakoff found their recent project in Lake Louise, Alta. extremely interesting.

“We were doing animal underpasses and overpasses. We were there for about six years,” Webster recalls. “That was a large, interesting project. We don’t see too many like that, these days. We see a lot turning lanes and intersection upgrades, so it’s nice to get a big contract like that and be in one place for multiple seasons.”

Dawson is also very active in water upgrade projects in First Nations communities, building pump houses and reservoirs and upgrading the existing infrastructure to ensure the communities have access to clean water.

With more than 90 years of experience under its belt, a core group of multi-generational employees, and a willingness to invest in the latest technologies to enhance its operations, Dawson Construction is positioning itself well to continue its successful operations well into the future.

**AN IMPRESSIVE FLEET**

Dawson Construction has an impressive fleet of equipment at its disposal for its various operations. Here’s a snapshot of some of the key components:

**DAWSON PAVING DIVISION:**
- 1 x 400 Te/Hr Portable asphalt plant
- 2 x 300 Te/Hr Portable asphalt plants
- 1 x 200 Te/Hr Stationary asphalt plant
- 6 x Asphalt pavers
- 3 x Asphalt pickup machines
- 12 x Asphalt paving rollers
- 3 x Asphalt recycling Gators
- 1 x Asphalt milling machine
- 4 x 966 Cat loaders
- 2 x 924 Cat loaders
- 6 x Cat skid steers
- 1 x Powersweeper
- 2 x Water/Fuel trucks
- 3 x Mechanical sweepers
- Multiple crew trucks
- Multiple mechanic service vehicles

**EAGLE ROCK CRUSHING/AGGREGATE DIVISION:**
- 1 x 3054 Jaw crusher
- 1 x 54” Cone crusher
- 3 x 45” Cone crushers
- 1 x Powerscreeener
- 4 x 6x20 Screen decks
- 3 x Feeder bins
- 2 x Surge bins
- Multiple varying widths/lengths conveyor belts
- 2 x Telescopic stacking conveyors
- 4 x 980 Cat loaders
- 1 x 844K John Deere loader
- 3 x 966 Cat loaders
- 2x 950 Cat loaders
- 1 x Cat 330 excavator
- 1 x Cat D7 dozer
- 1 x Cat D8T dozer
- Multiple crew trucks
- Multiple mechanic service vehicles

**EAGLE ROCK QC DIVISION:**
- 1x Stationary CCIL Laboratory
- 5x Portable testing laboratories
- 1x Asphalt coring trailer
- Multiple crew trucks

**DCM TRANSPORTS DIVISION:**
- 10x Tandem/tri-axle tractors
- 10x Gravel trucks
- 5 x Lowbeds
- 5x Tandem/tridem clams
- 2 x Quad wagons
- 1 x Side dump trailers
- 8 x Tandem/tridem pup trailers
- 1 x Stone slinger

**CIVIL DIVISION**
- 4 x Cat tractors (D5C LGP, D6K2, D8T, D8N)
- 4 x Cat graders (3 x 140H and 14H)
- 8 x Cat skid steer loaders (2 x 246B IT, 2 x 262C, 246D, 262D, 268B, 248B)
- 11 x Cat loaders (2 x 950F, 2 x 924G, 2 x 966H, 966C, 966F, 930H, 980H, 980F)
- 2 x Cat 730 trucks
- 4 x Cat compactors (CC34, CS-56, CS-54B, CS563C)
- 1 x Bobcat S220 loader
- 1 x NorAm 65E grader
- 1 x Komatsu WA380-6 loader
- 2 x John Deere excavators (50D and 350D)
- 1 x Ingersoll Rand SD45D drum roller
- 2 x Volvo compactors (SD45D, SD77DX)
Long Drying Time Plus
Long Mixing Time Equals
High Quality MIX

The robust, hard-wearing Dillman Unidrum takes full advantage of its long drum to produce a consistent, high-quality mix with up to 50%* RAP content.

Add the optional V-Pack stack temperature control system to operate in the most efficient way possible. Only available on the ASTEC family of asphalt plants.

*at 3% moisture
The robust, hard-wearing Dillman Unidrum takes full advantage of its long drum to produce a consistent, high-quality mix with up to 50%* RAP content. Add the optional V-Pack stack temperature control system to operate in the most efficient way possible. Only available on the ASTEC family of asphalt plants.

*at 3% moisture

DILLMAN UNIDRUM Features

- Easily Retrofit
- 200-700 Tons Per Hour
- Optional Astec Warm Mix System
- Optional V-Pack™ Stack Temperature System
- Backed by 24/7 Parts and Service Support
It's a fact. OSSGA members provide the stone, sand and gravel needed to build Ontario communities. We are surrounded by aggregate – it is literally the foundation of our lives. Yet many of us are unaware of how essential it is.

Aggregate is needed to build our homes, hospitals, schools, roads and playgrounds. It is also used in manufacturing many everyday products like glass, lipstick and toothpaste. Every year, Ontario uses an average of 164 million tonnes of aggregate – that's about 12 tonnes for every person in the province.

Where does aggregate come from? The vast majority of aggregate comes from either bedrock quarries or sand and gravel pits. Quarries are located in areas where rock capable of producing high quality crushed aggregate occurs at or near the ground surface. The sand and gravel deposits were created as a result of glacial activity that took place thousands of years ago. As the ice advanced and retreated, it left different kinds of deposits in each region of the province. The result in both cases is that stone, sand and gravel exist where nature put it.

Because aggregate is heavy, and we need so much of it to build our communities, where it comes from is important. The closer we can get it to where we need it, the better it is economically, environmentally and socially.

If every load of aggregate used in Ontario had to travel just one extra kilometre to reach its destination job site, an extra 2.5 million litres of fossil fuel would be consumed annually, and annual greenhouse gas emissions would increase by nearly 7,000 tonnes.

Think of it the same way you think about locally sourced food. Local supply reduces transportation costs, greenhouse gas emissions and fuel consumption, while at the same time supporting local economies through job creation.

THE CHALLENGE
We all need aggregate, and we all want to source aggregate in the most responsible way. So what’s the problem?

The challenge we face in the aggregate business is that there is a lot of misinformation out there. From water usage to the protection of wildlife, to working with communities to help mitigate noise, dust and traffic to the final rehabilitation of aggregate sites, the industry is working diligently to be good neighbours. Producers consistently go far and above the requirements in the more than 25 pieces of legislation that regulate the industry. Yet still, the public often has a negative view of it.

To help separate fact from the fiction, OSSGA has piloted a new advertising campaign in the Wellington County area. The campaign focuses on some of the common misconceptions that the public has about the aggregate industry. Ads were placed in newspapers, transit shelters, movie theatres and websites. Readers were asked to visit GravelFacts.ca to get the real goods on the industry.

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The campaign is the first in a series of public outreach programs that OSSGA has in the works to begin conversations and create a deeper understanding of how we can all work together.
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Cutting down on noise pollution

How to effectively tackle noise pollution at pits and quarries

The aggregate extracted from pits and quarries is a key building material used in the construction industry, and where extraction happens, there exists the possibility of occasional noise. Aggregate producers, through site design and the use of berms are generally able to effectively mitigate the noise to acceptable levels. But some designs and locations make it necessary to look for enhanced ways to mitigate noise.

Controlling the potential for noise and the impact it can have on surrounding residences is a key aspect of good aggregate operations. With the right plan in place, the potential for noise complaints can be greatly reduced.

As with many industries, there are some pieces of equipment used in the extraction process that may cause noise vibration. There are also loud sounds created during blasting operations, but the noise levels and nuisance of blasting noise are mitigated in a number of ways, from the timing and frequency of the blasts to scheduling blasts to coincide with appropriate weather conditions.

Pits and quarries that operate within the province of Ontario are regulated under two key pieces of legislation with respect to noise and vibrations. The first is the Environmental Protection Act, administered by the Ministry of the Environment and Climate Change (MOECC formerly MOE). The second is the Aggregate Resource Act, administered by the Ministry of Natural Resources and Forestry (MNRF formerly MNR). The MOECC's regulations and guidelines control potential environmental impacts, including noise and vibration.
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vibration, while the MNRF grants licences to aggregate producers.

In order for pits and quarries to operate in Ontario, they must meet the noise limits set by the MOECC, and they are some of the most stringent in the world. The more relevant MOECC guidelines deal with sound level limits at receptors, sound and vibration limits relating to blasting activities, and sound levels that specific noisy equipment at sites need to meet.

GUIDELINES

The most applicable guideline for normal operations of the pit or quarry is MOECC’s Publication NPC-300. Released in August 2013, the document consolidates several formal documents. It outlines sound limits a facility must meet at surrounding receptors, and represents one of the few major changes in MOECCs documentation dealing with noise and vibration in recent years.

The update includes several major changes. Most notably, it looks at the way receptors and their respective limits are assessed. The sound level limits at receptors change depending on the time of day, with the strictest limits set for the night-time hours when people are trying to sleep, and the most lenient set for the day when people are most active. The limits also depend on the local environment. The lowest limits are designated for rural environments at night, where they can be as quiet as a library, to urban areas during the day where they can be set to levels approximating an average home or the side of a lightly travelled roadway.

For assessment purposes, the worst-case combined sound levels emitted from equipment are examined. Some examples of major sound-generating equipment include: rock drilling, diesel generators, onsite haul trucks, loaders and dozers, crushers, screening plants, conveyor systems and stackers. The sound emissions from each can be determined either by manufacturer sound levels or by measurements taken by acoustic personnel. Depending on the complexity of the facility, basic calculations or a complex sound model, they can then be used to estimate sound levels from the entire aggregate operation at nearby receptors. The combined operations must meet the applicable sound level limits at all surrounding residences.

If the facility cannot meet the designated sound level limits, a mitigation strategy needs to be designed and implemented. The main techniques for mitigation include: changing or limiting the operational times of equipment; adding or upgrading silencers on equipment (e.g., generator sets, etc.); relocating onsite equipment further from receptors or moving it behind barriers (e.g., buildings, berms, quarry face, etc.); selecting quieter equipment; creating higher perimeter berms or adding (portable) on-site barriers (could include permanent stockpiles); and adding a noise monitoring program within the property line with notifications when sound levels reach a set threshold.

THE RIGHT SOLUTION

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As well, limiting the operational time for equipment can greatly reduce the facility sound level at the surrounding receptor, especially if nighttime operations can be scaled back or removed entirely. Silencers are a great way to reduce stack or wall opening sounds as they are relatively inexpensive and usually last for the life cycle of the equipment.

Noise barriers, walls or on-site structures all work to reduce sound levels by blocking the line of sight between the equipment and the receptor. Unfortunately, long or tall barriers are relatively costly and need to be installed close to the source of noise or to the residence.

If a single source of sound at a facility is dominant, it may be easy to identify and mitigate it with a silencer or barrier. In complex situations where many sources cause compliance issues, a qualified acoustical consultant may be needed to identify and select the appropriate mitigation measures.

Monitoring aggregate sites for noise, acoustics and vibration helps producers to develop a good understanding of how sound levels change throughout the day, and to identify any problem areas.

The original application and permit should look at worst-case scenarios, but it generally fails to address the transient nature of the operations. This can, however, be achieved by deploying long-term sound and vibration meters at strategic points throughout the site. Some meter deployments have the ability to log various parameters and, combined with a cell signal, can give warnings when sound and vibration levels approach the site-specified limits or when complaints from neighbours occur.

This near real-time communication allows operators to identify and modify site operations immediately and proactively, rather than hours or even days later.

A real-time monitoring station will also allow the data collected to be plotted for real-time viewing. The logged data provides an effective way to demonstrate continuous compliance with the applicable limits or to justify corrective actions on-site.

If neighbours have concerns about the sound or vibration levels, the data can be shared via the Internet with the public, or in a password-protected way with regulators or other stakeholders. This type of action can go a long way in building trust with neighbouring residences, and in reducing complaints.

In summary, the operations of pits and quarries have the potential to create noise and vibration concerns at surrounding sensitive receptors. Proactive planning can reduce many of those potential issues, and a monitoring system is one tool that can help identify potential concerns before they arise and allow corrective action to be taken proactively.

By taking the correct mitigation measures, producers are able to meet the strict Ontario sound and vibration limits, and greatly reduce the potential for complaints from nearby residents. The result is a quieter operation overall, with everyone able to enjoy the natural sounds of the nature all around.

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Aaron Haniff is a scientist and engineer for noise, acoustics and vibration at RWDI.

This article originally ran in the Fall 2016 issue of OSSGA Avenues.
PURCHASE PRICE is just the beginning.

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How much does a new screen plant really cost? Find out here: http://www.elrus.com/blog/profitable-crushing
Articulated
dump trucks

A look at the latest ADTs and complementary vehicles

CATERPILLAR

The new Cat C2 Series articulated dump truck range includes the 314-hp (234 kW), 725C2 and the 367-hp (274 kW) 730C2 and 730C2 EJ with ejector-type body. Rated payloads are 26.5 tons (24 tonnes) for the 725C2 and 31 tons (28 tonnes) for the two larger models. Standard automatic traction control ensures efficient operation of the new models, which advance the design of predecessor models with increased productivity, lower operating costs, and added rimpull/retarding capability, while retaining the long-term durability, high availability, high resale value, and optimum rental margins of previous models.

www.cat.com

JOHN DEERE (SHOWN ABOVE)

Designed and built in Davenport, Iowa, the 460E is the largest ADT in the John Deere lineup. The 481-hp machine is built with features for operator safety, including remote park-brake release; rollover protection; ground-level service; and auto horn. The Deere-designed cab is sealed and
pressurized to keep out dust and noise. The 460E employs a heavy-duty fabricated frame and high-alloy steel dump body, ensuring best-in-class payload-to-weight ratios. It also comes loaded with an EPA Final Tier 4 (FT4)/EU Stage IV John Deere Power Tech diesel engine. The 460E is equipped with a purpose built ZF transmission that includes a high capacity retarder, eight forward gears and four reverse gears. In addition, the John Deere hauler axles are designed for heavy-duty applications and include on-the-fly differential locks, outboard planetaries and each axle is independently pressure lubed and filtered.

**SIMARD SUSPENSIONS**

Simard Suspensions, a tandem suspension specialist for vocational vehicles, offers a new specialized "off-road" truck including all the technology and know-how of the suspension manufacturing company. The Dramis looks like an oversized dump truck, but its features make it a serious complement to rigid or articulated truck fleets. Designed on the basis of a Class 8 vocational truck, the Dramis receives the AMS50THD HD tandem suspension as well as the DTS active hydraulic rear tandem suspension. This highly adaptive suspension allows the Dramis to absorb all the road barriers and eliminates kickback from the chassis. It also has an auto-leveling system, which keeps the dump body horizontal during unloading. The latter has also been specially designed for the Dramis payload capacities. Thus equipped, the Dramis is able to carry up to 55 metric tons of payload and perform duty cycles efficiently. The use of a Class 8 chassis allows low fuel consumption (estimated 16 to 20 litres per hour). The Dramis is available in different chassis configurations such as Mack Granite, Kenworth C500 and T800, Western Star 4900XD and International HX.

www.dramisintl.com

**TEREX TRUCKS**

Featuring new livery and frontal design, the 38-tonne, TA400 articulated dump truck is the largest in the Terex Trucks articulated range. Investments have been made to ensure increased durability and protection of truck components, including upgraded hydraulic hoses, electrical interfaces, transmission mountings and brake pipes. In order to prolong hydraulic component lifecycles, Terex Trucks has introduced magnetic pressure filters that reduce the risk of contaminants entering the system, and improves the cleanliness of the hydraulic oil. Further lowering operational costs, as well as enhancing safety is the forced-cooled multi-disc brakes. Supported by an electronic activated exhaust brake and a six-stage modulating transmission retarder, the TA400 benefits from longer brake component lifecycles. The transmission now features high performance oil that extends time between service intervals to 6,000 hours, and the powerful drivetrain maintains traction in even the most difficult terrain thanks to longitudinal and limited slip transverse differential locks.

www.terextrucks.com

**DOOSAN**

Doosan’s DA40-5 articulated dump trucks feature a flexible and agile undercarriage ensuring all six wheels have permanent ground contact to achieve extreme performance in off-road conditions. The ADTs are built with a Tier 4 (T4) compliant diesel engine with a rated horsepower (net) of 482.8 hp at 1,900 rpm and a maximum torque (net) of 1,750 lbf-ft at 179.73 rpm. They have a loaded operating weight of 158,292 lb., and a rated payload of 88,185 lb. A strong frame and body design with lightweight, high-grade, wear-resistant steel reduces the total weight of the truck, which requires less horsepower for operation. A sloping rear frame, combined with an ideal track width provides a low centre of gravity. A gradient meter helps the operator monitor the incline and pitch of loads for improved safety. Two lateral limited-slip differentials, one front and one rear, deliver top traction, while a free-swinging rear tandem gear-driven bogie delivers added stability.

www.DoosanEquipment.com
> **GALAXY**

The new Galaxy Severe Duty Solid (SDS) line of solid tires offers contractors a wide range of outstanding Galaxy design and engineering in solid tires sized for the most popular skid steers, loaders and forklifts. Among the tires in the Galaxy SDS line are:

- Beefy Baby SDS, a solid version of the gold standard in skid steer tires; LHD 500 SDS L-5; Super Smooth SDS L-5; and Yardmaster SDS. The Galaxy SDS line is available in a wide range of sizes, with and without apertures. Galaxy brand tires are distributed in Canada by Dynamic Tire Corp. and by Alliance Tire Americas in the U.S.

  Booth: C6479 (Alliance Tire Group)

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Booth #C31227

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Booth: C4026

E-Z DRILL

E-Z Drill’s Dust Collection System is designed to ensure concrete drilling operations are in compliance with air quality standards. The system is powered by the same air compressor as the drill and can be used in conjunction with any drill model. The system includes a dust boot that mounts to the end of the bit guide, where the bit penetrates the concrete. The vacuum system gathers the dust directly from the drilled holes and stores it in a collection bag. A valve on the system allows users to reverse the airflow periodically to clean the filters. The system reduces operators’ exposure to dust released into the air during concrete drilling. It also prevents dust from blowing toward nearby traffic or into water during bridge repairs. The system also extends the life of E-Z drill units by removing dust that can stick to lubricants or wear nuts and bolts.

Booth: C4333

CATERPILLAR

The M Series SWL machines are powered by the Cat C7.1 ACERT engine with clean emissions module that requires no operator intervention, which avoids work cycle disruptions. The operator has the option of selecting standard mode operation that reduces maximum engine speed to 1,600 rpm without compromising peak ground performance, resulting in a 5 to 10 percent fuel savings. Full performance mode operation boosts engine speed to 1,800 rpm for maximum engine power and increased hydraulic speed and power to boost production.

Booth: C6061

DEXTER + CHANEY

Dexter + Chaney’s new Spectrum Integration Hub allows Dexter + Chaney clients to integrate Spectrum with virtually any other software program available. The Spectrum Integrations Hub features solutions comprised of pre-built connectors, standard-based interfaces and bulk data access. These solutions make it easy to facilitate seamless communication between Spectrum and other applications, creating an open application program interface (API) environment, based on open technology standards. The Spectrum Integration Hub is powered by several different Spectrum offerings that can be used together or separately—depending on integration needs. Each solution features easy-to-use interfaces and simple processes, making it easy for the end users to build out a uniform, streamlined data flow across multiple systems and components.

Booth: C4149

JOHN DEERE

The John Deere large-frame G-Series skid steers (330G, 332G) and compact track loaders (331G, 333G) were inspired by extensive feedback from John Deere customers looking for more productivity, better visibility and simplified service to remain competitive in their businesses. The 330G and 332G’s redesigned vertical-lift loader design rises higher and reaches farther, for quicker, easier loading. These machines dish out substantially greater boom and bucket breakout forces as well. New productivity-boosting electrohydraulic (EH) joystick controls make the G-Series machines even easier to operate. Options include return-to-dig, return-to-carry, attachment positioning and boom up/down self-levelling. Push-button activated through the sealed-switch module, these settings help an operator be more efficient.

Booth: C5361

TRIMBLE

The new Spectra Precision Pipe Lasers, designed for use in gravity flow pipe installation, have a compact design to make it easy to setup in manholes with tight inverts. Both Spectra Precision Dialgrade models DG613 and DG813 have a grade range from -12% to +40% and are fully self-levelling over the entire range. A remote control, target, trivet base and flexible power options are included in each package.

Booth: C4309
LIEBHERR

Liebherr’s L 538 wheel loader features a Z-bar linkage for standard operations, achieves a tipping load straight of 22,485 lb. (10,199 kg) at an operating weight of 30,205 lb. (13,700 kg) and is driven by a 153hp (114 kW) engine. This loader is equipped with a 3.14-cubic-yard (2.40 cubic metre) quick hitch re-handling bucket with bolt on cutting edge. These wheel loaders can be used in a traditional capacity, to stockpile or move earth/materials, or can be used to handle all types of construction material through the use different attachments. The implementation of energy efficient technologies such as the hydrostatic drive combined with the Liebherr Power Efficiency system (LPE), optimizes the interaction between drive components. This system is able to adjust the performance and power for every working situation, enhancing the efficiency of the wheel loader and providing additional fuel savings up to 25%. An additional contributing factor to fuel economy is the configuration of the machine and the positioning of its engine. The engine is used as a natural counterweight. The centre point of gravity of the drive line components is behind the rear axle to avoid unnecessary additional counterweight. Less operating weight has to be carried around, therefore, less horse power is required. Subsequently, less fuel is consumed.

Booth: C5126

GOMACO

Gomaco’s new 3300 multi-application slipform paver features extreme steering capabilities with smart leg and track positioning, and a smart telescoping mold mounting system for paving from the right side or left side of the paver. The original GT-3300 has been re-engineered with the latest in technology with the G+ control system.

The 3300’s Extreme Steering is accomplished with rotary sensored slew drives on the tracks and G+ controls. The 3300 was specifically designed for right side and left side pour capabilities. Its U-shaped operator’s platform provides a complete view of the entire paving operation from anywhere on the platform. The control console easily slides from side-to-side to accommodate the direction of the pour. The 3300’s design includes a 20-foot-long (6.1 m) conveyor with four-way hydraulic positioning, which allows perfect placement of the concrete into the hopper on either side of the 3300. The four-way positioning includes pivoting tilt, pivoting swing, longitudinal slide, and sideshifting. The conveyor hydraulically folds to reduce the overall transport length of the paver.

Booth: C5861

SKILSAW

Skilsaw’s Medusaw is the first worm drive concrete saw that delivers a complete concrete cutting system with Skilsaw worm drive power and durability. Skilsaw engineered this saw with an integrated wet/dry dust management system to control dust, allowing for cleaner cuts, and GFCI protection. Both features extend the life of the saw and protect the user. The Medusaw features a cut-ready adjustable plunge lock that allows users to quickly and accurately set and make consistent plunge cuts. The saw also has an integrated rolling foot plate with rubber wheels that helps users move it smoothly across hard surfaces and rust-resistant brackets and fasteners to protect against corrosion. The tool includes a retractable front pointer that accurately guides the saw along the cut line and retracts for tight spaces.

Booth: O31965, O32050

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Education expo highlights various pathways

Nevermind Halloween, there are frightening numbers out there when it comes to the skilled trades workforce in Canada. The Conference Board of Canada expects a whopping one million skilled workers will be needed by 2020.

While that is a worrisome number for employers of skilled workers, it was an encouraging number for attendees of Rock to Road’s Careers in Heavy Construction Expo, held in Bolton, Ont.

Ritchie Bros. Auctioneers’ Bolton facility hosted the keen participants of the career day, who braved winter’s first wallop in Southern Ontario to learn from the diverse line up of speakers and sponsors.

Participants learned not only about the upcoming workforce gap, but also that tradespeople, on average, earn salaries that are 3.1 per cent higher than the average of all other careers combined in Canada.

Darryl Ormiston, apprenticeship liaison officer with Centennial College School of Transportation, who shared that statistic with the audience, was one of four post secondary representatives who offered guidance to the participants and encouraged them to explore their options at college or university.

But schooling isn’t the only avenue to secure a meaningful career in the industry. Ryan Pottruff, territory manager for Ritchie Bros. Auctioneers, shared his story about how he found employment in the heavy construction industry in sales. Pottruff was an NHL draft pick for the Carolina Hurricanes in 2004 and explained that he had no experience when he approached Ritchie Bros. for a job.

“I just went and was myself,” Pottruff said. “They are just looking for good people who can demonstrate leadership, hard work and dedication. It’s about who you are as a person.”

Amma Wakefield, senior materials engineer for Aecon Material Handling, chose the schooling route for her highly specialized career, and emphasised the importance of finding satisfaction with your work.

“Be curious,” she said. “I’m passionately curious about this industry and that’s what drives me.”

Taking advantage of co-ops and internships was a common theme for several speakers. Getting your hands dirty on the job is when students learn both hard and soft skills crucial to becoming valued employees.

Ritchie Bros. provided attendees with a tour of the facility to see, first-hand, the heavy equipment on site. Another highlight of the day was a drone demonstration from GeoShack.

For two lucky attendees, Hamza Shalghoum and Hui Ou Wu, the day wrapped up perfectly when their names were drawn for the two $500 bursaries, courtesy of Strongco and Wajax.

The expo was sponsored by Ritchie Bros. Auctioneers, Strongco, Wajax and GeoShack.
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Imagine if Brian Epstein had never seen the Beatles. If John, Paul, George and Ringo had continued to play, “undiscovered” in the Cavern Club, how many people would have heard them; what would their estates and copyrights be worth today? Hard to imagine. Such squandering of natural gifts.

It’s not a lot different, when you think of it, for Canada’s natural resources. And squandering, in effect, is what we’re doing today with the economic potential of our oil resources.

They are effectively landlocked due to the inability to get the barrels to seaport and a broader market. Alberta’s oil is locked to North America, especially U.S. distribution, which cuts the per barrel price by about $14, as of August, when Alberta crude was selling for about $31/barrel.

Without pipeline access to tidewater – and therefore to new international markets – Canada will continue to pay an economic penalty.

No one is saying this country, or its producers, should build pipelines without diligent and sensitive consideration and mitigation of environmental impacts – protecting sensitive or at-risk territories, waterways and species.

Squandering the economic potential of our oil resources.

That’s not the Canadian way.

Recent approvals – the $36-billion Pacific Northwest LNG project, for example – should give all Canadians, including those whose communities and traditional lands are most directly affected, comfort in the environmental review and vetting process. The Trudeau government last week gave the LNG project the green light, predicated on 190 conditions.

The careful, public environmental review (combined with regulated monitoring and reporting during project development, construction and lifetime operation) illustrates the value Canadians place on their land, water and communities, and the respect for the constitutional rights of Indigenous people.

But land locking the country’s natural wealth is beyond misguided.

It wastes Canada’s potential to realize economic growth and security – the lifeblood of our governments’ treasuries, revenues which support the social programs that make our standard of living the envy worldwide. It also stymies the development of the best human talent in science, engineering and industry innovation. Why would we turn our backs on our youth, send them packing for careers and jobs elsewhere?

THE HARD NUMBERS

What, in hard numbers, are we “turning our backs” on?

Here’s a synopsis:

- According to a 2015 Conference Board of Canada report, the $6.8-billion Trans Mountain pipeline expansion holds 678,000 person-years of employment;
- Energy East would be worth $16.8 billion in GDP for the Canadian economy during the nine-year development and construction phase, alone;
- Enbridge says its $7.9 billion Northern Gateway pipeline project would create up to 3,000 jobs during peak construction;
- Long-term employment connected to the three projects would be more than 38,000 jobs per year.

This is important to the West, and to all Canada. Pipelines, as with all strategic infrastructure investments, are key to the country’s economic prosperity.

Pipelines, as with all strategic infrastructure investments, are key to the country’s economic prosperity.

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WE KEEP IT MOVING.
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