FIXING AXLE WEIGHT ISSUES

Ontario’s axle weight pilot project
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Ontario's axle weight issues
An update of Ontario's axle weight pilot project.

Conveyor safety Top 10 list
Tips for ensuring safe conveyor operations.

A golden opportunity
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Don’t worry, be busy

Contractors and suppliers remain positive, despite uncertainties.

You could sense the excitement in the air at the latest edition of World of Asphalt, which took place this March in Houston, Texas. Approximately 8,500 attendees flocked to the George R. Brown Convention Center from all over the world – including representatives from all 10 provinces. I bumped into a few of the Canadian contractors and asked about how 2018 is shaping up for them. They all replied “busy” or “crazy busy,” or something to that affect. Their U.S. counterparts offered similar responses. So all is right in the world of asphalt, right? Well, I wouldn’t go that far.

In Canada, much of the federally announced infrastructure spending has yet to be rolled out, and this has certainly frustrated some contractors across the country (check out the column written by Manitoba Heavy Construction Association president Chris Lorenc on page 38, if you’re looking for an example).

In Ontario, associations are working to counter the scathing report from Auditor General Bonnie Lysyk, which placed the province’s paving industry under fire last year, when she stated that substandard asphalt used on major highways added millions of dollars in additional road maintenance costs for taxpayers due to premature cracking.

In Western Canada, fighting over the Trans Mountain pipeline has resulted in Alberta Premier Rachel Notley threatening to cut off oil exports to B.C., which could increase project and operational costs throughout the province.

Then there is potential of steel and aluminum tariffs hitting countries all over the globe, which would almost certainly increase equipment costs for manufacturers, suppliers and contractors. U.S. President Donald Trump announced that Canada and Mexico would be temporarily exempt from the new tariffs, while NAFTA revisions are still being negotiated.

Despite the uncertainties, it appeared to be business as usual for exhibitors at the show.

When I dropped by exhibitor booths to check out the latest technologies, many of the manufacturers and suppliers of the asphalt world said that they were struggling to keep up with demand. Some of them even announced expansion plans at the show and were on the lookout for new people to add to their teams.

During one press event I attended, where a company was discussing the expansion of its manufacturing facilities, they stated that finding good, qualified people is always a challenge. (This is something I hear fairly often when I speak with people.) When I speak with manufacturers and suppliers: What surprised me more is what came next. The company’s CEO then went on and add that finding enough reliable, entry-level people they can train is an ongoing challenge - now that’s a sign of a local industry labour shortage. That said, it’s far from the worst problem to have.

Bottom line, at least from what I heard from attendees and exhibitors at the show, is that the construction sector in the U.S. and Canada is still going strong, and that they expect that trend to continue despite the talk of tariffs, unassigned infrastructure dollars and pipeline disputes overwhelming their news feeds.

In the world of asphalt, it’s business as usual.

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KEEPING BUSINESS PROFITABLE AND RUNNING AT ALL TIMES IS NOT AN OPTION. Our customers aren't just looking for conveyor components. They are looking for solutions and that’s exactly what PPI provides. Offering an optimal design for your specific needs, you can trust your name in ours with the latest in high performance systems. Our team of experts can assess your operation and determine product options for increased efficiency, longer wear life and increased reliability.

We supply you with products that perform and an entire team of experts ready to support your productivity goals from beginning to end.
Quarry Tech brings aggregate industry together in Calgary

Industry professionals attended a new learning opportunity on Feb. 22 for optimizing their aggregates operations and learning about the latest technologies available in the sector.

More than 75 quarry and pit owners, operators and managers from across Canada’s aggregate sector flocked to the Radisson Hotel & Conference Centre in Calgary to check out Rock to Road’s inaugural Quarry Tech forum. Aggregates sector professionals from Alberta, British Columbia, Saskatchewan, Manitoba, Ontario and Nova Scotia were in attendance for the day’s activities, which included 11 educational sessions and exhibitor booths.

The forum featured presentations from industry experts covering a wide spectrum of topics, including a new tool for managing silica dust in pits and quarries; the evolution of AVM systems into a streamlined blast documentation management platform; achieving quality drone data in real-world scenarios; the evolution of portable wash plants; wet screening best practices; fines recovery and water management best practices;

The educational component of the forum also featured a collection of crushing-related presentations that covered improving crushing efficiencies and safety through new technologies; using modern design technology to remove common workplace hazards; and contact-free belt scale solutions.

Attendees enjoyed several case studies showing some the latest technologies in action in real-world scenarios, including a look at Lafarge Canada’s new Onoway Wash Plant in Onoway, Alta., designed for the production of high-quality aggregates; and a case study involving the evolution of portable wash plants designed for use in several of Burnco Rock Products’ aggregates operations.

The next Quarry Tech forum will take place next winter in Vancouver.

Parsons awarded $61M contract for Gordie Howe International Bridge project

Windsor-Detroit Bridge Authority (WDBA) recently announced that it has selected Parsons Inc. of Markham, Ont., for the role of Owner’s Engineer for the Gordie Howe International Bridge project.

Construction on the new bridge between Windsor, Ont., and Detroit, Mich., will begin this year. This $61-million contract is the first contract WDBA has awarded for services related to the design-build phase of the project.

In its role, Parsons will support the owner – WDBA – through design review, providing technical advice and monitoring and overseeing the construction activities of the private-sector partner through inspections, compliance reviews and audits.

Parsons will begin its work as Owner’s Engineer in April of this year – two months before WDBA announces its preferred proponent and begins final contractual negotiations. This will allow Parsons to start work as soon as the preferred proponent is selected. Source: WDBA.

OSSGA hires new planning & policy manager

Tejas Aivalli has joined the Ontario Stone, Sand & Gravel Association (OSSGA) as its new manager of planning and policy.

Aivalli has an extensive background in research, government relations, project management and policy development. His work experience includes time at the Ontario Legislature, the Ministry of Municipal Affairs, and the Parliamentary Budget Office in Ottawa.

He has a BA from the University of Toronto and an MPA from the London School of Economics. His initial responsibilities will include providing staff support to the Land Use, Transportation and Health & Safety Committees.

Tejas can be reached at 647-727-8780 or by email at taivalli@ossga.com.

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Hybrid Thrust Bearing Technology: We consider our hybrid thrust bearing a lifetime component. Push more amps into crushing, increasing production without downtime.

Hydraulic Relief And Clearing: True hydraulic overload relief, no accumulator needed. Fewer cylinders with the largest clearing stroke available.

Hydraulic Anti-Spin System: Compact design with auto-reset extends manganese and bearing life.
PROBLEM:
Industry knowledge indicates that for every fatality, increasingly larger numbers of lost workday cases, injuries, near misses and unsafe behaviours occur.

SOLUTION:
Statistically speaking, the most effective way to reduce fatalities is to eliminate the exposure to risk before it can occur, reducing unsafe behaviours through ongoing training and emphasis on best practices.

PROBLEM:
The pinch point between the belt and a carrying idler can lead to an entrapment injury, and rolls can fall if the structure is damaged.

SOLUTION:
Every return roll that is less than seven feet in elevation should be guarded to protect workers from the pinch points. Guards over a walkway or roadway should be designed to protect against a falling roll with a catch basket, no matter what their elevation.

PROBLEM:
Airborne dust can contribute to potential health or safety hazards, environmental issues, regulatory challenges, explosion risks, higher equipment maintenance costs and poor community relations.

SOLUTION:
Effective belt support and sealing deliver improved containment. The single most effective way to prevent belt conveyor-related injury is to minimize fugitive material.

PROBLEM:
Fugitive material is one of the single greatest contributors to conveyor-related injuries, increasing maintenance and placing workers in close proximity to the moving conveyor.

SOLUTION:
Engineered transfer points can incorporate a number of technologies to ensure material containment, including modular chutes, impact cradles, stilling zones, skirt seals and even integrated air cleaners.

PROBLEM:
Belt lock out/tag out procedures often do not remove all forms of energy. Conveyor belts can also have stretch resulting in stored/potential energy that can increase risk to workers.

SOLUTION:
Develop a block-out procedure and train employees on it, which is the only way to protect workers against stored energy from the stretched belt and the sudden movement it can cause.
SAFETY TOP 10 LIST

PROBLEM:
Unsafe practices such as taking a 'shortcut' by crossing under an operating belt conveyor can lead to injury.

SOLUTION:
Secure walkways with handrails. Walkways should be provided at any point at which workers may need to cross the conveyor path.

PROBLEM:
If the belt slips or stops moving and the drive pulley continues to rotate, temperatures are quickly reached at the pulley/belt interface that are sufficient to cause ignition of the belt, pulley lagging, or combustible bulk materials.

SOLUTION:
Suggested points of application for a fire-suppression system along a belt conveyor.

PROBLEM:
The removal of guarding – and the non-replacement of guarding after maintenance procedures are completed – can create a risk when the conveyor is restarted.

SOLUTION:
Effective guarding is needed to control the hazards from a number of unique conveyor-related components and circumstances.

PROBLEM:
Neglected safety equipment (such as the broken cord on this pull-rope emergency-stop switch) creates a hazard, preventing workers from acting quickly to shut down the conveyor.

SOLUTION:
Emergency stop cords should be placed throughout the length of the conveyor and regularly inspected for signs of wear or damage.

PROBLEM:
Mis-tracking belts can cause significant spillage – as well as damage to belts and support structures – and may even create a potential fire hazard.

SOLUTION:
Conveyor belt tracking systems mitigate misalignment along the conveyor path, rather than correcting it after the fact, to promote greater efficiency and safety.

Content provided by Martin Engineering
www.martin-eng.com
When Doug Gonder spent his winters clearing snow, and his summers mining for gold throughout The Yukon in 1989, he didn’t expect his family’s business to morph into the successful construction company it is today.

As president of the Whitehorse-based Norcope Construction Group, Gonder now oversees a company that employs upwards of 75 people during peak season and a crew of 30 year-round.

“We grew this company out of nothing,” Gonder says during a tour of his head office and various worksites across the Whitehorse area. “We started out making $50,000 a year [in sales], now we’re up to $15 million a year in sales.”

The company began to grow leaps and bounds after taking on civil work within the Whitehorse area, including pipe installation and utility work.

The company eventually got into civil works such as curbing and pavement in 2016, and invested in a ready-mix concrete plant to service its contracts and sell the excess concrete and concrete aggregates to contractors throughout the north, through its sister affiliated company, General Enterprises Ltd.
“General Ent. Ltd. is one of the largest commercial concrete producers in The Yukon,” Gonder says. “We do work remotely. We’ll deliver concrete anywhere in the Yukon and into Alaska. We wash, screen and deliver to wherever they are located.”

Local contractors aren’t the only clients that Norcope services. The company supplied thousands of cubic metres of concrete and civil work for PCL during its construction of a $200-million extended care facility in Whitehorse – even throughout the winter, delivering concrete at more than -30C below, not including the wind chill factor. Gonder says delivering concrete and pumping to locations at those temperatures and high winds comes with risks, but that it is very gratifying knowing his company can meet those expectations.

CRUSHING IT

Norcope relied on a local custom crushing outfit for its aggregate crushing needs for many years, but recently decided it would be more economical to invest in its own crushing and screening equipment to supply its projects and customers.

The company reviewed a variety of crushing equipment and ended up opting for a Keestrack C3 impact crusher with a C4 screener in 2017, supplied by Frontline Machinery based in Chilliwack, B.C. The company’s first year crushing and screening its own aggregates was very successful, selling four different products to market: 50-mm minus, 20-mm minus, 20-mm stone and 3/8-minus sand blast, as well as recycling both concrete and asphalt products. Another big advantage of having this equipment on site, is that there is absolutely no waste, Gonder adds, saying that all wash out concrete products are

![Norcope Construction Group president Doug Gonder shows off some of his company’s crushed product at its quarry in the Whitehorse area.](image)
THE ORIGINAL AND BEST SAND WASHING PLANT.

EvoWash
The efficient alternative to sand screw and bucket wheel systems.
The EvoWash cyclone technology has a wide range of classification, fines recovery and ultra fines recovery systems available.

THE ORIGINAL AND BEST SAND WASHING PLANT.

crushed and recycled for use in sub-base road structures.
"I probably sold about 10,000 m³ of our own products to customers," Gonder says. "We’ve got screens to make other products but we’ve been so busy with the products we’re already using, have not branched into that as of yet."

Gonder says his company opted for the Keestrack due to the fuel savings it offered compared to some of the other options he reviewed, and the small footprint required for operating it.
"They promoted [Keestrack’s] fuel consumption to be better than most on the market and I agree with that," Gonder says. "We’ve been able to run with pretty minimal fuel consumption."
The company is in a good position to continue supplying its own operations and customers, as it owns a large quarry site with plans to expand in the Whitehorse area.

ADDITIONAL VENTURES
In addition to the various civil works and concrete aggregates that Norcope supplies, the company also owns and operates the only 24-hour truck stop in The Yukon, which Gonder’s father (Doug Gonder Sr.) built in the 1970s.
"Right now it’s the only place you can top up at 3 a.m. and get a hamburger; with showers and other complements for truckers," Gonder says, adding that he is planning on building an automotive museum at the Otter Falls Truck Stop, fuelled by his passion for classic cars.

By investing in its own crushing and screening operations to supply concrete and aggregates across the region, being a major player in civil works, and offering trucking services throughout The Yukon, Norcope Construction Group has set itself up in a position of strength. Despite not being currently active in the gold mining industry, Doug Gonder and Norcope obviously know how to seize a golden opportunity when they see it, and will likely continue to prosper well into the future.
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By 2020 a combined total of around 200,000 tonnes of sand, crushed gravel, concrete and asphalt will have been trucked onto the airside of the Vancouver International Airport (YVR) to build Runway End Safety Areas, or RESAs, and associated improvements. Incoming legislation requiring Canadian airports with runways above a certain length to have RESAs, expected in 2019, portend more such projects at other airports.

Phase 1 construction – the first four RESAs – for the $150-million project, began in 2015 and was completed last October. Phase 2, to build the two remaining RESAs, will begin in March 2018 and be completed in 2020.

When an aircraft lands or takes off, the goal is to do it within the usable runway length. If, however, an aircraft touches down

A five-year civil engineering project at Vancouver airport is a sign of things to come

>
short of the runway (an undershoot) or is unable to stop or take off before reaching the end of the runway (an overrun) the hope is that there is some aircraft-friendly real estate available to receive the plane.

In the absence of a soft bed, so to speak, off a runway end, an undershoot or overrun can severely damage a plane. In August 2005, for example, an Air France jet overrun the runway after landing at Toronto’s Pearson Airport, rolled into a gully and was destroyed.

While Transport Canada does not currently require Canadian airports to have RESAs, in 2015 the Vancouver Airport Authority launched a five-year project to extend the 60-metre strips it already had off each runway end into full-sized RESAs.

YVR has three runways: 08R/26L and 13/31 in the South Airfield, and the parallel runway 08L/26R in the North Airfield. Phase 1 covered 08R/26L and 13/31, and Phase 2 08L/26R. Based on complex risk calculations, five of the runway ends would be 300m long and the sixth 150m long. All would be 120m wide.

RESAs are much more than simply boulder- and ravine-free fields. Most importantly, they must bear the load of the largest aircraft to use an airport. At YVR that is the Airbus 380-800, with a maximum take-off weight of 544,310 kilograms. Preparing the wet river silt that are the airport lands for such massive loads required special design criteria.

“The load bearing ability is very low. As we looked at that we knew we’d have to strengthen existing soil to bring the load bearing quality up. Load bearing quality is measured in dry conditions. We weren’t satisfied with that. Meeting that standard in dry conditions wasn’t sufficient and that is what led some of the design criteria,” says Brett Patterson, director of engineering projects for YVR.

To increase the load bearing quality of the ground in preparation for the RESAs, silt was removed to subgrade levels, then backfilled with sand to compress, or pre-load, the silt. For the 26L end, for example, this required 67,379 tonnes of sand.

Airports make for unusual construction zones, with very stringent security, and safety measures that must always be respected. Construction standards are very high.

“Airport work such as the south runway RESA project is very different from typical highway or bridge work. The [Portland cement concrete] pavement is mixed and placed to a very high standard in general, with very stringent requirements for flexural strength as well as shrinkage. In general, the quality control requirements for a project like this are well above highway and bridge norms. Owner-supplied quality management is much more rigorous as well to go along with the elevated standards. Electrical work related to runway edge lights and centerline lights is also very challenging – with only a very small group of qualified and specialized subcontractors available in the local market area,” says Wayne Tingley, project manager with Jacob Bros. Construction, the prime contractor.

And because YVR needs both parallel runways to handle daytime traffic, it could only shut down 08R/26L at night. This gave Jacob Bros crews just eight hours a night on the airfield. Six hours of this was spent at the coal face, so to speak, book-
ended by two hours of coming and going.

“The big challenge is sometimes at night you have 50-60 pieces of equipment to move from the groundside to the airside. You have to prioritise which equipment to set up first. And there are barriers, survey crews, excavation crew. There is a lot of planning by supervisors,” says Tingley.

The work sites had to be carefully cleaned up by the time 08R/26L reopened for business at six o’clock, and not a minute later.

“Typically, we had to backfill the holes to within four inches of the surface. If you are doing concrete, you pour, put poly on top of that, backfill with gravel, then apply tack coat that hardens in 20 minutes, so jet blast doesn’t blow material around. You do that one night and the next night you dig that back up,” Tingley elaborates. “It takes a fairly large crew to get this done in this time - exceeding 200 some nights. There was full-time management on site coordinating with operations. Security is a huge part of this. If we have to be off [the work site] by six o’clock, we start winding down by five-fifteen. There is a lot of sweeping, cleaning, clearing and water. We used street sweepers.”

Since crews could not return to the RESAs during the day to saw crack control cuts to the 6m by 6m concrete slabs, Jacob Bros fabricated a big knife of tapered steel to make slots.

“Say we poured 20 panels a night, with crack control. We would place the knife six inches deep, with a lubricant, and then lift it out. We had to be inventive with that one,” Tingley says.

Once electrical and civil infrastructure was installed, Jacob Bros built up the RESAs in layers: For 26L, for example, they laid 8,188 square meters of sand sub-base, 10,555m³ of crushed granular sub-base, 4,602m³ of cement stabilized base, 9,019m³ of Portland cement concrete, and finally, 1,300m³ of hot mix asphaltic concrete.

The 26L work included the removal and reinstallation of some approach lighting, runway work and the construction of taxiway acreage to connect the RESA with the existing taxiway. Lighting work was a big part of the project; the runway end 08R, for example, required over three kilometres of electrical ducts. Surrey-based Bay Hill Contracting Ltd was the electrical contractor.

When asked about other challenges, Tingley spoke to the challenge of putting together a large crew with the skills and expertise needed. “The hard part of the whole thing is to [find] the trained people to run these things. Thankfully, our long-term projects at YVR have given us a strong talent pool, which appreciates and takes pride in working at the airport.”
Ontario’s new Construction Act: An introduction to prompt payment and adjudication

On Dec. 12, 2017, Ontario’s Construction Lien Act Amendment Act, 2017 was passed into law. Its substantive changes will come into force on a date to be determined (or “proclaimed”) later this year. Among other things, these will change the name of the Construction Lien Act to the Construction Act.

Among other things, the changes include prompt payment requirements and adjudication procedures, new lien procedures, longer lien timeframes and enhanced trust obligations. In this column, and in columns to come, we will break down and summarize the changes, as well as the impact they will have on all participants in the construction industry in Ontario.

We will begin with a discussion of the problem, which the prompt payment provisions seek to solve. Subcontractors and contractors have long complained about payments being withheld for either no reason at all or for reasons that are groundless or unsupportable. Often, owners or contractors refuse to release a final progress draw (or the construction lien holdback) because items remain on a deficiency list. This can create immense pressure when unpaid contractors or subcontractors believe the deficiencies can be corrected for a fraction of what has been withheld. Similar disputes arise over unapproved changes in the work or where owners or contractors withhold funds on the basis of alleged delay.

Often, of course, the refusals to release progress draws, release holdback or approve changes are done in good faith. At other times, the failures appear to be no more than bare, unsupportable allegations. Regardless, the disputes are all too often not resolved in a timely fashion. In the meantime, the financial pressures often do devastating harm to innocent parties and projects often grind to a halt under the pressure. It is these problems that the prompt payment and adjudication provisions of the new Construction Act seek to address.

The prompt payment provisions of the new Construction Act provide that once a “proper invoice” is given to the owner, the owner must either give a “notice of non-payment” to dispute the invoice within 14 days or pay the invoice within 28 days. Thereafter, each payer in the construction pyramid will also have to either pay, or give notice of non-payment, to those immediately beneath them. Where an unpaid party receives a notice that it is not going to be paid, it can (and sometimes must) send a dispute over the unpaid amount to “adjudication”.

The legislation is designed to ensure that disputes will be resolved, at least on an interim basis, no more than 46 days after a notice of adjudication has been given. This is an extremely short period of time, especially in comparison to the years it can take to resolve construction disputes in the usual course of litigation in the courts.

The availability of adjudication is, however, a double edged sword: while it will assist all participants in construction in Ontario to resolve disputes and/or get paid in a timely fashion, those changes will also force those participants to be ready to present their support of their positions to an adjudicator in a timely fashion. Indeed, a failure to be prepared for adjudication in the event disputes arise can have a very significant impact. We will explore the prompt payment and adjudication provisions further in our next article.

Robert Kennaley has a background in construction and is now the principal of Kennaley Construction Law, a law firm with offices in Simcoe, Toronto and Barrie, Ont. He speaks and writes regularly on construction law issues and can be reached for comment at rjk@kennaley.ca. This material is for information purposes and is not intended to provide legal advice in relation to any particular fact situation. Readers who have concerns about any particular circumstance are encouraged to seek independent legal advice in that regard.
When it was time to buy two new plants, a Dillman UNIDRUM® plant was the best fit for us. We like the Unidrum because of its very consistent, homogenous mix and very low maintenance. The Unidrum plants provide more uptime with less routine maintenance.

Slavic Mokienko,
General Manager, R. E. Pierson Materials Corp.
When it was time to buy two new plants, a Dillman UNIDRUM® plant was the best fit for us. We like the Unidrum because of its very consistent, homogenous mix and very low maintenance. The Unidrum plants provide more uptime with less routine maintenance.

Slavic Mokienko,
General Manager, R. E. Pierson Materials Corp.
Operating Four UNIDRUM Plants
Every year, Rock to Road Magazine is proud to recognize the outstanding achievements, hard work and dedication put forth by the up-and-comers of the road building and aggregate industries. We ask companies across Canada to submit nominations highlighting their best and brightest, and you never disappoint.

So, without further ado, here are the outstanding individuals that made our Top 10 under 40 for 2018.

KEN SIM
PRESIDENT AND OWNER
CANOR CONSTRUCTION
NORTH BAY, ONT.

In addition to being the owner, Ken is also a talented operator and takes an amazing amount of pride in Canor Construction. From the initial customer consult to the final checklist, Ken is always involved. Ensuring the highest standards and taking a real pride in what they do, Ken takes part in everything and ensures that the company’s name is always held to the highest of standards. Ken has grown Canor from a small aggregate construction business to
North Bay's premier supplier of aggregate and construction services. In addition to this, the staff have year-round employment, as Ken has further developed Canor into an extremely successful snow removal company. This allows Canor to keep the staff employed year round and maintain its skill base year over year.

Canor enjoys an amazing relationship with the North Bay Regional Health Center, Canadian Forces Base and Canadore College and Nippissing University. Canor donates heavily to charity events and Ken prides himself on being a good community partner while bowing out of the spotlight. To Ken Sim, it is about Canor and the employees, and the long hours and late nights to keep the guys paid and the machines moving – not for accolades. For that and many other reasons, Ken Sim was nominated to the Top 10 under 40, as he represents “the best in a corporate construction owner and president.”

GARY GUTHRIE
MANAGING DIRECTOR, NORTH AMERICA
MCCLOSKEY INTERNATIONAL, KEENE, ONT.

Gary Guthrie has made a major impact on McCloskey International during his nine years at the company's head office in North America. Gary joined the McCloskey team with a degree in civil engineering and experience in production and operations management. He was tasked with supporting the introduction of newly designed screening products for McCloskey International. This required the setup of an assembly line and, in the early days, required a hands-on approach to get to grips with the challenges in building this new equipment in North America.

The first main priority was getting the product line to a stage where the product could be efficiently built to an industry-leading quality standard. This involved a review of shop floor layout, staffing requirements, quality procedures and documentation. Through a combination of dealer, customer, internal engineers, and the company owner's feedback, hundreds of engineering changes were processed. As demand for the products grew, so too did the range of models and the required monthly output resulting in a 10-fold ramp up in production.

Gary has a passion for the development and delivery of industry-leading products that meet the requirements for applications across industries. He pursues consistent progression of the product lines based on firsthand experience working with the machinery on site, with the equipment dealers or working with the company owner incorporating his input and ideas into the final product. From the screener product line, Gary then turned his attention to rock crushers, preparing them for their introduction into global markets. His broad scope included building a separate business unit team to own this product line from start to finish. Again, back to the shop floor to determine the true requirements for shop layout, tooling,
manpower and engineering changes to set the product line up for success. The technical complexity of the crushers required a change in strategy to previous products where further extensive testing was required for every unit in the PDI stage. Gary developed this testing with his team to best emulate the real life stresses exerted on the equipment in the field. In parallel with the setup of the new crusher product line Gary worked with a team on the introduction of a new inventory control system after seeking the assistance of an experienced consultant within the sector.

Gary continued to expand his role within the company most recently working with company dealers to improve product support and availability. He spent time traveling with dealers to customer sites performing demonstrations with equipment and investigating new potential business. The added support and training to the dealers and OEM presence with the end users assisted in product sales and company growth. Gary graduated in 2008 with a degree in civil engineering and just recently completed his MBA through Ivey Business School. He has worked consistently on research and development and new product development, and is always keen to identify new opportunities to support his ambition for progression. The talent of the team he joined, the addition of the talent he brought on board, coupled with the freedom and support of the company owner to always support the dealers and end user are, in his opinion, the key contributors to the impact he’s been able to make in his time with Closkey International.

BEN DOPSON
PROPERTY/ENVIRONMENTAL CO-ORDINATOR
G. TACKABERRY AND SONS CONSTRUCTION COMPANY LTD.
ATHENS, ONT.

Ben Dopson has been instrumental in the development and implementation of several of his company’s programs, including its species-at-risk awareness and training; Best Management Practices for Fugitive Dust; and new systems for record keeping to ensure compliance with various PTTW, ECA’s and other government instruments. Ben’s hard work and dedication has improved G. Tackaberry and Sons’ overall accountability to the environment. He also identified and led a project to increase existing aggregate reserves within a current licensed site through setback removals and reductions. He is also the project lead for new licensed applications and major amendments that have increased Tackaberry’s reserves and extended the life of operations in some geographic areas. Ben works daily to ensure the on-going compliance of 50 licensed sites through the collection of samples, well monitoring, and site inspections. He acts as a front line contact with public agencies and members of the public.

Ben has worked to improve Tackaberry’s environmental accountability while aiding in the management of aggregate resources and ensure that he does his part to ensure a strong future for his company.

DARYL TODD
PRESIDENT
FRONTLINE MACHINERY
CHILLIWACK, B.C.

Daryl Todd, president of Frontline Machinery, has been instrumental in bringing the Keestrack brand to the Canadian market. While it is a well known and reputable brand within Europe, Australia and many other countries, Keestrack is not a commonly recognizable brand within the aggregate market here in Canada. This is steadily changing due to Daryl Todd and the team at Frontline Machinery. To effectively bring a product to market, an organization must invest a lot of time and effort to build awareness and educate the end users on the features and benefits of the product. There is where Frontline has really broken the mould of your typical dealer. Their unique approach includes the creation of educational videos about the equipment features, hosting live equipment demo days where users can see the machine in action and consistent messaging through social channels. Furthermore, Daryl recognizes the importance of selling the right machine to the right user and applications. There is where his consultative approach comes into play. Should the equipment not work for the application, Daryl will not sell that machine mitigating any negative experiences for the end user. Due to their approach to the market, consultative selling and strategic marketing initiatives, both Frontline and Keestrack have grown substantially within the Canadian market.

REENA SOOD
DISTRICT SALES MANAGER, ONTARIO CEMENT, LAFARGE
TORONTO

Reena is passionate about the business and this is evident in everything she tackles. She is a mechanical engineer by way of her education and has a great talent for sales. Her tenure with Lafarge has provided her with over 15 years of experience within the company’s ready mix and cement product lines. Early in her career as a ready mix sales representative, Reena was awarded the Customer Solution Innovator Award for her sales ability. She recognized opportunities within the underground civil segment and within the growing solar farm industry in utilizing a self-consolidating concrete called Agilia. In this sales role, Reena continued to help build and grow a strong customer network that became loyal to Lafarge. Through various construction associations, she grew her customer portfolio to one of the largest and most profitable group of accounts.

She then made her next career move and became a plant manager at a ready mix facility and received the Women in Leadership award through Halton Region for being a committed community partner. In this position she expanded on her operational attributes, and worked very closely with the ready mix drivers and plant personnel to help create a safety culture with the team and local community. Under her leadership, the Milton, Ont. team achieved record profits and volumes through the plant. Reena was instrumental as general manager, Ready Mix, in successfully navigating an acquisition that increased Lafarge’s presence within the Greater Toronto Area market.
Her personal leadership style is genuine and collaborative, which allows her to quickly build trust with her team and customers. Reena has also been a role model and mentor for many employees over the years. She has the ability to get all members of her team engaged by offering them challenges, seeking their ideas and providing recognition for their contributions. While in her general manager, Ready Mix role, Reena and her team won the Spirit of Innovation Award from the Brampton Board of Trade that recognized innovation in products and product solutions that have contributed in the building of numerous projects across the City of Brampton. Her commitment to her team and to the company is evident in the success of the businesses she has led. In her most recent position as district sales manager within the cement product line, Reena has already been successful in renegotiating and extending important contracts with two new major customers within the industry.

OAKLEY SAUNDER
EQUIPMENT MAINTENANCE MANAGER, KELLY PANTELUK CONSTRUCTION LTD.
ESTEVAN, SASK.

Oakley Sauder started his career with Kelly Panteluk Construction Limited (KPCL) in 2004 as a journeyman mechanic focusing on the maintenance of KPCL’s diverse fleet of earth moving equipment. His initial role involved spending summers in the field at project sites in Saskatchewan and Manitoba ensuring that the earthmoving equipment was up and running; while winters were spent in KPCL’s Estevan, Sask. shop overhauling and maintaining equipment for the next construction season. Fast-forward to today and Oakley has stepped into the role of KPCLs equipment maintenance manager, overseeing the repair and maintenance of more than 250 pieces of heavy earthmoving equipment. Through this integral, high-pressure role in the company, Oakley spends a significant amount of his time ensuring that the heavy equipment is available for work throughout the region’s shortened earthworks construction season; which is compressed into six or seven frenzied months. Maintaining the overall availability of KPCLs equipment fleet is only one aspect of Oakley’s responsibilities. Employee safety is a top priority for Oakley, ensuring that the employees under his guidance and direction have the means and methods available to reduce or eliminate hazards in the workplace. He is also instrumental in managing the lifecycle costs of the fleet, ensuring the high performance of the maintenance department and assisting in decisions to retire and/or purchase equipment.

Oakley is a key member of KPCL’s team helping drive the company’s overall success in the heavy construction industry. He is a natural leader, overseeing and mentoring at times up to 20 mechanics and apprentices in the field and maintenance shop. Never one to be stumped, he has a unique knack for troubleshooting equipment issues and doesn’t hesitate to pick up a wrench when the opportunity presents itself. Ever aware, he is quick to adopt new innovations in the industry when they can improve the efficiency and effectiveness of the company’s repair and maintenance programs.

Outside of work, Oakley enjoys spending time with his busy family, and on many weekends he and his wife can be found at an ice rink or a swimming pool supporting their kids in their sports endeavors.

Evan Powell is KPCLs general manager of projects providing leadership and direction to teams of supervisors, project engineers and surveyors at some of KPCLs most complex

CLASSIFYING
projects. A highly experienced individual in the heavy construction industry, he has grown with the company, which now operates over 220 pieces of heavy construction equipment and employs upwards to 300 employees at peak construction. Evan has a well-rounded depth of experience in the industry, initially joining the KPCL team as a summer student in 2011 to learn from the ground up, in regards to the application of construction methodologies, materials and subcontractor coordination and surveying. As he gained experience, his position increased in responsibility to encompass business development and procurement initiatives, developing construction methodologies, and providing estimating and scheduling for specific projects. Evan is dedicated to his work and will not hesitate to put in the hours required to achieve successful results. Intricate projects he has managed for KPCL include the CP Rail Belle Plaine Railway Spur that included the construction of 30.5 kilometres of railway grade, totalling roughly 9 million cubic metres of earth excavation and 7.5 million cubic metres of embankment construction across the Qu’Appelle Valley; the construction of two greenfield ash storage cells for the SaskPower Poplar River Power Station, which involved the construction of four new dykes and the widening of three existing dykes for total earth moved exceeding 1.9 million cubic metres; and, is currently overseeing the development of two new interchanges for the cities of Martensville and Warman that include the construction of over 10.5 kilometres of new roadway, ramps, and overpass embankments, totalling roughly 1.35 million cubic metres of earth material. Intrigued by problem solving through design and construction methods, Evan successfully completed a bachelor of engineering degree in civil engineering at the University of Saskatchewan in 2014. This has complemented his practical experience and provided him with a basis of understanding of industry-related design principals and theory to foresee problematic structural and/or earth composition issues.

RICKY LIORTI
EQUIPMENT MANAGER
METRIC CONTRACTING SERVICES CORPORATION, BRAMPTON, ONT.

Ricky has only been in the construction industry full time for just under three years, but has been working on site since his early teens gaining experience and learning from others; and because of that, he’s developed into a great leader and manager within the Metric Contracting Services Corporation. Although his primary focus as equipment manager is equipment coordination, he works closely with the president and vice-president, handling many of their daily tasks, which allows them to focus on new business development. Ricky has also helped update some of the company’s systems and created new computer formats designed for easy searching and allocation of the company’s equipment. He has also given his company an online presence through social media, highlighting its work and equipment, increasing its brand presence provincially.
and nationally. He’s been working hard to develop and increase his industry knowledge through online and in-class courses through the Canadian Construction Association and George Brown College. In the last two years he’s completed construction management, construction law and blueprint reading courses. Ricky is always trying to meet new people and grow his industry network and is involved with the Young Construction Leaders organization within the Toronto Construction Association. While maintaining strong relationships with many equipment dealers in the Greater Toronto Area, such as Nortrax, Wajax, Toromont and ESS, Ricky attends every Ritchie Bros. auction he can, to further gain insight to the equipment industry and create new relationships. Ricky’s strong personality and people skills allow him to represent Metric Contracting in a positive and professional manner.

JONAS SHORT
VICE-PRESIDENT
BLS ASPHALT INC., REGINA

Jonas Short has been on the board since 2014, and BLS has been a member of the SHCA since the late 1970’s. Jonas has worked with BLS Asphalt since the mid-90’s. Jonas took over the operations of BLS Asphalt after the death of his father Jim Short in 2014. Upon Jim’s passing, Jonas also assumed his father’s position on the Saskatchewan Heavy Construction Association’s Board of Directors, a seat he has held since that time. Jonas is a great advocate for the betterment of the heavy construction industry in Saskatchewan, as he firmly believes the work the members do is the key to keeping the economy in Saskatchewan strong. Jonas has been quoted saying that having the strength of the association behind you to help deal with whatever issues you may be having helps all members move forward. BLS Asphalt has been a member of the SHCA since the mid-1970’s and they are a great supporter of the association and the industry in Saskatchewan. Jonas has been involved with the family business working his way up the ranks since the mid-90’s. A family-owned business, BLS Asphalt is run with a great deal of pride, and they take every job personally. In 2013, BLS built an asphalt plant so it could begin to manufacture and supply their own asphalt, which was game changer for them within the local industry. The company has grown substantially over the years and is celebrating 40 years in business this year. Stepping into the role of vice-president after his father’s passing takes a great deal of courage and character; and he’s shown he is a strong leader both in running BLS and sitting around the association’s board table.

MITCH MALCOMSON
ENGINEER, EXPLOTECH ENGINEERING LTD., OTTAWA

Mitch has worked tirelessly to promote the use of AVM technologies on construction, quarry and mine sites throughout Canada; saving clients valuable time and money by automating and streamlining the data collection and management process in the field of vibration monitoring. Mitch has been fundamental in the development of Explotech’s branded blastvibrations.com and constructionvibrations.com AVM service, and has successfully saved clients (and projects) many hundreds of thousands of dollars of onsite tech time over the course of his career.

For more industry profiles, visit www.rocktoroad.com.
If you work in Ontario and hauling aggregates is part of your business, then you’re likely aware of the axle weight and dimension compliance issues taking place in the province. These issues were put into the public spotlight during a blockade of the Trafalgar Truck Inspection Station (TIS) and several aggregate operations in April 2012 and again during a larger protest and blockade of six Ministry of Transportation Ontario TIS locations and several aggregate operations in September 2016, which impacted operations at a number of aggregate industry locations through the Greater Toronto and Hamilton Area.

ONTARIO’S AXLE WEIGHT ISSUES

BY ANDREW SNOOK
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Many industry associations have been at the table with the MTO working with the province to create the database and collect data, including OSSGA, ORBA, the CTEA, Ontario Aggregate Trucking Association, Greater Ottawa Truckers Association, Ontario Dump Truck Association, and Ontario Trucking Association.

Aggregate haulers that were frustrated with Ontario’s axle weight and dimension requirements organized the blockades and strikes. Their frustrations largely stemmed from having a lack of control in the loading processes and the belief that they are unfairly targeted for fines due to non-compliance at the scales. When blockades like these occur, aggregate operations get stalled, drivers don’t get paid to haul loads, and projects encounter delays – which can spike project costs and leave contractors with nasty fines for not meeting their completion date targets. In short, nobody in the industry wins.

“A lot of that revolved around the province having comprehensive rules about how much tonnage you can run on specific axles,” explains Moreen Miller, president of Fowler Construction and member of the Ontario Road Builders’ Association (ORBA) Board of Directors. “MTO’s regulations have been developed with road wear and tear and trucking safety as the key issues…but no data has been collected on how well it is working. The aggregate industry has been dealing with this problem for 30 years.”

To help avoid future blockades, and to understand the scope of the industry issues being discussed, Ontario’s Ministry of Transportation (MTO) agreed to have the Safe, Productive, and Infrastructure Friendly (SPIF) Vehicle Weights and Dimensions Regulation reviewed by a third party to determine whether changes to the program are needed; and what affect the SPIF regulations may have had on both the aggregate and excavation sectors since its inception.

MTO has also started collecting axle weight data to determine the impact of the SPIF regulations by implementing a province-wide Allowable Weight Tracking Record Database in lieu of the current system for tracking allowable weights via Allowable Weight Record Forms, also known as the “White Sheet”. Many industry associations have been at the table with the MTO working with the province to create the database and collect data, including OSSGA, ORBA, the Canadian Transportation Equipment Association, Ontario Aggregate Trucking Association (OATA), Greater Ottawa Truckers Association, Ontario Dump Truck Association, and Ontario Trucking Association.

One step in creating the new database is a pilot project that was started in May 2017 by the MTO in cooperation with OSSGA, OATA and ORBA. The pilot project collected data from a sample group of 140 trucks throughout the 2017 construction season to determine if the move to digital white sheets helps improve compliance under real working conditions. MTO has recently agreed to collect data again in the 2018 construction season.

The sample will be used to help create a database to standardize how allowable gross weights and axle weights are collected, stored and used for compliance. The data collected will be reviewed and analyzed to see how aggregate trucks are performing with regard to axle weights and gross weights.

The MTO’s goal is to return to the enforcement of Vehicle Weights and Dimensions Regulations for aggregate and excavation vehicles by the fall of 2018 when both studies are completed. It is the hope of the MTO and industry associations that the data collected during the sample period this past year will allow for many of the current compliance issues to be identified through the use of hard data, which will fuel the push for any necessary changes to regulations, industry practices, or equipment technology to improve compliance at the scales while improving industry relations.

LOAD EQUALIZATION
One of the axle weight and dimension compliance challenges frustrating aggregate
hauliers is related to the requirement for load equalization, which was introduced to industry during the implementation of SPIF regulations from 2000 to 2011, when the province began a four-phase overhaul of its vehicle weight and dimension regulations, which fuelled a slow transition to vehicles designated as SPIF.

For the load equalization requirements, the self-steer lift axle on a vehicle must automatically load equalize to within +/- 500kg of the weight carried on an axle grouping. The MTO implemented this rule in an effort to reduce pavement damage, and to control how vehicles performed with respect to dynamic performance.

The MTO gave the industry a long lead-time to move to SPIF-friendly vehicles, about 15 years, and grandfathered in older equipment to prevent hurting industry by forcing them to retire equipment in their fleets they had already invested significant resources into. With the load equalization technology, trucks operating in Ontario are designed to carry an additional 5,000 lb. on the front axle. But there's one problem, and it's a big one.

"The problem is we have great difficulty getting the weight loaded onto the front axle," Miller explains. "So if you don't have the extra weight positioned properly on the front axle, it has the ability to distribute the whole load incorrectly over all axles, leading to compliance issues."

The other key issue, Miller adds, is that aggregate producers in the province are required by federal legislation to weigh by gross weight, not by axle weight.

"Trucks leave our aggregate operations legally loaded at, or just below their maximum allowable gross weight. The only time axle weights are measured is at MTO truck inspection stations."

This is where many of the frustrations from the aggregate haulers having no control over their loads have stemmed from. They feel loads shifting in transit and being incorrectly loaded at the quarries and pits are causing them to be unfairly targeted for fines by the MTO when they arrive at the scales. These fines have caused various parties within the aggregate supply chain to point fingers for who is to blame for the fines, and therefore, deserves to be subject to those fines. This is a very complicated issue since it requires reviews of aggregate loading practices, as well as driver practices and their use of load equalization technology, and how well that load equalization technology is being maintained on each vehicle.

The data being collected during the pilot project through the new digital white sheets will hopefully shed some light on the axle weight and dimension compliance issues and help find some productive solutions to ensuring trucks are SPIF-friendly, whether that means making changes to the SPIF regulations, improving current requirements for loader and driver training, or making changes to the load equalization technologies available today.

Miller says industry associations have requested that the MTO review the SPIF-related technologies to ensure they are functioning properly, as well as review the safety performance of SPIF vehicles, looking at the different details including load equalization technology, load performance issues, how SPIF is working in the field and how easy it is to have the load axles serviced properly.

Miller says she expects that once all the data is collected and analyzed from the pilot project, that it will be a great resource for helping the MTO and the aggregate industry find solutions to the current compliance issues that will benefit both parties.

"I’m anticipating a great outcome and also outcomes that we’re not expecting,” Miller says. “I’m hoping that these trucks we’re running will give us enough info by end of the 2018 construction season together with drivers, ORBA and OSSGA and we’ll be able to say, ‘Here’s what we found.’"

A report on the data collected from the pilot project is expected to be released in the fall of 2018.
For the first time in more than a decade, tower crane professionals across British Columbia came together for the Tower Crane Industry Safety Conference, hosted by WorkSafeBC at the Sheraton Vancouver Airport Hotel in Richmond, B.C. in March. More than 150 crane professionals that travelled to Richmond to attend a variety of sessions related to tower crane safety.

Dan Strand, director at WorkSafeBC, opened the conference by discussing the importance of industry coming together for events like this one. “It’s been 12 years since we’ve held a conference like this,” he said, adding that much has changed in the tower crane industry since the last conference. “But what hasn’t changed is a need to keep people safe.”

Strand told the crowd that everyone involved in the industry needs to work together to address tower crane safety issues to find solutions that ensure that everyone goes home safely.

“We’ve had 12 serious incidents in the past 12 months,” he told the crowd. “Behind these statistics are people, people that are at risk.”
A big thank you to all of the sponsors and attendees that came out to make Rock to Road’s inaugural forum for optimizing quarry and sand and gravel pit operations a success!

WE LOOK FORWARD TO SEEING YOU AGAIN IN WINTER 2019 IN VANCOUVER!
CRANE SAFETY INITIATIVE

The agency’s tower crane strategy is “to identify and eliminate specific tower crane hazards and unsafe work practices that have the potential to cause serious injury, death, or catastrophic equipment failure.”

Younger told the crowd that the large number of serious incidents related to safe operation of tower cranes is what spurred WorkSafeBC’s focus on tower cranes.

In addition to the 12 tower crane incidents that were reported in 2017-18 in B.C., there have been 250 tower crane incidents reported between 2008 and 2017. The majority of the incidents were caused by crane and hoist equipment failures; contact with overhead conductors, tower cranes and concrete pumps; and workers being struck by falling loads or by rigging and other objects.

Younger said that the true number of incidents is most likely more than this, since WorkSafeBC may not hear about all incidents, and its officers may not actually document every single incident. Younger told the crowd that he is amazed at how many close calls and near misses he has seen over the years; and that there have been no fatalities stemming from these incidents over the past 10 years.

“This industry cannot rely on luck,” Younger said. “It’s unbelievable how nobody got seriously hurt [in these incidents]… we need to take a serious look and improve our safety stats, we need to improve our record.”

The bulk of the incidents in B.C. have taken place in the Vancouver area, where most of the lifting work is taking place. Out of the 250 incidents from 2008 to 2017, 126 occurred in Vancouver West and 14 occurred in Vancouver East. Other cities where a significant number of incidents occurred include Surrey (15); Victoria (14); Kelowna (13); and Courtenay (8).

Younger discussed WorkSafeBC’s various tower crane initiatives, which include crane operator certification changes and updates; pre-erection and annual inspection requirements to the CSA standard; rigging standard and rigger qualification; equipment zoning (slew-limiting devices); and below-the-hook lifting device design and documentation.

RED SEAL CERTIFICATION
Kristin Leversage, program development officer with the Industry Training Authority (ITA), offered an update on the Red Seal Certification Program for tower crane operators, which was launched on Dec. 1, 2017. The ITA is now issuing Red Seal endorsements for tower crane operators.

Red Seal program completion requirements include:
• Minimum of 3,000 hours;
• Three written exams: Level 1, Level 2 and Interprovincial Red Seal exam; and
• A practical assessment (no change).

For trade workers who are already certified, she said that all ITA certifications are still valid and no action is required. However, if a certified trade worker wants to obtain a Red Seal endorsement on their Certificate of Qualification, they can do so by passing the Interprovincial Red Seal exam.

NEW TECHNOLOGIES ON DISPLAY
New products for improving safety were also on display at the conference, including zoning devices and anti-collision technologies and cameras. Paul Roussel, manager for Opticrane, discussed some of the latest innovations for improving safety operations for tower crane operations; including how zoning devices and anti-collision (AC) devices are able to warn operators about hazards and prevent encroachment on prohibited areas, when partially or fully integrated. All cranes manufactured in Europe after 2006 have to be able accept any manufacturer’s AC technologies.

“They all have software that can be run in conjunction with these systems and can send you alerts,” Roussel explained. “You now can have a system that tells you how much mileage a crane is doing in a day for preventative maintenance, how many alerts you get in a day, and how often two tower cranes may be ‘fighting’ for the same lifts… with data logging monitoring system you can basically log anything.”

Companies can then use this data for preventative maintenance and alerts, as well as defending itself against accusations of breaching limits of approach, since the data can record how the tower crane has been operating. For more coverage of the conference, visit www.rocktoroad.com.
Report after report, the evidence of a return on investment from publicly funded programs has shown putting our money on infrastructure projects holds the greatest boost to GDP.

Consequently, from the Chretien government on, federal administrations have heeded the wisdom and made nation-building, trade-enabling infrastructure programs a centerpiece of election platforms and annual budgets.

So, what is going on in Ottawa these days? What is the Trudeau government thinking?

Justin Trudeau’s Liberals rode into power assuring the country it had our best economic interests in mind, and would not falter on the need to boost Canada’s trade potential — through strategic infrastructure investments. In the first budget delivered by Finance Minister Bill Morneau, the Liberals boasted of the $180 billion — a combination of existing and new infrastructure investment dollars — to roll out over the next years. But last Tuesday, in his third budget, Morneau rewrote the investment script. Billions of those infrastructure-investment dollars, from legacy and newer programs, will be held up for distribution until after the 2019 federal election.

More than $3.8 billion of the plan’s first phase, supposed to be invested by the end of this month, will not flow until at least 2021 and another $3 billion of the next phase will have to wait until at least 2025, and the majority of it in 2028, Canadian Press reported.

Further, details within the budget papers show that the roll-out of dollars from the ‘legacy’ infrastructure investment funds will also be slowed. Forecasts to 2019-20 show a $2.8-billion lag in spending, compared to original plans of $13.3 billion. That’s beyond discouraging: it puts Canada’s actual economic growth at real risk. How did we get here? Trudeau had repeatedly assured Canadians that his administration would improve upon the Harper government’s record, by focusing on accelerated and purpose-driven investment in Canada’s critical trade enabling and core infrastructure.

But the reality is that the federal Liberals, immediately upon taking office, twisted the term ‘infrastructure’ to encompass a shopping list of items far beyond what Canadians understood infrastructure to be (streets, highways, water and sewer, trade corridors and inland and marine ports). In 2017, it came to include social programs (day care centres) and green innovation (renewable energy technology).

And last week, Morneau did not utter the word ‘infrastructure’ once in his budget speech. Nor, to our knowledge, was infrastructure identified in any strategic nation-building way. This is troubling, to say the least. Canada is muddling badly on strategic investment in trade-enabling infrastructure, a fundamental element to any plan to boost trade, internally or globally and by extension growth in the economy.

The federal government, in this latest budget, explains the “reprofiling” of the expenditure forecasts for its broader infrastructure programs is due to slower take-up at the provincial and municipal levels. But it can’t escape the findings of the Senate, which reported last year that Ottawa’s infrastructure programs are dispersed across multiple departments and offices, working without coordination or a collective strategy. It is this lack of coordination among them that creates confusion and protracted delays.

Delaying the flow of federal dollars has a ripple effect on provincial and municipal infrastructure budgets and their ability to plan their own critical investments for maintaining, repairing or constructing new core infrastructure assets. Further, shifting the priority from trade-enabling infrastructure, as has happened, defies and negates the acknowledged potential for economic growth and impacts jobs across the economy. Canada’s economy relies on trade. Our highways, corridors, inland and marine ports move people to jobs and products to market: they are indispensable to our economic health. Canada’s export capacity materially affects our ability to sustainably fund our social programs, which are envied the world over.

Governments have multiple priorities and face competing demands — that’s understandable. But if we squander our potential for economic growth, the capacity to meet demands or even make a list diminishes markedly. The Trudeau government must put trade-enabling and core infrastructure programs back at the top of its agenda. Get the dollars now holed up in federal programs out to the provinces, cities and towns so Canadians see a defined and maximum return to their regional and national economies.
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