



TIMES



Number 14 | December 2019

Happy Holiday Season!



Message from John Pontarollo



John Pontarollo
Senior Vice President
CRH Canada & CRH US Cement

Dear friends,

Amid ongoing geopolitical and trade tensions across the world, we are seeing these forces increasingly influence even our local businesses or those of our customers and business partners. It's becoming hard to ignore the 'global' and interconnected nature of our economies, industries and the market.

Throughout 2019, CRH Canada and our colleagues from the CRH Americas Cement platform in North America have been grappling with this trend, intent on further developing our collective capacity to both meet the challenges and to take advantage of opportunities to bring greater value to our customers and stakeholders.

On the heels of the latest federal election in Canada, our hope is for continuity in federal policy, particularly as it relates to carbon pricing programs and the opportunity to move forward with our efforts to participate and address climate change. In partnership with our industry associations, from cement to ready mix, and local to national,

we are building a growing influence to bring our perspectives to the table and shape broader discussions about the positive role we can play in a sustainable future and the resilience of the built environment.

As our thoughts turn to the upcoming holiday season, our priority is to ensure that everyone works safely and returns home whole, so they can spend this amazing time with family and friends. We invite you to share in this commitment with us.

We wish you all the best over the holidays and look forward to being a part of your successes in 2020.

John Pontarollo
Senior Vice President
CRH Canada & CRH US Cement



Welcome Shilpin!

It is our pleasure to announce that Shilpin Kapadia has joined the Cement Sales and Marketing team as Controller.

Shilpin has more than 20 years of finance experience working in different roles, on various projects and for several of the businesses within CRH Canada. Most recently, he was Controller at Dufferin Construction.

Shilpin's knowledge of the business will be an invaluable asset to our team. Please join us in welcoming him back to the Cement family.

Building Relationships at AMO 2019 Conference

Government is a critical stakeholder for CRH Canada, both as a key customer and an important decision maker. Participation at the Association of Municipalities of Ontario (AMO) annual conference provides us with the perfect platform to showcase the CRH brand and its sustainable solutions to 2,500 key members of this sector.

The AMO annual conference is Ontario's leading municipal sector conference. Presented every August, it is the forum for learning, networking and analysis for elected officials, municipal staff, policy analysts, trade, industry, media and anyone associated with the sector.

Each year, delegates attend over 50 lectures, panels and keynote addresses on a number of topics led by industry experts. In addition, the Exhibit Hall accommodates over 100 organizations that display their products and services.

CRH has been a sponsor at the AMO conference for the past eight years. This event has provided an ideal platform to showcase CRH as a trusted partner to government, offering sustainable solutions and highlighting our commitment to the communities where we are located.

This conference also provides the opportunity to network with politicians, senior staff, and provincial ministers to leverage our position as a leader in the construction materials industry and to offer our government sector customers

the solutions they need to support strong, viable and sustainable communities.

This past August, the AMO conference was held at the Shaw Convention Centre in Ottawa, Canada, and CRH had the opportunity to host the Delegates' Lounge. The Lounge is a space in which delegates can catch up on emails, have impromptu meetings with their colleagues and have discussions with CRH personnel about our innovative products and solutions.

John Pontarollo, Senior Vice-President CRH Canada & CRH US Cement, along with Marie Glenn, Vice-President, Cement Sales & Marketing, had the opportunity to catch up with the Mayor of Mississauga, Bonnie Crombie, about sustainability and climate change projects that we are working on at our Mississauga Cement Plant. (Also pictured are Norm Cheesman, OSSGA, and a member of Mayor Crombie's staff)





LIFE SAVING RULES

Focus on Mobile Phone Use

Many Canadians (26%) report that they have checked messages while operating a car in motion and 41% of Canadians said they are likely or somewhat likely to check their messages when stopped at a traffic light. What's worse is 75% of respondents to a recent study feel unsafe as a passenger when a driver is talking on the phone or texting. In most jurisdictions these days, drivers are prohibited from using mobile devices in any way that is not considered hands-free.

We all know that instinctive desire to reach out when we hear a notification or the all-too-familiar ring of our mobile device. But there is a way to avoid the temptation while in your car with just a few quick adjustments to your device settings. Mobile phones should be out of reach before a car journey starts and, where the technology is available on your phone, the 'Do Not Disturb While Driving' feature can be activated to prevent the receipt of texts and/or email messages. If available, the feature can even automatically block incoming messages and send autoreply texts to the sender that you are driving. If these features are available on your phone (iPhone or Android) then they must be activated.

Blocking Incoming Messages and Calls* – “Do Not Disturb While Driving”



“Settings” → Select “Do Not Disturb” → Go to “Do not disturb while driving” and Select “Activate” → Select “Automatically” or “When Connected to Car Bluetooth”



“Settings” → Select “Sound” → Select “Do Not Disturb” → Select “Turn on automatically” under Schedule → Select “Add Rule” → Select “Driving” → Toggle the ‘Driving’ feature ‘On’

**Note: these settings will only affect native applications, e.g. iOS and Android messaging applications. There are, however, also a number of free applications available for Android phones which can block incoming messages (SMS, emails, notifications, social media messages, etc.) to restrict certain third party mobile applications while driving. Most of them also support voice activation for certain languages. Please take the time to find the application that best fits your needs.*

Major Changes in the 2019 Edition of CSA A23.1/.2



With the publishing of the 2019 edition of CSA A23.1/.2 last July, there are some major changes that should be noted as follows:

1. Requirements and guidance for Qualification and Acceptance that were previously in Section 4 have now been re-organized into three new standard practices. They are:
 - A23.2-30A: Standard practice for sampling, testing and inspection of aggregate products for use in concrete for qualification and acceptance purposes.
 - A23.2-24C: Standard practice for sampling, testing and inspection of concrete for qualification purposes.
 - A23.2-25C: Standard practice for sampling, testing and inspection of concrete for acceptance purposes.

The reason for this change was to remove contractual clauses from the main body of the standard.

2. Table 2 under air content category now includes an additional column for when concrete is not exposed to freeze-thaw conditions. Basically, this column clarifies that no air-entrainment is required.
3. There is a new requirement for the slump of interior concrete floors (120mm+/-30mm) in clause 7.1.2.1 for health and safety reasons.
4. A new test method has been added, CSA A23.2: A23.2-26C, Bulk electrical resistivity of concrete. There are no requirements for this test yet in the standard as the hope is it will eventually replace the RCP Test.
5. Table 3 was cleaned up to reflect the amendment to the 2014 edition that now allows Blended Portland-Limestone Cements to be used in sulphate environments with the same requirements as Blended Portland Cements. One note from the table is that MS and HS Portland Cements are to be tested to CSA A3004-C6 which is for Portland Cements only. CSA A3004-C8 is for Blended Portland and Blended Portland-Limestone Cements.

Other changes include additional provisions for Mass Concrete, a new annex on Mass Concrete, a new annex on Ultra-High Performance Concrete (UHPC), and Updated Annex P on the potentially deleterious impact of sulphide minerals in concrete aggregate.



Dear Dave,

Remember that story with the three little pigs? Why did the third piggy's house withstand the big bad wolf's blow? A house made from bricks is clearly stronger. I'm trying to figure out a solution to reduce any future earthquake damage and protect our home from fires. What building materials would you recommend?

Sincerely,

Bob from California

Dear Dave

Who needs Dear Abby when you've got a Dave on your team!

Have a question on your mind?

Send him a note and "Dear Dave", our Senior Manager, Technical Services and Sustainable Development David Bangma, will answer it and publish it here so we can all be better informed.

Hi Bob,

These are great ideas to think about how to prevent and reduce any future damages, and to keep your family safe. Strengthening the foundation and structural integrity of your house is one of the best things you can do to protect your home. If your house is close enough to a large earthquake zone, it may suffer some structural damages if an earthquake happens to activate in your area. Natural disasters, residential fires, barn fires, flooding, hurricanes, and other devastating moments are always occurring worldwide.

The answer to your question of course is concrete!

#1 Concrete is an effective fire shield

Concrete is non-combustible. Concrete stops fire from spreading and reduces risk of structural damage and/or collapsing, providing a means of escape for occupants and fire fighters.

#2 Concrete is dependable

Since the Romans, concrete structures have stood the test of time. Having so many innovative concrete mixes, improving manufacturing processes and creative building designs make it even more dependable today.

#3 Concrete is durable

Its lifespan is actually two to three times longer than other common building materials. Unlike wood, concrete is not vulnerable to external threats such as fire, wind, insects, moisture, and mold all of which could result in structural damage and safety risks.

#4 Concrete is water resilient

Concrete is suitable to be used as a water barrier around large bodies of water to prevent flooding caused by high water levels. Concrete foundations and floors offer better flood resilience by not allowing water to enter any cavity in the structure.

#5 Concrete is strong

Reinforced concrete and masonry walls can withstand the destructive power of high winds and protect occupants, helping the community from structural damage caused by natural disasters.

Hope this helps you decide what you need to use, and please feel free to contact me for any further questions.

David Bangma

david.bangma@ca.crh.com





Rising Fuel Costs

In the last three years, the regional monthly retail price of diesel reached a low of \$0.909/L in September 2016, and a high of \$1.299/L in June 2018, resulting in a 43% variance within a three-year time period. Year-to-date, the monthly retail price of diesel was \$1.095/L in February 2019 and increased by 12% to \$1.227/L. Fuel is a large cost component to transportation regardless of whether it is by road, water or air. Transportation is essential to how the local and global economy moves products. However, fuel supply and therefore prices are influenced by external factors such as global events, environmental policies, political dynamics and cartel strategy, resulting in fuel prices that shift significantly month-over-month and year-over-year.

The core competency of transportation companies that generally consist of a mix of company fleet and owner operators, is to maximize equipment utilization. Transport companies are in the business of managing fleets and optimizing logistics, not hedging on fuel prices especially given historical price trends. Consequently, there has been a progressive shift in the transportation industry to support a fuel surcharge model. This is in application even in the consumer market in one's day-to-day where fuel surcharges are applied for courier services, airline tickets and more.

A fuel surcharge is a fee assessed by a carrier to account for variations in fuel costs. Generally, a baseline fuel price is established as reference from which the surcharge is determined.

It is a practical approach and allows for fair compensation for the services rendered such that risks of fuel costs are not borne by the carrier/driver and allows for sustainable operation and provides the incentive for freight companies to focus on efficiencies that are within their management control.

At CRH, we have had a fuel surcharge program in place since 2008 when we first implemented our excess fuel cost recovery program. We stopped charging the fuel surcharge in 2016 when pump prices dropped below our baseline of \$1.100/L. However, fuel prices have now once again exceeded our baseline for the last six quarters. We will continue to monitor fuel pricing and communicate with you, our customers.

YYC Calgary Airport, East De-Icing Apron

With over 17 million passengers flying last year, ranking as one of the country's fastest-growing airports, and supporting more than 50,000 jobs, the Calgary International Airport (YYC) is an important economic engine for the city, region and province. This year YYC has moved forward with the construction of a new centralized de-icing facility, which upon completion, will be the central location for de-icing aircraft in the winter months as well as the third and largest de-icing pad at the airport.

Dufferin Construction, a division of CRH Canada, was successfully awarded the concrete apron portion of the project which consisted of 32 concrete paved lanes spanning 233 metres. Dufferin has worked with YYC in the past, most notably in 2014, to help construct the longest concrete runway in Canada (4,300 metres long), which required over 400,000 cubic metres of concrete pavement.

The concrete apron demanded a tight timeline with the work starting in June, to be completed at the end of September. The challenges brought forth in this short period were magnified at times due to weather delays. Calgary had a wet summer this year with several rain days that would delay the concrete pours (as well as other sub-contracted work required to be completed

prior to allow for paving). Dufferin overcame this hurdle by increasing their concrete production output utilizing two batch plants on site that had an output totaling over 300 metres an hour, and working throughout the weekends when needed.

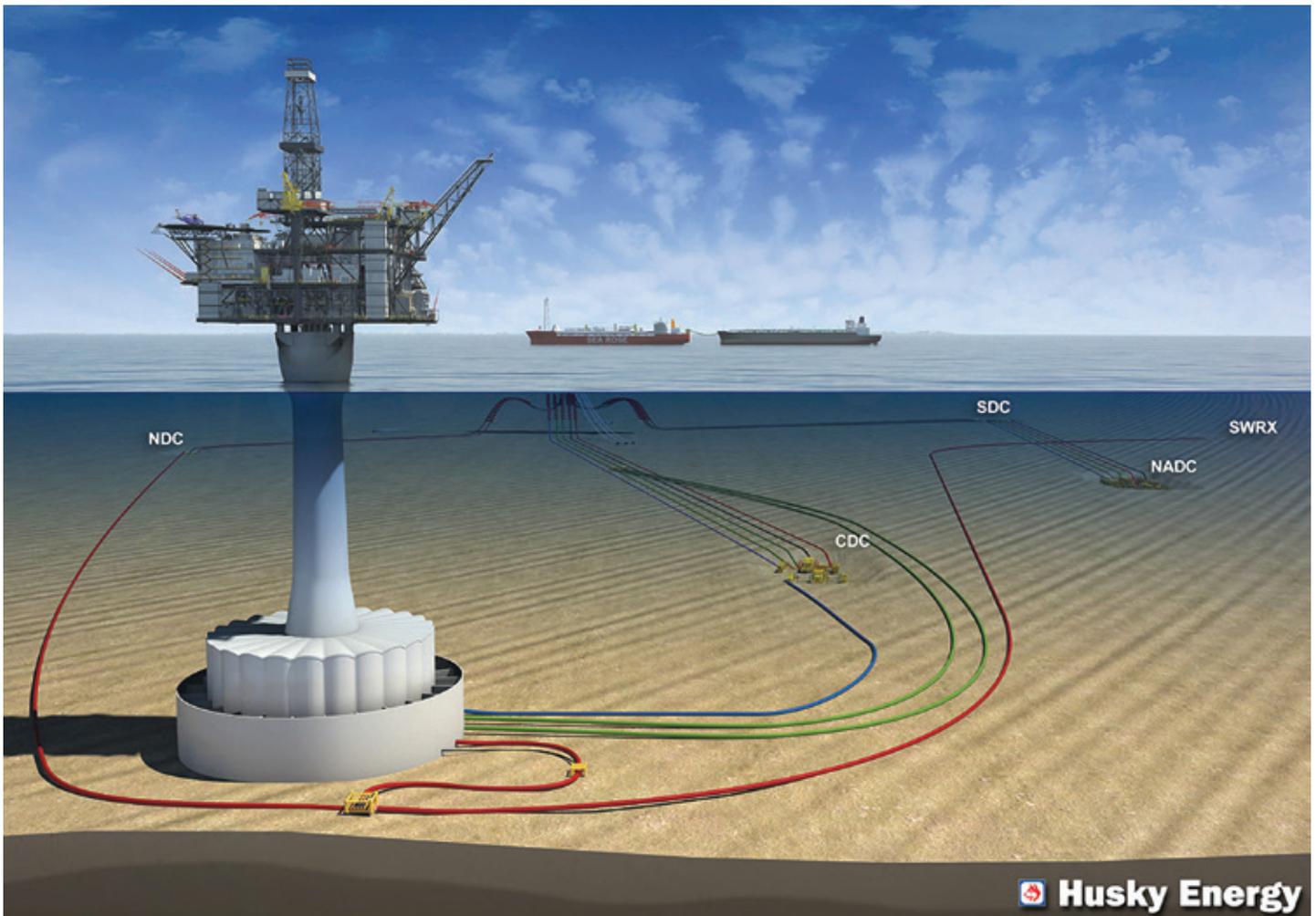
Another challenge was the coordination of the trucks hauling the raw material in and the finished material out from the site. On any given day the site would see close to 100 haul trucks bringing in aggregates and 15 tankers bringing in cement, which would then be batched and delivered with end dumps. This was successful thanks to some of our existing cement customers who have access to the raw materials locally and our existing carriers, who ensured that material supply went smoothly throughout the project.

Dufferin Construction successfully completed the project within the provided timeframe, which consisted of the following:

- 135,000 tonnes of granular material laid and compacted for the sub base
- 18,000 cubic metres of cement stabilized base was placed
- 32,000 cubic metres of concrete was poured and placed, spanning 81,500 square metres

Dufferin Construction is proud to have worked with our partners Burnco Rock Products Ltd. in the supply of the aggregates for this project, as well as FL Carriers Ltd. with hauling our cement to the site in order to successfully complete the de-icing concrete apron for YYC.





CRH Canada cement at Husky Energy Concrete Gravity Structure Oil Platform

CRH Canada is providing the cement for the 76,000 cubic metres of concrete required for the construction of a massive concrete gravity structure, or CGS oil platform, for Husky Energy. The CGS oil platform is destined for an offshore drilling site located 350 kilometres from the coast of Newfoundland and Labrador in the Jeanne d'Arc Basin. The materials being provided for this major energy project are from our Joliette Cement Plant and include GU cement, fly ash and silica fume.

With construction well underway, the concrete structure will have an impressive overall height of 145 metres once completed, which is the equivalent of a 35-storey building. It has a base diameter of 122 metres, which is about the length of a soccer field.

It is currently being constructed in the Argentia Graving Dock, a purpose-built dry

dock, located on the Argentia Peninsula approximately 130 kilometres from St. John's.

Once fully built, it will weigh over 210,000 tonnes. Despite its size, it will be towed out and installed at Husky Energy's offsite drilling site. The site is called the West White Rose Oil Field and its satellite extensions are in approximately 120 metres of water.

The CGS will be a key part of these installations, as it will support a topside module to enable drilling and oil extraction.

Read more:
<http://westwhiteroseproject.ca/about/>

2019 CRH Americas Cement Commercial Excellence Meeting

In early September, our sales team attended the first CRH Americas Cement Commercial Excellence meeting with our counterparts at Ash Grove Cement and Suwannee American Cement. The two-day sales meeting was held in Midway, Utah, about an hour from the Ash Grove Leamington plant. It was a great opportunity to engage, build connections and share experiences with our new colleagues so that we can better service our customers across all regions.

The meeting focused on embedding health and safety as a core value, developing talent, continuing to establish the CRH Americas Cement platform, building our performance focus around Operational and Commercial Excellence, and growing and honing our understanding of the market. The beautiful Utah backdrop allowed for some ranch-themed evening activities such as learning how to lasso, fly fishing and horseshoes.

Connecting with our counterparts face-to-face at the inaugural CRH Americas Cement Commercial Excellence meeting was just the first step towards value-creation across North America, and an incredible promise of the amazing potential ahead.



The Merkley Supply Brick Peddlers

The story of Merkley Supply's support for the Ottawa Hospital's Ride for Research (The Ride) goes back to the very beginning... before the beginning in fact! In 2009, philanthropists and Ottawa businessmen Robert Merkley and Roger Greenberg participated in the Toronto to Niagara Falls Ride to Conquer Cancer, a long-distance bicycle ride, and were inspired to apply the concept, their joy of cycling and their enthusiasm to raise much-needed funds for cancer research in the Ottawa area.

The following year, thanks to the drive of these two men, The Ride was created along with its largest, most successful and most enthusiastic team: the Merkley Supply Brick Peddlers. In the first year alone, the potential of The Ride was clear when it raised nearly \$1 million in one day. With 32 members, the Brick Peddlers team was the largest and most successful in raising funds. And that was just the beginning. By 2014, the Brick Peddlers would peak at an astonishing 132 members strong.

Since 2010, The Ride has raised \$11.4 million for cancer research with the Brick Peddlers, headed by the unstoppable enthusiasm of Robert Merkley, contributing \$1.45 million of those funds. Each year, The Ride will feature anywhere from 500-950 cyclists, many of whom are not everyday riders. With the encouragement of their team members and the knowledge that they are making a huge difference, participants give it their all!

Each rider on the Brick Peddlers team is encouraged to raise a minimum

of \$750 and the achievable goal for the whole team this year is \$50,000. The team welcomes all new and returning members with three choices of distances that meet their abilities and time commitments: 50K, 100K and this year, a virtual ride. For those who saddle up for the day, it is recommended that we all get out there and do some weekly training (50 hours) to get up to speed.

Team members will gain many benefits from their participation including new friends, the camaraderie of a team that is making a difference, a day to remember, perhaps a change in their own fitness level and, of course, the coveted orange Merkley Brick Peddlers jersey.

CRH has proudly sponsored The Brick Peddlers' team over the past ten years and once again has offered its full support to this worthy cause.

Please join us in congratulating Robert Merkley for his outstanding contributions and his long-standing devotion to The Ride.



Photo Gallery

- 1- Supporting the Aptus Charity Golf Classic
- 2- Selkirk Terminal Manager, Tobias Lutz, tours the Mississauga Cement Plant
- 3- Merkley Supply Ltd. Annual Golf Tournament
- 4- Murray and Dave flipping burgers at Burnco in Saskatoon
- 5- Catching up with Decast at the CCPPA AGM
- 6- Throwback to the 2018 Minstrel Foundation Gala
- 7- Safety Recognition Day at the Lethbridge Terminal
- 8- Safety Recognition Day at the Selkirk Terminal
- 9- OMCA AGM in Niagara-on-the-Lake
- 10- Rigney Building Supplies Customer Appreciation BBQ

