

**2004 Annual Report Meeting  
Western Canada Roadbuilders & Heavy Construction Association (WCR&HCA)  
11:30 – 12:45 pm am Wednesday, March 2, 2005  
The Gran Melia Resort, Greco Room, Cancun, Mexico  
MINUTES**

**1. Call meeting to order.**

The Chairman called the meeting to order at 11:40 a.m.

**2. Approve minutes of the February 18, 2004 Annual Report Meeting.**

The minutes of the February 18, 2004 Annual Report Meeting - see attached - were adopted on motion by Gavrailoff/Rizzardo.

**3. Guests: National Reports:**

- a. Canadian Construction Association – Shirley Westeinde CCA Chair; CCA Chair Shirley Westeinde made a presentation in which an overview of the CCA activities at the national level were presented. A copy of the report is attached.
- b. Roadbuilders & Heavy Construction Council (RBHCC) – Jeff Morrison, Executive Director- The Road and Information Program made a presentation highlighting the priorities of the Council at the National level. A copy of the report is attached and is part of the report referred to in 3 (a.).
- c. Gold Seal Report;  
The attached Gold Seal Report from Terry Brown, Chair was presented – see attached copy.

**4. Provincial Reports:**

- a. British Columbia:  
Tom Johnson presented the attached report on behalf of the B.C. Roadbuilders & heavy Construction Association.
- b. Alberta:  
Gil Brulotte presented the attached report on behalf of the Alberta Roadbuilders & heavy Construction Association.
- c. Saskatchewan:  
Ken Burkosky presented the attached report on behalf of the Road Builders & Heavy Construction Association of Saskatchewan. He also presented a report from the Saskatchewan Minister of Highways and Transportation – see attached.
- d. Manitoba:  
Boris Gavrailoff presented the attached report on behalf of the Manitoba Heavy Construction Association.

5. **WCR&HCA Outgoing Chairman's Report – Cal Moon, P.Eng., G.S.C..**  
WCR&HCA Chairman, Cal Moon presented the attached report summarizing the activities of the WCR&HCA for the period ending November 30, 2004.

6. **Passing of the Gavel - Introduction of New WCR&HCA Chair – Brent Hendry, Roadbuilders & Heavy Construction Association of Saskatchewan.**  
Outgoing Chairman Cal Moon passed the gavel to incoming Chairman Brent Hendry from the Road Builders & Heavy Construction Association of Saskatchewan.

Brent Hendry presented a plaque in appreciation to the outgoing Chairman's work.

7. **Introduction of the 2005/2006 WCR&HCA Board of Directors.**  
The incoming Chairman presented the attached list of WCR&HCA Board of Directors and Officers for the period 2006-2006.

**8. Incoming Chair Presentation - Priorities:**

Brent Hendry then presented the Board approved list of priorities for 2005 activities as follows:

- a. *New Deal* for cities – press for narrow definition of infrastructure - streets, roads, highways, including the National Highways System (NHS), bridges & related structures; water treatment and distribution; wastewater collection and treatment; public transit;
- b. Press for allocation of a share of the Petro-Canada share proceeds to the National Highways System;
- c. Pursue federal and provincial governments in support of federal fuel tax allocation towards a National Highways Program;
- d. Establish National Highways System (NHS) Deficit Counter and post on WCR&HCA website and link with supporting stakeholder associations;
- e. Envelope stuffers to employees urging phone calls to MPs, MLAs;
- f. Strategic Infrastructure Investments platforming investments in infrastructure assets which facilitate new economic activities.
- g. Continue support of Transportation Awareness Partnership (TAP);
- h. Work to cooperate with best practices with Infrastructure Canada; and
- i. WCR&HCA promotion through the Website, Convention, other.

The above priorities were adopted on motion by Brulotte/Rizzardo.

**9. New business and/or discussion.**

There was no new business before the meeting.

**10. Adjournment.**

There being no other business before the membership the meeting was adjourned at 12:30 pm.



**Minutes of the 2003 Annual Meeting & Provincial Reports of the  
Western Canada Roadbuilders & Heavy Construction Association (WCR&HCA)  
Held 9:30 am Wednesday, February 18, 2004  
The Fairmont Orchid Resort, Kona, Hawaii, USA**

**1. Call meeting to order.**

A quorum having been declared, Frank Rizzardo, Chair of the WCR&HCA called the meeting to order at 9:30 am and welcomed everyone in attendance.

**2. Approve minutes of the March 11, 2003 Annual Meeting.**

Minutes of the March 11, 2003 Annual Meeting of the WCR&HCA were approved as circulated on motion by Lowe/Lee.

**3. Reports:**

**a. Canadian Construction Association (CCA)**

The report from Tom Brown Chair of the CCA dated January 2004 was presented to the AGM – see attached.

**b. WCR&HCA Representative to the TRIP/Canada Management Committee:**

Frank Rizzardo, WCR&HCA representative on the TRIP Management Committee presented two reports: “2003 TRIP Canada Annual Report February 2004,” and “Summary and Analysis of the Throne Speech February 2, 2004,” each authored by Jeff Morrison, Executive Director, TRIP/Canada.

**c. Gold Seal Report:**

The report from Terry Brown, Chair of the National Gold Seal Committee dated February 5, 2004 – attached – was presented.

**d. WCR&HCA Website/Reflection of Activities**

Chris Lorenc, President of the WCR&HCA, presented an overview of the WCR&HCA activities which were compiled in a brief entitled “A Reflection of Activities 1997 to Present” - see attached - along with an overview of the new WCR&HCA website and the profile related reasons for having created such a website.

**4. Provincial Reports:**

**a. British Columbia:**

Bill Swaine presented the attached report from the BC Roadbuilder & Heavy Construction Association.

John Dyble, ADM BC Transportation presented a power point overview of transportation related programming in the province of British Columbia – see attached.

**b. Alberta:**

Gil Brulotte presented the attached report from the ARHCA on its activities – see attached.

Jay Ramotar, Deputy Minister Alberta Transportation presented an overview of the programming directions in Alberta. He expressed support for the notion of working with industry and his western Canada Deputy Minister colleagues to advance the interests and progress towards sustainable transportation investment policies at the provincial and national level. He offered to assist if there was a desire to coordinate an industry/Deputy Minister discussion.

**c. Saskatchewan:**

Brent Hendry presented the attached report from the Saskatchewan Road Builders & Heavy Construction Association of Saskatchewan dated March 2004, along with a report from the Minister of Saskatchewan Transportation – see attached.

**d. Manitoba:**

Cal Moon presented the attached Activity Report of the MHCA, along with a report from the Hon. Ron Lemieux, Manitoba TGS Minister – see attached.

**5. WCR&HCA Outgoing Chairman's Report.**

Frank Rizzardo presented the attached report outlining the activities of the WCR&HCA during his term as Chair.

**6. Passing of the Gavel - Introduction of New WCR&HCA Chair.**

Frank Rizzardo, presented to the meeting the incoming Chair of the WCR&HCA, Cal Moon, Chair of the MHCA, and ceremonially past the gavel.

**7. Introduction of the 2004/2005 WCR&HCA Board of Directors.**

Cal Moon expressed his thanks on all members' behalf to Frank Rizzardo for his generous time devoted to the WCR&HCA and related matters.

He then introduced the list of the 2004-04 WCR&HCA Board of Directors – see attached.;

**8. Incoming Chair Presentation - Priorities:**

Cal Moon as incoming Chair presented his view on priorities - see attached - which addressed the following areas:

- j. New "*fiscal deal*" for cities - sustained funding from the federal government for a National Infrastructure Program targeting investment in Canada's core municipal infrastructure;
- k. Establish linkages with "*Hub Mayor's Caucus*" and Federation of Canadian Municipalities (FCM) – "*Bridging the Gap Program*;"
- l. Invite "*Hub Mayors*" of Western Canada and other strategic municipal officials to future conventions – Mayors Round Table;;
- m. Pursue appropriate contact with federal and provincial governments in support of federal fuel tax allocation towards a National Highways Program;
- n. Strategic Infrastructure Investments platforming investments in infrastructure assets which facilitate new economic activities.
- o. Continue support of Transportation Awareness Partnership (TAP); and
- p. WCR&HCA promotion through the Website, Convention, other.

**9. New business.**

The meeting was advised that the WCR&HCA adopted two policy briefs, one entitled "National Infrastructure Strategy (NIS) – Rebuilding Canada," and Federal Fuel Tax Allocation to the National Highways System." These two briefs and the approaches articulated in them were consistent with messages being promoted at the national level by the Canadian Construction Association (CCA). They reflected the discussion being advanced by Prime Minister Martin, who had committed to allocated fuel taxes to municipalities with which to address their core municipal, and transportation deficit challenges.

In response to a question from the floor, the meeting was advised that the Board had approved addressing a letter from the WCR&HCA to the Prime Minister on these issues.

The letter from the Association will confirm industry support for the allocation principle, but that it is as well adjusted by a number of principles, namely:

- a. The entire program created from the allocation be publicly tendered;
- b. The flowed funds be required to enhance and not replace existing levels of municipal government investment in its core infrastructure and transportation systems; and
- c. The allocation of program funds considers geography, population and need.

In addition the WCR&HCA will remind of the financial investment needs of the national highways system, which would benefit from an allocation of federal fuel taxes.

**10. Adjournment.**

There being no further business, the meeting was adjourned at 11:55 am.

**OVERALL OUTLINE FOR PRESENTATION TO WESTERN CANADA ROADBUILDERS  
CONFERENCE**

**CCA CHAIR SHIRLEY WESTEINDE  
TRIP CANADA EXECUTIVE DIRECTOR JEFF MORRISON**

**Shirley Westeinde**

Thank you to the Western Canada Roadbuilders for the invitation. It was a difficult sacrifice to have to come to Cancun a week ahead of the CCA Conference to meet with the Western Canada Roadbuilders, but that is part of the burden of being the Chair of CCA.

For CCA, and particularly for its roadbuilding sector, it has been a productive year, but there remain many challenges ahead. Jeff will talk about where we stand with the two major political issues facing the Roadbuilders Council – namely, infrastructure and highway investment – but I want to talk about a number of the other issues that CCA is addressing.

It's important as well to understand that CCA's role is not just about what we can FOR you, but what we do to PREVENT things being done to you.

**Taxes:** Believe it or not, there was some tax relief in 2005. EI premiums went down for the 12<sup>th</sup> straight year. With this decrease, as an employer, you should now be paying \$233 less per employee than you did in 2001. I should add that we continue to press for changes in the EI system, and that a recent report from the House of Commons on Standing Committee Human Resources endorsed many of the changes we recommended. So we will continue to pursue that.

2005 also saw the small business tax threshold increased from \$200,000 to \$300,000. For small businesses who are captured by this change, you should be saving around \$9,000 a year.

We are now lobbying on a tax issue of specific interest to roadbuilders. As you know, many superintendents and foreman don't have central office locations, and therefore must use their homes as a de facto office – as such, they drive to and from a variety of worksites from home. It used to be that the driving to and from home was considered non-taxable. The Canada Customs and Revenue Agency has now begun to assess that mileage as a taxable benefit, which is costing companies who have been assessed in such a manner a lot of money. We've therefore begun lobbying Revenue Canada the Finance Canada to cease this assessment – we'll see how things go.

Allan Lowe has also brought to our attention an agreement that Revenue Canada has with the oilwell drilling contractors in Alberta that allows certain contractors to pay a higher non-taxable mileage rate than what is allowed – reason being that oilwell drillers vehicles face greater wear and tear. Given that the same rationale applies to construction vehicles, we will be meeting with Revenue Canada upon our return to try and obtain a similar agreement.

**Gold Seal:** The 4 Western Canada roadbuilder associations should be proud of their promotional efforts on Gold Seal. You have played a key role in raising the exposure of this program.

At our conference next week, the Gold Seal Committee will be unveiling its e-learning platform, whereby a number of Gold Seal accredited courses will be brought on line.

Gold Seal is also looking at expanding its marketing and promotional reach through the creation of chapters across the country.

Other Gold Seal updates as warranted.

**Environmental Measures:** As many of you know, environmental considerations have become a growing concern for all industries in Canada. Our industry is not exempt. For the ICI sector, I'm sure you've all heard of the growing phenomena of green buildings, and certification programs like LEED, administered by the Canada Green Building Council. Although we know of no such certification for roads, I imagine that will only be a matter of time.

We're also working with government to be a part of the environmental solution. For instance, I understand that next week, the Roadbuilders Council will be unveiling a new guide produced by CCA and Natural Resources Canada that offers ways to reduce energy for the Canadian roadbuilding sector. There is also the asphalt plant environmental best practices guide that CCA issued last year, and I understand free copies of that are available.

We are also working with Environment Canada on the issue of particulate matter reduction from construction and demolition sites. This has been an interesting exercise, in that environmentalists have been pushing for unrealistic regulations for the past year in the area of PM reduction. Due to CCA's involvement however, Environment Canada has backed off the idea of stringent regulations, and is looking at other options – they may be considering at implementing a standard, whereby PM emission levels could not exceed a certain threshold. We see some merit in this approach, but we are still a long way off from anything being put in place.

**Youth Promotion:** We all know the importance of reaching out to youth as an industry, and there are a number of initiatives taking place in that area, led mostly by the Canadian Apprenticeship Forum and Construction Sector Council. However, given its distinct characteristics, the CCA Roadbuilders Council is also pursuing some roadbuilder-specific initiatives. Next week, the Council will be provided copies of a Canadian roadbuilders promotional DVD – this DVD is based to a great extent on a video produced by the Alberta Roadbuilders a couple years ago. Saskatchewan has also produced material, and that can be shared with other roadbuilder associations. In 2005, the Roadbuilders Council also hopes to partner with the Sector Council to launch an outreach campaign targetted to aboriginals, a largely untapped labour pool in Western Canada. So again, roadbuilders are taking a leadership role in this area.

**Research and Innovation:** We all know that innovation is the key to achieving higher levels of productivity in the future – however, construction has been slow to lead the way in pursuing research and innovation. CCA is looking to change that. (Shirley to speak about John's new Construction Innovation Council).

So thank you for inviting me here, and I will turn things over to Jeff to discuss some of the political issues that TRIP Canada is addressing.

### **Jeff Morrison**

Begin with several disparaging comments about Barry Brown and his poor quality golf game. This may take up the entire session time. Assuming there is some time left...

### **Gas Tax:**

The formal announcement on a dedicated gas tax for municipal infrastructure will be included in the 2005 federal budget. In fact, there are already a number of details that have been made public.

- The announcement in the budget will be a 5-year funding announcement. We know that by year 5, the amount of gas tax money to be transferred to municipalities will be 5 cents, or about \$2 billion dollars. For Manitoba, that will mean \$67 million, for Saskatchewan, about \$60 million, for Alberta, around \$190 million, and for BC, around \$250 million once fully implemented.
- However, years 1 through 4 of the program will be much leaner – perhaps only 1 or 2 cents, instead of 5. We have argued that this ramping up period needs to happen more quickly.

- We also know that this money will only be used for core municipal infrastructure – which was one of our key demands – and therefore will not be used to increase councilor’s salaries or pay down debt. The federal government has said that “green infrastructure” will be given priority – and I’m happy to say that rehabilitation of roads and bridges is considered “green”. However, because provinces and municipalities will make specific project selections, you all have a role in ensuring that your jurisdiction chooses the kind of projects that maximize your benefits.
- We also know that another key demand of ours will be respected, and that is that gas tax money must be new money, or incremental, to what municipalities already have budgeted for. This way, gas tax money is not simply substituting money already on the books.
- However, we’re concerned that the federal government is not respecting incrementality in its own backyard. (talk about how existing bilateral programs are running short of funds, and no new money has been promised. Gas tax money should not be seen as a way of simply replacing existing program spending).

So even through the announcement in the upcoming budget may not be perfect, I think that we can take some pride in knowing that we, as an industry and as an association, have achieved a long-standing policy objective.

### **National Highway System:**

Unfortunately, I can’t be as optimistic that we will see such an announcement with respect to the National Highway System. We don’t expect an announcement in this budget for new highway money. But now that we have achieved our goal of having a gas tax sharing arrangement for infrastructure, I think that TRIP Canada will now be able to focus much more singularly on the issue of highways in 2005 and 2006. At the Council meeting next week, we will be discussing an aggressive plan of action to try and influence the 2006 federal budget. Although the plan is subject to ratification by the Council next week, here are some of the key elements:

- We want to bring Transport Minister Jean Lapierre to our next Council meeting in Victoria in June so he can hear from Council members themselves about the sorry state of our highways.
- We have submitted a funding proposal to Infrastructure Canada to fund a study into the impact that expanded and rehabilitated highways have on greenhouse gas emissions. We think expanded and better highways reduces GHGs. This study will be important, since we hear more and more from politicians that the reason they don’t want to invest in highways is because they cause more GHG emissions. We have already received a confirmation from the National Research Council that they will conduct this study for us.
- We will soon unveil a new, revamped TRIP website that will make a case on the web for better highways. At Chris’ suggestion, this website will contain a “highway deficit” counter, similar to the infrastructure counter that the FCM uses. We’ll of course let the media know about this.
- We are looking to repeat an event held in 1999 where key federal and provincial politicians, including the Finance and Transport Ministers, were brought together to discuss a National Highway strategy, including a discussion on the role the private sector could play.
- We’ve asked the House Transport Committee to undertake a thorough review of financing options for highway construction and expansion.
- Although subject to discussion, we would like to put on a “Worst Road in Canada” contest this year, whereby members of the public could nominate and vote for Canada’s worst road. This would be modelled on a hugely successful campaign launched in Ontario 2 years ago.
- And of course, we will be coordinating our efforts with some key stakeholders – the CAA, the Truckers, the Tourism Associations, and so on- they too will undertake initiatives this year, and we want to make sure our efforts are complementary, not at odds or duplicating efforts.

So it promises to be a busy year on the highway lobby, and of course, we can make no promises. But we will do what we can, and of course, I hope that we can count on your support.

Thank you for the invitation.

Cw\lc:\WCR&HCA 2004-05\CCA RBHCC Report for 2004



## MEMORANDUM

Feb 24, 2005

To: Western Canada Roadbuilders & Heavy Construction Association  
(WCR&HCA)

From: Terry Brown, Chair GS Committee

Subject: Gold Seal Update

### **GOLD SEAL E-LEARNING COURSE ON TARGET**

The first Gold Seal e-learning course is proceeding on schedule and is expected to be ready to launch at the AGM and Conference in Cancun in March. The first offering will be a generic construction communications course adapted from the Ontario Road Builder's Association course offered through Ryerson University. The course materials have been broadened and will be suitable to all construction managers regardless of discipline or location. The Gold Seal E-learning Committee is now in the process of selecting the next two courses. The Mechanical Contractor's Association has agreed to let the project management course stand for conversion to an e-learning format. It is the aim of the Gold Seal Committee to have a full offering of courses covering the 11 subject matter areas as outlined in the recently revised CCA Gold Seal National Curriculum Standard.

### **CONSTRUCTION MANAGEMENT EDUCATION COMMITTEE**

The Construction Sector Council (CSC) has proposed, as one of the new projects for 2005, the establishment of a construction management education committee. The purpose of the committee would be to assess the need for construction management education in Canada's construction industry. The Council is looking to the Canadian Construction Association's Gold Seal Committee to play a strong leadership role should this initiative get formal approval and a green light from the CSC Board and funding through HRSDC. We have been advised that HRSDC officials have been highly receptive to the idea and initial suggested funding requirement of approximately \$500,000 covering three years has been proposed. This initiative has been proposed as a high priority item in terms of new projects for the Council in 2005.

The Gold Seal Committee has made it clearly understood that it is not prepared to forego its autonomy respecting the CCA Gold Seal program. However, should it get the nod from HERDS, this initiative could prove to be a major boon to the Gold Seal Program by providing much needed financial and human capital to assist in moving the program forward. It is one of the projects that the CSC has advanced that will allow for broad industry participation including Gold Seal, MCAC's Canadian Mechanical Contracting Education Foundation, local, provincial and national construction organizations as well as educational institutions. We look forward to hear more on this initiative as the CSC prepares to submit its formal budgetary requirements for the coming fiscal year.

### **NEW APPLICATIONS LOWER THAN ANTICIPATED**

The number of applications, although up slightly from 2003, was considerably lower in 2004 than anticipated. In total, including GSI applications the numbers did not break the 200 level for 2004.

There was an expectation that the reciprocal agreement with the Canadian Institute of Quantity Surveyor's (CIQS) that granted holders of the CIQS Construction Estimator Certified (CEC)

designation automatic eligibility to challenge the Gold Seal estimator exam in the appropriate discipline and the new Owner Project Manager designation would generate significant numbers of new applications. However, those additional applications were not forthcoming in the numbers anticipated. It should be noted that although expectations from these two bodies were quite high, there was no formal plan aimed at marketing to potential candidates developed and implemented.

As well, following a two-year promotional campaign by ACQ in Quebec, it was expected that 2004 would see a sharp increase in applications from that province. Once again however, there was, as well, a misreading of the appetite for certification among construction management personnel in Quebec. ACQ has implemented a number of marketing initiatives in some parts of the province but the results have been disappointingly low.

Following lengthy debate on possible reasons for the poor showing regarding new certification applications, the Committee has directed staff to undertake an analysis of its database to determine the degree of industry penetration. As the database provides information on firms, as well as individuals, it should be helpful in gaining insight into number of firms employing Gold Seal certificate holders. For example, we do know that those firms identified as having six or more Gold Seal certificate holders in their employ total 122 and account for approximately 39% of all certificate holders.

#### **COMMITTEE BIDS FAREWELL TO FOUNDING MEMBER**

At its November meeting, the Gold Seal Committee has bid farewell to one of its founding members. After serving on the Committee from the beginning Richard (Dick) Lalande has decided to step down. Dick was a stalwart on the education side of the program and had a keen interest in the marketing of the Gold Seal program. His insight and great sense of humour are always appreciated by all who know him, and his fish stories are always whoppers. The Committee is confident that Dick will continue to play a role in the area of application review and marking of exams. The Committee offers a sincere Thank You to Dick for his many years of service.

With Dick's departure, and John Gardner stepping down as well, the Committee has decided to open a seat on the Committee to John Blasko, from Defence Construction Canada. John is a member of the Owner focus group and was among the first group of recipients of the Gold Seal designation for Owner Project Manager. John is a strong supporter of Gold Seal and will be an asset in helping the Committee with its outreach to this newest class of Gold Seal Certificate holders. The Committee is also seeking an electrical representative to round out the committee membership.

Submitted by,

Terry Brown, P.Eng., G.S.C.,  
Chair, National Gold Seal Committee



## **B.C. Road Builders & Heavy Construction Association**

### **Report to the 2005 WCRHCA Annual General Meeting Cancun, Mexico**

The past year has been a very exciting one for the B.C. Road Builders Association and the province alike. The provincial government has made a commitment to infrastructure funding and, with the successful 2010 Vancouver Winter Olympics Bid, our membership is beginning to build and continuing to maintain the transportation system of B.C.

#### **2005 Election**

There is now growing public pressure on the provincial government to improve our transportation system and start traffic moving. The public wants our roads and highways to be safer. This coming election will make it even more important that we be heard. The future of our industry's economic viability and the continued economic growth of our province depend on our Association to send the message out.

The current provincial government has recognized the necessity of improving and expanding our transportation system to grow the economy of British Columbia. From 2004 to 2009 the government will be investing over \$2.6 billion in transportation. This funding means jobs, investment, and opportunities. The B.C. Road Builders Association is working to ensure that British Columbia stays the course.

#### **Partnerships**

Over the past few years, we have worked on forming new partnerships with several important industry organisations. New approaches developed within the Ministry of Transportation have led to changes in the delivery of the many transportation projects in British Columbia. Participation in our Fall Conference by the Consulting Engineers has added a new and very positive dimension to our business sessions. At the beginning of February we partnered once again with the Consulting Engineers and Ministry of Transportation to host a one-day conference aimed at Ministry field staff, supervisors, construction personnel and consulting engineers to exchange ideas and help solve problems before they get to the job site.

We are also working with the Independent Contractors and Businesses Association (ICBA) on HR/skills training programs and WCB issues. In addition, our Safety Network is working with ICBA to deliver their Certificate of Recognition program. We have found that forming alliances with other important associations, like CEBC and ICBA, allows us to share our resources and gives us a much stronger voice with which to speak.

#### **2004 Strategic Goals**

For the past five years, our Board has met in January to decide upon our strategic focus for the upcoming year. This year we have developed three areas we are using to focus our efforts.

1) To Support And Promote The Continued Strategic Investment In The Transportation Infrastructure Throughout B.C.

The upcoming election will provide the Association with a unique forum to rally public support for a more efficient system and we plan on using these opportunities to their fullest. The Association has embarked on an aggressive fundraising campaign aimed at marketing the message that ongoing investment in the province's transportation system is good news for all British Columbians. We are

also working to mobilize the employees of member companies through an in-house marketing program asking them to show their support in keeping the transportation system as a priority.

## **2) To Gain Public Support for Transportation Programs**

In maintaining public support, our Association continues to ensure that transportation remains at the top of the public's agenda. We have seen a great shift in the public's perception of transportation issues as these matters have come to the forefront of public concern over the past several years. The Association has published numerous articles and letters supporting increased investment and we will continue to use the media to keep infrastructure improvements in the spotlight.

## **3) To Develop Strategies to Deal with the Shortage of Skilled Labour**

This committee has made exceptional progress with this strategy. Through this group we have secured \$85,000 from Human Resources and Skills Development Canada to provide resources and administration for the delivery of four objectives:

- i) Support research and analysis to identify the specific skills that employers are predicting shortages in;
- ii) Support the development of a database listing education, training, and apprenticeship programs currently being offered for the development of road construction, road maintenance and heavy construction industry skills in B.C.;
- iii) Support the development and delivery of an industry program to inform high school students and their parents about the many satisfying and fulfilling career opportunities in the construction industry;
- iv) Support the development and delivery of an industry program to recruit aboriginal people and immigrants to work in our industry and to assist employers in connecting with these traditionally underrepresented groups.

The B.C. Road Builders Association continues to build momentum for investment in the province's transportation system. We are looking forward to working with our members to achieve our goals in the upcoming year.

**Alberta Roadbuilders &  
Heavy Construction Association  
2004- 05 Report  
Presented to the Western Canada Roadbuilders &  
Heavy Construction Association  
by Gil Brulotte**

2004 was a year of much success and growth in the roadbuilding and heavy construction industry, and within the ARHCA itself. Almost all of Alberta continues to flourish with the strong provincial economy, driving growth in many Alberta centres. With growth comes construction, and most ARHCA members have reported strong construction seasons working with the different levels of government, private development, and oilfield related work.

2004 was a year of growth at the ARHCA as well. While our staff contingent grew by one, the ARHCA has taken on many new activities and initiatives during 2004.

**New Activities and Initiatives**

Early in 2004, the ARHCA conducted its first-ever membership survey. The intent was to find out how the ARHCA could better serve its members, and also to get further insights about the scope of the industry. The response rate was high for a survey of this type, and the responses were very positive. The results confirmed that the main ARHCA services that members value most highly are, in order, the distribution of tender calls and tender results, lobbying for more funding for infrastructure, advocacy and government lobbying, and the ARHCA *Equipment Guide and Membership Roster*. The *Extended Hours of Work Permit*, available only to ARHCA members, was also highly valued. There was also a very high satisfaction rate by members with the ARHCA, with 94% either very satisfied or satisfied with the ARHCA. 76% of respondents felt the ARHCA annual membership fees provided very good or good value, and another 20% said it represented fair value.

The ARHCA has accelerated the development of a Careers Section on the recently-redesigned Web site, which will include a Job Bank where members can post openings, and workers can post their resumes, to be available to members only.

On the lobby front, the ARHCA met with the mayors of most major Alberta cities, and also a majority of provincial MLAs. The ARHCA also partnered with the Alberta Construction Association and the Alberta Homebuilders' Association to make a joint presentation to three Standing Policy Committees (SPCs): Economic Development and Finance, Learning and Employment, and Agriculture and Municipal Affairs. We provided support for jobs well done in funding of infrastructure projects, and also pointed out areas of concern about the growing infrastructure deficit provincially and municipally, and the labour shortages that face our industry. In the fall, the ARHCA launched a lobby campaign targeting provincial MLAs as well as local elected officials to ensure that politicians are aware of the significance of the growing infrastructure deficit. We also developed a brochure about the importance of transportation and underground infrastructure aimed at the best ambassadors for our industry – our employees. Several thousand of these brochures have already been distributed.

The ARHCA also piloted the first *Roadbuilding and Heavy Construction Pre-Employment Program* (RHCPEP) at NAIT from January to March, 2004. This is a 120-hour program, scheduled over ten weeks, and intended to attract workers into the industry. We plan to expand this program to institutes across Alberta in the next few years, and to offer a modified version to existing industry employees

The ARHCA hosted a facilitated planning session with the ARHCA's Calgary Committee, and senior City of Calgary managers. As a result, a working committee of City of Calgary and ARHCA representatives has been struck, and they discuss mutually important issues.

In Edmonton, the ARHCA facilitated a working group of ARHCA members and senior City of Edmonton managers, and a recognized legal expert, to draft a mutually acceptable agreement that addresses the roles of the parties concerning Prime Contractor status. This is a very important initiative, and the resulting agreement will be provided for use as a model agreement for government owners across Alberta.

As you have undoubtedly seen by now, the ARHCA developed a new logo this year in recognition of the ARHCA's 50<sup>th</sup> anniversary during 2005/2006. We are also working hard to attract new workers into the industry, and raise the profile of the industry in the eyes of the general public. The board and staff felt this new logo would help in these areas.

One of the ARHCA's strategic objectives during 2004 was to work towards attracting First Nations workers into the industry. The ARHCA worked with the Canadian Construction Association to consider mirroring the *Ironworkers Aboriginal Awareness Project*, in partnership with the Construction Sector Council. The CCA recently voted to approach the Construction Sector Council to investigate beginning such a program for the roadbuilding and heavy construction sectors. As Canada's aboriginal population is growing faster than any other segment of Canadian society and over 50% of the aboriginal population is currently under 15 years of age, such a program would have great potential to attract many aboriginal workers into the industry. We are also working with Alberta's aboriginal community through the training institutes that offer the RHCPEP program to aboriginals.

### **Partnerships**

As the founding member of the Transportation Awareness Partnership (TAP), the ARHCA is working to fulfill its strategic objective of increasing the knowledge of the importance of Canada's transportation and infrastructure system to Canadian's standard of living and economic well-being. While TAP grew to a national, multimodal transportation membership group during 2004, its feasibility on such a large scale is in doubt. The ARHCA will head up an Alberta based group, starting in 2005, to increase the public awareness of these systems.

Heidi Harris, the ARHCA Director of Communications, is chairing the Partners In Road Construction Safety campaign in partnership with the Alberta Construction Safety Association, Alberta Infrastructure and Transportation, the Cities of Edmonton, St. Albert and Red Deer, the Edmonton Police Service, Strathcona County, ENMAX, and EPCOR. This was the second year for the billboard and radio campaign, which received excellent media coverage across Alberta. The campaign has been successful in increasing public awareness of the problems of speeding in construction zones and will continue into its third year in 2005. There were still several incidents involving construction workers and Alberta drivers during 2004, but we continue to work to increase the public's knowledge and make our members' workplaces safer.

We also partnered with the ACA, AHBA, Merit Contractors Association, and the Progressive Contractors Association of Canada to develop guidelines for members' conformity to the Personal Information Protection Act. The ACA took the lead role in this project, and information sessions were organized to get out the message.

### **Issues**

The federal government proclaimed Bill C-45 during 2004. This bill provides the federal government with the power to prosecute both corporations and individuals under the Criminal Code if there are not reasonable steps taken to protect workers and the public from harm. On April 30, 2004, Alberta's new Occupational Health and Safety Code came into force. Changes include the

responsibilities of “prime contractors.” The ARHCA published information on Bill C-45 and the new OH&S Code in our *Roadrunner* newsletters and offered professional development sessions that included legal advice on these issues.

The ARHCA has asked Minister Gene Zwozdesky of Alberta Community Development for clarification of differences in requirements between the OH&S Act and the Human Rights, Citizenship and Multiculturalism Act regarding alcohol and drug testing of workers. We expressed concern that the Human Rights act may be hindering the rights of employers to work towards drug- and alcohol-free work sites.

The ARHCA also notified Minister Zwozdesky of our concern about a Medical Absentee Forms initiative undertaken by the Alberta Human Rights and Citizenship Commission. This form encouraged physicians not to share case related information with third parties, and could have had an impact on modified work programs with the Workers Compensation Board. Subsequent to our letter, the WCB and OH&S withdrew their support for the initiative. The ARHCA Safety Committee still has some concerns about this initiative, and continues to monitor it.

### **Membership Levels**

The ARHCA's membership levels continue to increase, with 532 members in 2004. This includes 314 Regular Members, 188 Associate Members, and 30 Consultant Members and is the highest ever level of memberships. Membership fees have not increased since 1999.

### **The Future**

The future for the roadbuilding and heavy construction industry in Alberta looks very positive on all fronts. Albertans are fortunate to live in such a prosperous part of the world.

The future of the ARHCA looks equally positive, with a very strong board, committee chairmen, volunteer contingent, and of course, staff.



**Road Builders and Heavy Construction Association of Saskatchewan  
WCRHCA Report  
Cancun,  
March 2, 2005**

Good afternoon.

At the end of March, 2004, our annual budget came down. We knew that there would not be an increase in the Highways budget or in Municipal Affairs, and, as it turns out, we were luckier than most portfolios. Basically, highways budget went down by 1.6 million dollars.

Perhaps the most important part of the budget was the change in financial accounting for Department of Highways. The Department now has the flexibility to carry money forward to the next year in the capital vote 017. They are now allowed to roll money from one year to the next, not having to spend it all by March 31. Department staff do not fully understand the process yet and we are told it will take a few years before we know how this change will impact us.

This year we were faced with the additional problems of bad weather resulting in jobs not being completed. The Department has provided a report to the WCRHCA outlining actual work completed in 2003-04. As you can see by referencing that report, highways contractors are not overworked. Our urban contractors were kept a little busier last year with major work being done in both the City of Regina and the City of Saskatoon. Rural contractors were not as fortunate and did not see any increase in work. Our members are finding that they need to look to more creative ways of keeping their businesses viable, especially in terms of bidding jobs that were not traditionally within their normal industry segment.

With the announcement of the additional funding coming from the "New Deal", there is some optimism for the rural contractors. The Saskatchewan Association of Rural Municipalities (SARM) sits on the task force examining disbursement of the fuel tax funds and, although, the majority of the money will be disbursed according to population, SARM is confident that there is a segment of money that has been set aside for disbursement based on project. Their intention is to have all contracts publicly tendered and have not heard anything to the contrary from the task force.

One of the major projects in Regina was the Revitalization of Wascana Lake, or "The Big Dig", as it has been labelled. The value of our member contractor's work exceeded \$9 million. They moved over 15 million cubic metres of excavation in a little more than 80 days of work. This job demonstrated the ability of our industry to work together in some very difficult situations and despite weather delays and many extenuating circumstances, to get the job done. There has been a book published on this project and our member contractors have video footage for anyone who may be interested. You can contact the Association office to make your request.

Our executive meets on a bi-monthly basis with the Deputy Minister, the Assistant Deputy Minister and key senior staff from the Department of Highways for off-the-record discussions on industry issues. During the course of this year, we have had frank discussions regarding:

- The relationship between the Department and the contractors and the growing animosity
- The implementation of specs differing from region to region
- Errors in tenders and internal relationship issues
- Privatizing maintenance. Industry is concerned that the highway maintenance crews are doing base jobs up to 8 km that should be tendered surfacing projects
- Roadbuilders are concerned about the Department renting equipment (also rent-to-own agreements). Once equipment is obtained then additional work is found to utilize it instead of tendering work which is more cost effective

- Use of private consultants. (This is also an area that we continue to work on with the RM's, encouraging them to use consultants when tendering work.)

Due to the weather we experienced this year, it was imperative that we press for a blanket extension of days for weather delay. Individual projects will be reviewed and each case will still be rationalized and reviewed before a decision is made. The contracts currently allow for weather extensions and the Department has specific concerns of the impact of blanket extensions on projects that had specified bonus/penalty clauses for completion.

Reject is becoming a major item and is treated as a subsidiary item so the contractors are taking an unknown risk. However, the Department has a problem with good pit utilization. There is a specified payment when using Department pits and no value put on Department material when private pits could be used and no payment is made for reject in private sources.

Small paving jobs under 12,000 to 15,000 tonne should only require liquid anti-strip. The issue is value versus quality. Availability of lime is a concern. There was discussion of a possible storage facility that would make this product available. There is currently research underway on the benefits of lime. The information will be shared with the Roadbuilders once the testing is complete.

The Department and the Association have struck a committee to investigate possible options for fuel price adjustments. They would like to have something that is straight forward without a lot of administration required. An adjustment to major unit prices would be the easiest. They are currently doing a review of last year's contracts. Our association has communicated with all the other provincial associations to compare programs that they may already have in place. Ontario has advised against proceeding with this venture and the committee is taking that advice seriously.

Ministerial and senior staff changes have made it difficult to get back to the level of communication we were at two years ago. A new Minister, Deputy Minister, and Assistant Deputy Minister has slowed the process as we strive to redevelop the level of familiarity we had. We will continue to communicate problems and suggest solutions but may have to do so in a more forthright manner to achieve the same results.

What the industry needs is a long-term financial commitment to our infrastructure – one that will allow us to plan ahead and retain our employees.

Our Association is participating in a Labour Market Information committee developed by the Construction Sector Council. We have recently entered into discussions with the Apprenticeship Board regarding Pipeline and/or Heavy Equipment Operator trades. We are also active with a Transportation Environmental Committee and were part of an Education sub-committee that sponsored and facilitated six Environmental Workshops in the first two weeks of December.

We have completed the third year of our Awards and Recognition Program with awards being presented at our fall convention. We had very good coverage of the convention and the awards in both the Star Phoenix and the Leader Post, our two largest papers. We are always fine-tuning this program to make it better. The committee will be meeting in March to evaluate some of the problems and review suggestions for this year.

The Association completed our annual planning sessions in January where priorities for each of our standing committees are set. Those of interest would include:

*Human Resources:*

- Moving forward on acquiring the services of an HR professional
- Cataloguing all occupations in the industry with the exception of suppliers
- Constructing a model display of equipment that is detailed and mobile enough to travel to presentations

*Rental Rates:*

- A complete review of all equipment classes and rates

In January, the board participated in a Strategic Planning Session. This was the first stage in our Association's Strategic Plan. We met in early February to review the results of that session and to move on to phase two. We identified and prioritized membership benefits and we must now move forward with implementation plans.

Safety continues to be a huge factor in our industry. The province of Saskatchewan is currently undergoing a review of our OH&S legislations. Our association is involved in communications regarding interpretation and definition of prime contractor responsibility. The process will continue through the summer with the target of fall sitting for new legislation to be gazetted.

We are disseminating information on a national fatigue management and asking our members to please take the initiative and implement the program in their business.

Our Human Resources "We Build Careers" video/CD Rom continues to be well received and has been used at personal presentations to secondary schools around the province.

The Association will be celebrating it's 50<sup>th</sup> anniversary in 2006. Plans have begun to recognize the event, including the formation of a working committee and a History Book committee.

Moving forward with the implementation of recommendations from the Strategic Planning session, planning for our 2006 anniversary and organizing the 2006 WCRHCA conference will keep the Association very busy in 2005.

The Saskatchewan Roadbuilders board continues to support the work of the WCR&HCA. We believe that the Association is necessary and that it is important to maintain a voice from the West.

The WCR&HCA not only serves as regional representation for the four western provinces but is a successful medium for exchange of information and ideas. Our compliments to the board for its hard work and to the delegates who attend the conferences in support of the WCR&HCA activities.

Just a reminder that Saskatchewan will be hosting the 2006 conference at the Fairmont Princess in Scottsdale, AZ. There is information available at this conference; there will be information available on the WCRHCA website within the near future; for the most up to date information, contact the Saskatchewan Roadbuilder office.

Respectfully submitted,

Ken Burkosky, President  
RBHCA of Saskatchewan

## **Saskatchewan Minister of Highways & Transportation**

The Department of Highways and Transportation has worked with the Roadbuilding Industry to provide a safe transportation system that strengthens our economy and supports the social development of Saskatchewan.

### **2004-05 Accomplishments**

Recognizing transportation's role as an enabler of economic development, the provincial government committed \$294.8 million to build better highways in 2003-04. The 740 km of highway improvements planned for 2004-05 included 325 km of resurfacing and 185 of Thin Membrane Surface upgrades.

In addition, legislative amendments introduced by the province allow the department to carry over unexpended portions of its capital budget to the next fiscal year.

Major accomplishments this construction season included:

- Completion of 40 km of twinning on Highway 1 east, which was opened to traffic in October. Grading was completed on an additional 25km of new lanes. Surfacing on Highway 16, surfacing of another 13 km of new lanes will be completed in 2005. The department is on track to complete twinning of Highway 1 and Highway 16 between the Battlefords and Lloydminster in 2007.
- Completion of surfacing of 16.2 km of Highway 6 north of the U.S. border. Work on this section at the border marks the completion of Highway 6 from a Thin Membrane Surface (TMS) highway to a paved standard.
- Partnering with the Government of Canada and the City of Regina on improvements to Victoria Avenue/Highway 1 East to improve traffic flow and increase capacity.
- The province invested \$31.1 million to preserve, operate and improve highways, bridges and airports in northern Saskatchewan.
- Vehicle Weights and Dimensions regulations were amended to lengthen winter weight season, weather permitting.

### **Winter Tender Schedule**

On November 29 the province released its 2004-05 Winter Tender Schedule. The value of the tender schedule is \$79.5 million and includes 29 highway projects, three bridge rehabilitation projects, one drainage structure project, one right-of-way clearing project and 11 stockpiling projects.

Major projects include:

- 53.7 km of twinning work on Highways 1 and 16.
- Over 100 km of thin membrane surface highways converted to a paved standard province-wide.

The department estimates the Winter Tender Schedule results in the following material quantities:

- 1,489,000 m<sup>3</sup> of earth;

- 2,219,000 t of granular; and
- 580,000 t of asphalt concrete.

The projects listed on the Winter Tender Schedule will create jobs for more than 700 seasonal construction workers. Approximately 175 of those jobs will begin this winter with the balance in the 2004-05 construction season.

The Winter Tender Schedule represents approximately 63 per cent of planned construction activity in 2005-06. Additional projects may be added this winter pending contractor progress and weather. Further highway improvement projects will be announced when the 2004-05 budget is released.



February 3, 2005

Memo to: Western Canada Roadbuilders & Heavy Construction Association (WCR&HCA)

From: Boris Gavrailoff, P.Eng. G.S.C.  
Chair, MHCA

Subject: **Manitoba Report**

The 2004 construction season was wet and cold. Most contractors struggled to break even for the year.

**Highways:**

The provincial government has passed the Gas Tax Accountability Act which directs all road use fuel taxes to roads and highways. This is a positive step in principal but has no drastic change to budgets as it is claimed that already the expenditures match revenues. However, our research suggests otherwise and the dialogue on this point continues.

Manitoba highways capital budget remains at \$120 million per year. This represents a pittance of the \$340 million per annum recommended by the Department in 2001 to address the \$3.4 billion deficit. Furthermore within that budget the Province includes cost shared projects with the Federal Government such as the Trans Canada Highways twinning.

On a positive note the Provincial Government have committed to completion of the Trans Canada Highway four lane west to the Saskatchewan border by 2007. Earthworks have commenced this fall with only one 20km stretch remaining to be tendered.

The provincial government have committed to completing the four lane of the North East section (Hwy 59 east) of the perimeter (PR 101) around Winnipeg. Earthworks commenced this fall.

Unfortunately, there is no sign that the Provincial Government is committed to increasing funding to address the investment deficit recommended by their own staff.

**Meeting with Transportation & Government Services Minister (TGS)**

The MHCA met with the Hon. Ron Lemieux, Manitoba's Transportation & Government Services Minister on December 13, 23004. The topics for discussion included the following:

1. Increase to the Highways Capital Program based upon numbers above cited;
2. The establishment of an Annual and Five-Year Capital Plan for highways so that the industry and public can be informed of the government's short and long term priorities;
3. The provincial definition of "Infrastructure" must focus on core infrastructure and not allow "New Deal" funds to municipalities of up to five cents per litre of federal fuel tax, to be to be siphoned off to cover operating budget costs;
4. Allocation of a share of the sale proceeds of Petro-Canada to a trust fund to help start sustained, predictable, incremental and transparent funding for the National Highways Program (NHP). The provincial government should press for further federal fuel tax allocation to funding of the NHP;
5. Pursue the *2020 Manitoba's Transport Vision* consultation process to a policy conclusion. This process started in 2001 was to result by 2004 in a new provincial highways investment policy. The process is four years behind schedule;

6. Gas Tax Accountability Act – ensure compliance with legislation and transparent fiscal reporting;
7. Exemption of heavy construction industry short haul drivers, from the provisions intended for long haul commercial carriers under the proposed federal Hours of Service Regulation;
8. Support exempting income attribution to supervisors who drive trucks to/from worksites and place of residence;
9. Exemption of the heavy construction industry from proposed federal regulations which would see the requirement of security clearance certificates for any driver hauling explosive materials; and
10. Presentation by the Minister and staff at MHCA Annual General Meetings covering the construction season past, budget vs. expenditures, expenditure areas - paving, grading, earth-moving, needs assessment and projections for the next season.

We are not overly optimistic about the effect bringing these items will have on the government which has yet to make transportation investment a priority. This is notwithstanding their own public opinion research which clearly shows an overwhelming level of support for more investment in highways by both the provincial and federal governments.

### **Transportation & Infrastructure Investment Policy (TIP)**

We have developed a comprehensive brief articulating the need for a provincial Transportation & Infrastructure Investment Policy (TIP). It has been endorsed by a broad range of Manitoba associations including the Association of Manitoba Municipalities (AMM). We anticipate at least 20 major stakeholder associations to concur with the recommendations which will then result in a request for a meeting with the Premier.

### **Media Presence**

We continue to enjoy positive media presence and recognition. The MHCA Board has established an annual media budget and we expect to go in to the field annually with messages based on sound public opinion research, focus group testing of messages which will resonate with the public. That is the only way to force government policy action.

As an example, Manitoba became the first jurisdiction in the country to pass the Gas Tax Accountability Act which requires all road use fuel taxes be invested in highways. This was a direct result of our presence in the media over a sustained period of time. The new Act provides that federal fuel tax dollars will be invested in highways.

### **Hydro**

The province is committed to a program of new dam construction. The first which is supposed to be commenced in 2005 is Wuskwatim.

As the First Nations are partners in these projects they have first opportunity on the work. The prime contract will be performed under a union oriented project labour agreement. Consequently there will be little work done by our primarily non union members unless it is with First Nation partnerships.

### **Floodway – Expansion Project:**

The Red River Floodway Expansion Project is scheduled to commence in July of 2005 only after an Environment License is received (target date of June 2005).

The Manitoba Floodway expansion Authority (MFEA) is dead set on creating a Project Management Agreement which would give the Labour Unions as much advantage (and revenue) as they dare. A great deal of effort has been expended to justify “entitlement” of the unions to “equivalent dues” from a 95% non union industry.

Assurances of meaningful and constructive participation at the “negotiating table” have turned out to be based upon deceitful representations. We have notified both the Premier and the Floodway

Authority that our industry has effectively been pushed away from that negotiating table. We are at present considering a number of options.

### **Municipal**

Municipalities all have funding problems and many projects on the waiting list. Consequently the "new deal" directing gas taxes to municipalities will create work as quickly as the money is available and if the stated qualifiers of incrementally and the like are respected.

We have a new Mayor – Sam Katz – who is business oriented and who has made investment in Winnipeg's infrastructure a priority for civic government. We are in active discussions with the mayor's senior staff on how to accomplish this intention. Infrastructure leads the list of priorities for Winnipeg residents.

### **Heavy Equipment Operator Training (HEOT)**

We participated in a multi-year program with Manitoba's Department of Advanced Education to upgrade to provincial standards a curriculum for heavy equipment operators. We are currently in process of ensuring that our curriculum meets those standards. This will allow our association to contract out our services for the purpose of training new entrants and upgrading the skill sets of existing operators.

### **Conclusion**

The future of Manitoba could be bright indeed for M.H.C.A. members and the public in general.

Lots of work, competitive power rates (and provincial revenues) and a more user pay tax structure to address the various investment deficits.

All it will take is wise and responsible government.

Respectfully submitted,



Boris Gavrailoff, P.Eng., G.S.C.,  
Chair MHCA



March 2, 2005

## **Report from the Chairman to the Annual Report Meeting of the WCR&HCA**

Good afternoon,

We have already heard a great deal today about the efforts on industry's behalf at the national and provincial levels.

I will therefore try to provide you with an overview, a highlight of the what the WCR&HCA focused upon in 2004.

### **Deficit Counter**

The Federation of Canadian Municipalities established a Deficit Counter on their website which is now linked to our website. This deficit counter permits the visitor to view a real time cost increase in Canada's core municipal infrastructure deficit. Further it allows the visitor to see by what amount the deficit grew since the last visit.

Taking our cue from the FCM, we proposed to the Roadbuilder & Heavy Construction Council of the CCA, that it establish a similar "deficit counter" for the National Highways System.

These two instruments, which can be duplicated for provincial deficits, are good tools to present to the public whether at special media events, or just having them available for view on our website.

We anticipate the NHP Deficit Counter to be up and running very soon.

### **Petro-Canada Share Sale Proceeds**

Some of you will remember that Petro-Canada shares were acquired by the federal government in 1980 funded by increases in road use fuel taxes. As you know, in the 2004 federal budget, the government announced that it would be selling off its remaining shares of Petro Canada. The federal government owns approximately 20 per cent of Petro Canada's shares.

The revenue from the share offering is expected to be in the \$2.8 to \$3.8 billion range. The budget, furthermore, announced that \$1 billion from the revenue of this share sell would be devoted to the development of environmental technologies. This leaves approximately \$1.8 to \$2.8 billion left unallocated.

We brought the notion that a portion of the sale proceeds should be allocated to kick start funding of the National Highways System to the attention of the CCA and the Roadbuilder Council. As a result of our efforts, that has become a focus of lobby activity at the national level.

We also wrote as the WCR&HCA to the three national party leaders and the four western premiers urging their support of this position.

Whether we succeed in the effort remains of course to be seen.

### **Hours of Service**

The implementation of the proposed federal Hours of Service Regulation has been pushed back to January 2006. Given this window of opportunity the WCR&HCA working with the Roadbuilder Council will be pressing all provincial governments to provide for a measure of exemption for short haul drivers typically employed in our industry.

The challenge of course is that the governments view this as a matter of safety, a position with which we do not disagree. However the regulation was drafted with long distance commercial haulers in mind given the spat of bad accidents they have had over the last number of years.

Our industry has developed fatigue management programs and training for our drivers and we hope to make some headway in this regard.

### **National Infrastructure Policy (NIP) Brief**

We have updated our National Infrastructure Policy (NIP) brief, circulated it broadly and posted it on the WCR website. It articulates our views on the New Deal for Cities, the need for sustained policies regarding national highways and core municipal infrastructure re-investment. The Brief does not provide all of the answers, but rather is intended to provide some background and template for discussion.

### **Convention Surveys**

While convention surveys may not seem like a priority at first blush, it is important for the WCR&HCA to understand what our convention delegates like and don't like about our convention programs. More importantly we want to find out how to attract the new generation of industry leaders to attend and participate in the WCR conventions.

We began this process and found that most people appreciate the mix 'n mingle aspects of the convention, the business development side and of course the entertainment.

We made a concerted effort this year to reach out to young industry contractors with registration discounts for first time attendees. As we move and mature this data base we will be better able to address the vast majority of our attendee expectations.

### **WCR&HCA Website**

We established a WCR&HCA website with the purpose of finding a home where those interested in the work, past, present and ongoing of the WCR&HCA could visit.

Again this is a work in progress task. You will see annually all business material posted on the web along with any briefs position papers, letters of significance to political leaders, past and upcoming convention material.

Our objectives include the ability to establish a fully operational online registration system which can be used by each of the hosting convention associations.

### **Conclusion**

There were a number of other issues addressed by the Board, but the above serve to highlight. You will be able to visit our website for much more detail than time permits at this meeting.

The job of the WCR&HCA is to provide a vehicle through which the voice and views of western Canadians is developed and advanced to the national level. It requires us to be cooperative, mutually supportive and develop positions by consensus. This we have been able to successfully accomplish and I am confident that this strong tradition will serve us well in to the future.

I thank you for the opportunity of serving as your Chair. I thank the Board members for their support. And I thank all roadbuilder associations and their members for supporting these worthwhile lobby activities.

I close by extending my best wishes to Brent Hendry who will succeed me as Chair, and to the new Board of Directors of the Western Canada Roadbuilders & Heavy Construction Association.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Cal Moon', with a stylized, flowing script.

Cal Moon, P.Eng., G.S.C.,  
Chair WCR&HCA 2004



## WCR&HCA Board of Directors & Officers 2005-06

### Chairman

Brent Hendry, Anderson Rental & Paving Ltd.  
 3430 Idlwyld Drive North  
 Saskatoon, SK S7L SY7  
 Phone: (306) 934-2000 Fax: (306) 934-6669  
 Email: [arp@sasktel.net](mailto:arp@sasktel.net)

### President

Chris Lorenc, B.A., LL.B.,  
 1236 Ellice Avenue  
 Winnipeg, MB R3G 0E7  
 Phone: 204-947-1379  
 Fax: 204-943-2279  
 Email: [clorenc@manitobaheavy.com](mailto:clorenc@manitobaheavy.com)

### Vice-Chairman

Dave Chamberland, General Manager  
 Rich Contracting Ltd.  
 4100 – 6A St. N.E.  
 Calgary, AB T2E 4B1  
 Ph: (403) 531-9696 Fax: (403) 531-9699  
 Cell: (403) 819-9612 [dbcrich@telus.net](mailto:dbcrich@telus.net)

### Secretary-Treasurer

Boris Gavriloff, P.Eng., G.S.C., Chair MHCA  
 Bituminex Paving Ltd.  
 29 Terracon Place  
 Winnipeg, Manitoba R2J 4B3  
 Phone : 204-237-6253  
 FAX: 204-237-5032  
 Email: [boris@bituminex.com](mailto:boris@bituminex.com)

### Members at large:

Frank Rizzardo, EMCON Services Inc.  
 Unit 105, 11221 McFarlane Way  
 Merritt, BC. V1K 1B9  
 Phone: 250-378-4176  
 Fax: 250-378-4106  
 Email: [emcon1@emconservices.org](mailto:emcon1@emconservices.org)

Tom Johnson, VP Engineering & Technical Services  
 JJM Group  
 8828 River Road  
 Delta, B.C. V4G 1B4  
 Phone: 604-846-0978; FAX: 605-946-9327  
 Email: [tjohnson@jjmconstruction.com](mailto:tjohnson@jjmconstruction.com)

Gil Brulotte, P. Eng., President  
 Canadian Road Builders Inc.  
 23 Bellerose Drive  
 St. Albert, AB T8N 5E1  
 Ph: (780) 419-6518 Fax: (780) 459-7639  
 Cell: (780) 975-0088 [gbrulotte@crbi.ca](mailto:gbrulotte@crbi.ca)

Ken Burkosky, Barzeele & Burkosky Ltd.  
 P.O. Box 460, 715 – 15<sup>th</sup> Street East  
 Prince Albert, SK S6V 5R8  
 Phone: (306) 764-2366 Fax: (306) 763-2910  
 Email: [barzeele.burkosky@sasktel.net](mailto:barzeele.burkosky@sasktel.net)

Cal Moon, P.Eng., G.S.C., E.F. Moon Construction Ltd.  
 P.O. Box 908, Portage la Prairie, MB., R1N 3C4  
 Ph: 204-857-7871; Fax: 204-857-3882  
 Email: [calmoon@mts.net](mailto:calmoon@mts.net)

#### **Chief Operating Officers (COOs):**

Jack Davidson, President  
 B.C. Roadbuilder & Heavy Construction Association (BCRHCA)  
 Marine Centre, Phase 2  
 Suite 307, 8678 Greenall Avenue  
 Burnaby, BC V5J 3M6  
 Phone: 604-436-0220; Fax: 604-436-2627  
 Email: [jack@roadbuilders.bc.ca](mailto:jack@roadbuilders.bc.ca)

Allan Lowe, President  
 Alberta Roadbuilders & Heavy Construction Association (ARHCA)  
 201, 9333 – 45 Avenue  
 Edmonton, Alberta T6E 5Z7  
 Phone: 780-436-9860; Fax: 780-436-4910  
 Email: [allan@arhca.ab.ca](mailto:allan@arhca.ab.ca)

Val Jakubowski, Executive Director  
 Roadbuilders and Heavy Construction Association of Saskatchewan  
 Suite 1, 3200 - 12th Avenue  
 Regina, SK S4T 1J9  
 Phone: (306) 586-1805 F:(306) 585-3750  
 Email: [rb10@sasktel.net](mailto:rb10@sasktel.net)

Chris Lorenc, B.A., LL.B.,  
 MHCA President  
 1236 Ellice Avenue  
 Winnipeg, MB R3G 0E7  
 Phone: 204-947-1379; Fax: 204-943-2279  
 Email: [clorenc@manitobaheavy.com](mailto:clorenc@manitobaheavy.com)  
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March 2, 2005

### **Incoming Chair Presentation – Priorities for 2005**

I am pleased to be given the honour of carrying on a tradition of service to the Western Canada Roadbuilders & Heavy Construction Association.

As you may know, the WCR&HCA was originally known as the Prairie Roadbuilders Association. It was established in 1943. Its founding members were the roadbuilder associations from the provinces of Saskatchewan and Manitoba. In 1956 Alberta Roadbuilders joined followed by British Columbia in 1973. The current name was settled upon in 1996 to reflect not only our regional membership base but the broad industries we represent.

Although regionally based, the WCR&HCA focuses the majority of its attention to national policy issues. We develop consensus positions that reflect the views of western Canadians, and as a coalition we have a far greater chance of being heard and our views acted upon. Individually we would carry little influence in Ottawa.

As a result of that strategy, the WCR&HCA has made significant contribution to the shaping of national infrastructure policy positions in its sixty-two year history. I encourage you to visit our website for details on our history.

The need for the WCR&HCA to vigorously represent western Canadians whether through the CCA or in direct contact with western Premiers or their transportation ministers continues to drive who and what we are about.

The WCR&HCA Board we have identified the following priorities for 2005. We will pursue them at national, regional and local levels, utilizing the best strategies we have available. Some issues repeat as priorities year after year, in conjunction with trying to influence government policy development. They are as follows:

- a. *New Deal* for cities – press for narrow definition of infrastructure - streets, roads, highways, including the National Highways System (NHS), bridges & related structures; water treatment and distribution; wastewater collection and treatment; public transit;
- b. Press for allocation of a portion of the Petro-Canada share sale proceeds to the National Highways System;
- c. Pursue federal and provincial governments in support of federal fuel tax allocation towards a National Highways Program;
- d. Establish National Highways System (NHS) Deficit Counter and post on WCR&HCA website and link with supporting stakeholder associations;
- e. Develop envelope stuffers to employees urging phone calls to MPs, MLAs in support of our priorities;
- f. Support programs for Strategic Infrastructure Investments platforming investments in infrastructure assets which facilitate new economic activities.
- g. Continue support of Transportation Awareness Partnership (TAP);
- h. Work to cooperate with best practices with Infrastructure Canada;
- i. Maintain fiscal stability of the WCR&HCA through the establishment of a WCR&HCA Convention Policy Handbook for use by all four western provinces; and

j. WCR&HCA promotion through the Website, Convention, other.

As you can see, there is still much to be accomplished. The traditions of the WCR&HCA provide a strong foundation that helps us carry out our tasks.

In closing I wish to thank all four roadbuilder associations for their membership and support of the goals, ideals, and objectives of the WCR&HCA.

I look forward to working with the new Board in advancing our industry interests in a fashion consistent with national and public best interests.

Thank you!

A handwritten signature in black ink, appearing to read "Brent Hendry". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Brent Hendry,  
WCR&HCA Chair 2005