



TRIP/Canada

The Road & Infrastructure Program of Canada
"A Special Committee of the Canadian Construction Association"



2003 TRIP Canada Annual Report February 2004

The following represent some of the accomplishments of TRIP Canada over 2003, and a look ahead at some of the priorities for the year ahead.

Lobbying the Federal Government

- In May, Paul Martin announced his support for a dedicated gas tax as part of his "New Deal" for Canadian municipalities at the AGM of the Federation of Canadian Municipalities (FCM). In a subsequent meeting between FCM and TRIP Canada, FCM confirmed that the bulk of dedicated gas tax investment would go towards infrastructure.
- TRIP Canada publicly supported Mr. Martin on his dedicated gas tax promise, and offered its help to ensure smooth implementation of the policy.
- In July, a TRIP Canada opinion editorial was published in the Globe and Mail arguing against the notion that investments in high speed rail should be made at the expense of road and highway investment.
- In September, TRIP Canada organized a fundraiser for then-Liberal leadership candidate Paul Martin that raised \$60,000. Mr. Martin expressed his thanks to TRIP, and answered several questions related to infrastructure and highway investment.
- In October, organized a policy conference with representatives from 15 national organizations to discuss and debate implementation of a dedicated gas tax. The results of that symposium were sent to all premiers and Prime Minister Martin.
- Appeared before the House of Commons Finance Committee to argue that a dedicated gas tax should include highways, as well as infrastructure. Also stressed that a gas tax is just one tool to fund these priorities, and that governments need to work together to exploit the full range of funding mechanisms.
- Liaised regularly with members of the Liberal Highway Caucus to discuss a National Highway Program. Several Liberal Highway Caucus members are now in the Paul Martin Cabinet, including Transportation Minister Tony Valeri and Highway Caucus Chair Joe Comuzzi.

Issues Affecting the Canadian Roadbuilding Industry

- Lobbied against federal Hours of Service regulations, and organized a provincial lobby campaign against these regulations.
- Coordinated and assembled information for provincial roadbuilders associations to implement their own Fatigue Management Programs.
- Developed an asphalt plant emissions guideline. The document will be submitted to the Roadbuilders Council meeting in March 2004 for ratification.
- Joined the Canadian Council of Motor Transport Administrators (CCMTA) as a means of learning of and participating in federal-provincial transportation-related issues.

- Frank Rizzardo was appointed CCA's representative to the Transportation Association of Canada (TAC) and Stephen Damp continued as CCA's representative on the TAC Engineers Council.
- Kept abreast and participated in the work of the Transportation Awareness Partnership (TAP).

Operational Issues

- In May 2003, TRIP Canada completed a Strategic Planning session. The outcome was an updated two-year Strategic Plan that reinforced the Council's key role in lobbying and government relations. It also stressed that in order to avoid confusion and misunderstanding, the name "CCA Roadbuilders Council" should be used more frequently instead of TRIP Canada.
- Former TRIP Canada Executive Director Jim Facette departed the organization, and was replaced by former CCA Communications Director Jeff Morrison.

Priorities for 2004 and Beyond

- Showcase the wide stakeholder support for infrastructure and highway investment by taking out strategic advertising in high-profile media outlets. Look for other opportunities to use media strategically to build public support for infrastructure and highways.
- In advance of the coming federal election campaign, work with all parties to ensure that investments in infrastructure and highways are part of each electoral platform.
- Build relationships with the new Paul Martin Cabinet, senior staff, and key bureaucrats to press for a National Highway Program.
- Monitor and influence the debate over implementation of a dedicated gas tax to ensure the investments are incremental to other federal and provincial programs.
- Finalize and make available asphalt plant emissions guideline.
- Work with Canadian Industrial Program for Energy Conservation (CIPEC) to produce and publish a new energy reduction guide for the Canadian roadbuilding sector.
- Lobby Natural Resources Canada for a funding program aimed at providing subsidies for companies that invest in energy efficient equipment and vehicles, as part of the federal government's Kyoto implementation plan.

Submitted,



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