

February 18, 2004

### **Incoming Chair Presentation – Priorities for 2004/05**

May I first begin by acknowledging the outstanding efforts that Frank Rizzardo has made on behalf of the WCR&HCA as:

- Board Chair of this Association. Some of you may not know, but this is Frank's second tour of duty as WCR&HCA Board Chair;
- WCR&HCA representative on the CCA Roadbuilder Council Management Committee; and
- CCA representative to the Board of Directors of the Transportation Association of Canada (TAC).

In recognition of his service, I would like to ask Frank to return to the podium and accept a small token of our esteem, gratitude and respect for the work done, and leadership provided.

The WCR&HCA has a proud history of having made sustained, consistent and constructive contributions to the national lobby efforts for the heavy construction industry.

If you reflect on the priorities of the WCR&HCA, namely an infrastructure program, a national highways program and a strategic infrastructure investment program, you begin to realize that many of those themes are reflected in existing or emerging government policies.

It would be fair to suggest that the priorities of TRIP/Canada and the CCA as they relate to our industry, have to a significant degree been shaped as a result of the consensus positions developed around the Western Canada Board table.

We continue to have a presence at the national level and intend to play a major role in shaping the directions that our national lobby voices pursue.

I think it is important as well that you have a sense of the direction that the Board believes should be pursued on behalf of the heavy construction and related industry. So with your indulgence, I would like to very briefly highlight them for you.

I believe that there are six related areas of priority that deserve focused attention by the WCR&HCA and those are the following:

1. There has been much discussion about a new "*fiscal deal*" for cities. The public appears to have warmed up to this notion as have the federal politicians. The *New Deal* however must encompass sustained funding from the federal government for a National Infrastructure Program targeting investment in Canada's core municipal infrastructure;
2. Given the emerging political and public profile roles being taken by municipal politicians and core municipal funding, it may be appropriate for the WCR&HCA

to establish stronger and more visible linkages with “*Western Hub Mayor’s Caucus*” and Federation of Canadian Municipalities (FCM). The FCM has recently launched a “*Bridging the Gap Program*” which is an infrastructure awareness and policy promotion effort in recognition of the serious lack of government policy and funding.

In keeping with this thought we should invite the “*Western Hub Mayor’s Caucus*” to participate at our conferences and try to host “*Mayors’ Infrastructure Roundtable;*”

3. A National Highways Program long overdue in this country, regrettably still eludes our nation. We must continue to pursue appropriate contact with federal and provincial governments in support of federal fuel tax allocation towards a National Highways Program;
4. Strategic Infrastructure Investments which facilitate new economic activities continue to be an area of importance to our industry;
5. The mission of the Transportation Awareness Partnership (TAP) is completely in sync with our objectives and we should support it; and
6. To assist in our being able to better influence political leaders, we should continue the efforts aimed at enhancing and raising the profile of the WCR&HCA and the industries it represents, through the use of the website and other related mass media instruments.

There remains much to be accomplished. If our past is any reflection of the future, I am convinced that the four member associations working in partnership and by consensus, are up to that ongoing challenge.

I look forward to working with the Board and ask for your continued support of our efforts.

Thank you!



Cal Moon, P.Eng. G.S.C.  
WCR&HCA Chair 2004/05