



**Western Canada Roadbuilders & Heavy Construction Association (WCR&HCA)
“Committed advocate for economic and industry growth”**

A look at the past, present, and future

2016 Priorities & Beyond

Abstract

This report sets out 2016 priorities and provides insight into future activities of the WCR&HCA. The document was unanimously adopted by the WCR&HCA Board of Directors at its February 11, 2016 meeting.

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March 2016



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CONTEXT

With the sweeping changes in the political landscape following the October 2015 Federal election, and a new government elected on a mantra of *'Real Change'*, the Board of Directors of the WCR&HCA believe this is an opportune time to reflect on its past and assert its advocacy priorities going forward.

Amidst new economic realities, changing global climate, and new federal/provincial political dynamics, the Association continues to be guided by its vision as a: *“Committed advocate for economic and industry growth.”*

This report sets out 2016 priorities and provides insight into future activities of the WCR&HCA. The document was unanimously adopted by the WCR&HCA Board of Directors at its February 11, 2016 meeting.

INTRODUCTION AND HISTORY

The Western Canada Roadbuilders & Heavy Construction Association (WCR&HCA) consists of four member associations which represent Western Canada's heavy construction and related industries including the:

- British Columbia Road Builders & Heavy Construction Association (BCRB&HCA);
- Alberta Roadbuilders & Heavy Construction Association (ARHCA);
- Saskatchewan Heavy Construction Association (SHCA); and
- Manitoba Heavy Construction Association (MHCA).

Originally known as the *Prairie Roadbuilders Association (PRA)*, the WCR&HCA was founded in 1943 in Regina, Saskatchewan.

The first members were the Roadbuilder Associations of Saskatchewan and Manitoba. The Alberta Roadbuilders Association joined in 1956, followed by the British Columbia Roadbuilders Association in 1973. At that time, the Association's name changed to the *Western Canada Roadbuilders Association (WCRA)*. In 1996 the Association name was expanded to better reflect the full spectrum of industries represented, to become the *Western Canada Roadbuilders & Heavy Construction Association (WCR&HCA)*.

MISSION STATEMENT & MANDATE

The WCR&HCA is guided by its Mission Statement: "*Committed advocate for economic and industry growth.*"

The organization's mandate is to advocate for sustained and strategic investments in Canada's core infrastructure and transportation networks that in turn, support productivity enhancements, competitiveness and economic growth for the western region and the country.

This approach recognizes that growing the economy is the nation's most important priority, without which there is no revenue capacity for governments to support programs that sustain or enhance Canada's quality of life and globally-envied standard of living.

STRUCTURE & AFFILIATIONS

A Board of Directors, comprised of two Directors and the Chief Operating Officers from each of the four member associations, governs the organization. Pursuant to the by-laws, the Chairperson position rotates annually amongst the provinces in a westward direction. The 2015 WCR&HCA Board chair was Kevin Higgins, P.Eng., from British Columbia. He was succeeded in February 2016 by Derek Walker, P.Eng., G.S.C., from Manitoba. A list of all Chairs since the inception of the Association can be found in Appendix 1 of this report on p. 12.

The WCR&HCA and its members network and advocate broadly with key public and private stakeholders, the media, public, and governments in Western Canada and nationally. In particular, the WCR&HCA is active within the Canadian Construction Association (CCA) through participation on its Board, the Civil Infrastructure Council (*the national lobby arm of our activities*), and various committees addressing Industry Advocacy and Regulatory Affairs, and Business and Market Development.

Leaders from the WCR&HCA, past and present, play key roles at the national level. Those include, but are not limited to Frank Rizzardo, Dee Miller, Joe Wrobel, Gil Brulotte, Terry Chalupa, Tom Brown, Wayne Morsky, Ron Smith, Jim Short, Barry Brown, Don Whitmore, Neil Withers and Henry Borger.

PAST WCR&HCA ACTIVITIES

Highlights of past WCR&HCA public policy advocacy include:

1. National Highways Commission

An example of commitment to its mission is reflected in the record of the Prairie Roadbuilder's Annual Convention held in Saskatoon in 1953. The Convention adopted a resolution calling upon the federal government to establish a National Highways Commission to co-ordinate the planning, financing and construction of national highways in Canada in support of economic growth.

The arguments cited were as sound then as they are today. They were part of national lobby efforts, which helped persuade the Diefenbaker government of the merits of constructing the Trans-Canada Highway in the late 1950s.

2. The Road & Information Program Canada (TRIP/Canada)

Commitment to the principles noted in this document led the WCR&HCA in 1983 to form The Road & Information Program Canada (TRIP/Canada). TRIP/Canada produced successive reports on the condition of Canada's municipal infrastructure and highways, which were circulated to all three levels of government.

TRIP/Canada helped persuade the Transportation Association of Canada (TAC) to complete and release successive reports addressing the concept of, and funding for, a National Highway System (NHS).

In 1997, the WCR&HCA successfully recommended that TRIP's name be changed to "The Road & Infrastructure Program Canada (TRIP/Canada)" in recognition of TRIP/Canada's broadened mandate.

3. National Infrastructure Policy (NIP)

Mindful of its national focus, in 1996/97 the WCR&HCA adopted a National Infrastructure Policy (NIP), which targeted investment in three public policy areas:

- Municipal Infrastructure deficit;
- National Highway System (NHS); and
- Strategic Infrastructure Investments enabling new economic activity.

The NIP approach was subsequently adopted by national and provincial associations, including the Canadian Construction Association (CCA). It bears mentioning that Prime Minister Harper's 2007 budget contained two of the three policy areas, lacking only a commitment to a National Highway System.

In 1998/99, the WCR&HCA supported a policy approach which enhanced Canada's Premiers' *"Guidelines to a New Infrastructure Program"* which they had approved at their 1996 and 1997 Annual Conferences. The brief was used in national lobbying efforts to press the federal government into adopting a National Transportation & Infrastructure Policy.

4. Transportation Awareness Partnership (TAP)

By 2004 there was general agreement that to change public policy required the support of an informed public. As a result, the WCR&HCA led the formation of the Transportation Awareness Partnership (TAP) stakeholder group. Its objective was to correlate the importance of transportation to the standard of life that Canadians had come to enjoy.

The campaign ended due to an inability to create a broad national coalition willing to raise the necessary funds to pursue such a campaign. However, this initiative did accomplish something very worthwhile: it formed the basis upon which the WCR&HCA pursued its next national policy initiative launched in 2005.

5. Western Canada Transportation System (WCTS)

In March 2005, the Western Transportation Ministers' Report (WTM Report) was released. For the first time, a government report ignored provincial boundaries and considered developing a transportation system for Western Canada in a regional, multi-modal, efficient, 'just-in-time', competitive global context. The WTM Report formed the basis upon which the premiers again called upon the federal government to develop a National Transportation Vision.

In October 2005, based on the WTM Report, the WCR&HCA facilitated a Western Canada stakeholder-based group of associations to advance the notion and concept of a Western Canada Transportation System (WCTS).

Its mission statement was straightforward:

"To champion an integrated, internationally competitive, efficient, sustainable and secure multi-modal Western Canada Transportation System (WCTS), to achieve a healthy economy, environment and quality of life for Canadians."

Promoting its notion of a strategic system to enhance East-West and North-South trade while seizing emerging trade with the Asia-Pacific Rim countries, the WCTS Group met with all four Western Canada transportation ministers. Each minister committed their respective deputy minister to meet with the WCTS Group to pursue next steps. As a result of the December 2007 meetings in Vancouver, British Columbia, there was unanimous agreement to:

- Update the WTM Report;
- Identify regulatory and legislative harmonization, as well as reduce or eliminate impediments to the free flow of trade and investment; and
- Combine the two into one report.

These initiatives were accomplished by May 2008. Unfortunately, the economy went into recession in late 2008 which changed the focus of government. The link between infrastructure and economic growth was not lost on the WCR&HCA and it continued to champion the message regionally and nationally.

6. Infrastructure & the Economy

The WCR&HCA advocated at the national level that infrastructure investment is the engine that fuels economic growth. As a result of those efforts, the Canadian Construction Association (CCA) adopted the proposition as its primary infrastructure messaging in 2010. Flowing from acceptance of the linkages was the research and funding by the CCA Civil Infrastructure Council of three reports by the Canada West Foundation and Mowat Centre, as referenced on p.5 of this report.

WCR&HCA PRIORITIES 2015 - A REFLECTION

A reflection on the 2015 WCR&HCA priorities serves as a reminder that public policy development - whether at the municipal, provincial or federal levels - is always long-term, requiring patience, persistence, and flexibility. With this in mind, a number of WCR&HCA priorities have materialized that enable the Association to move forward with a **Western & Northern Canada Trade Transportation Prosperity (WNCTTP) Initiative** (see p.7).

The 2015 WCR&HCA Priorities, as adopted by the Board, and commentary on their progress are as follows:

1. **Advocate linkages between sustained and strategic investment in infrastructure and Canada's economic and social well-being and support ongoing CCA work in the development of recommendations, which seek to harmonize infrastructure investment strategies of the federal, provincial and municipal governments; AND**
2. **Support implementation of the recommendations made in the Canada West Foundation (CWF) report, entitled '*Building on Advantage: Improving Canada's trade infrastructure*', which addresses strategic trade infrastructure investment strategies to grow Canada's trade capacity and by extension the national economy.**

The WCR&HCA was the driver behind the CCA funding for research and writing of three key reports which underpin the ability of the member associations to champion sustained and strategic investment in infrastructure. The CCA's Civil Infrastructure Council (CIC) tasked Chris Lorenc, President of the WCR&HCA, and Bill Ferreira, CCA VP of Government Relations, to oversee the management of the reports prepared by the Canada West Foundation and the Mowat Centre.

The Canada West Foundation (CWF) reports: '*At the Intersection: The Case for Sustained and Strategic Public Infrastructure Investment*' (2013) and '*Building on Advantage: Improving Canada's Trade Infrastructure*' (2014) make the case that sustained and strategic investment in trade-enabling infrastructure is an effective way of investing in sustained economic growth.

The Mowat Centre report, '*From the Ground Up: The Role of Local Governments in Building Canada's Economic Infrastructure Network*' (2015) suggests that the three orders of government should streamline and coordinate trade-related infrastructure investment strategies and offers approaches for consideration.

All three reports are uploaded onto the WCR&HCA website. They can be accessed on the '*Briefs and Reports*' page: [http://www.wcrhca.org/Briefs and Reports](http://www.wcrhca.org/Briefs_and_Reports)

The reports have been used to champion sustained infrastructure investment and advance the priority of trade as an enabler of economic growth and investment. Collectively, these reports can effectively be used in support of the WNCTTP initiative.

3. **Enhance the ongoing relationship with the Provincial Municipal Government Associations and the Western Big City Mayors' Caucus in support of sustained and predictable infrastructure investment strategies; AND**
4. **Advocate the principles underpinning the New West Partnership which support inter-provincial cooperation on economic development.**

Moving forward with these priorities was in part contingent on the completion of the Mowat report as noted above, which was delayed in its release until November, 2015. With its findings, the report is equipped with persuasive policy and directional advice with which to enhance the municipal relationship and to pursue the proposed WNCTTP initiative.

5. Support strategies which assist attracting, training, and retaining a skilled workforce, to meet the growing demands of the construction industry.

Advancing the above priority received some attention at the national level, but has largely remained within each individual member association's areas of activity.

6. Support the current development of the Canadian Construction Association (CCA) Indigenous Peoples Engagement Best Practices Guide.

The WCR&HCA advocated at the CCA for the development and distribution of an Indigenous Peoples Engagement Best Practices Guide for use by industry and Indigenous Peoples. The CCA Business and Market Development Committee chaired by Joe Wrobel from the BCRB&HCA agreed and appointed Chris Lorenc, WCR&HCA President, to chair the initiative. This multi-year effort will result in the Guide being released and available as a resource in June, 2016.

7. Continue best efforts to improve the quality and value of the annual WCR&HCA Conventions with a primary objective of increasing the number of contractor attendees.

In response to repeated requests from major sponsors of the WCR&HCA Convention, the Board agreed in February 2013 to establish a pan-western permanent convention committee to oversee direction, planning, and management of all WCR&HCA Conventions in an effort to ensure consistency and ongoing relations with sponsors.

In addition, the Board approved contracting the services of a professional event planner recognizing that the four member associations are not equipped nor designed to manage conventions, a complex project, where attendance levels hover between 450-525 people.

WCR&HCA PRIORITIES FOR 2016 & BEYOND

The WCR&HCA Board at its February 11, 2016 meeting unanimously adopted priorities for 2016 and beyond.

The list begins with a new, major, multi-year initiative focused on trade growth which could be developed, launched and strategically led by the WCR&HCA, much like it led the 2004 Transportation Awareness Partnership (TAP) and the 2005-08 Western Canada Transportation System (WCTS) initiative (*see pages 3 -4 above*).

1. WESTERN & NORTHERN CANADA - TRADE TRANSPORTATION PROSPERITY (WNCTTP)

The Western & Northern Canada Trade Transportation Prosperity (WNCTTP) Initiative is proposed to advocate for integrated, sustained, and strategic investment in new and existing multi-modal trade enabling infrastructure assets (road, rail, air, marine, pipelines), and related supporting policy measures. This will be done with the goals of expanding Western & Northern Canada's global trade profile and economic growth, wealth generation, and job creation.

The WNCTTP mission should be to advocate for investment strategies to establish strategic multi-modal trade gateways and corridors across Western and Northern Canada to facilitate the efficient transportation of regional commodities, resources, and goods throughout North America and the world.

Projects and strategies, focusing on investments which affect Western and Northern Canada's trade profile should include, but not be limited to:

- Improving Western & Northern Canada's economic productivity, and therefore competitiveness - generating new business opportunities and increased employment;
- Identifying and supporting strategic investment in key multi-modal trade-enabling infrastructure assets to enhance the overall efficiency of the transportation network. These would include strategic road and rail links as well as border crossings and inland and marine ports across Western and Northern Canada which connect the full region to new and enhanced global trade opportunities, including those with the United States;
- Advocating for development and expansion of trans-mountain and trans-Canada pipeline projects in support of oil and gas export opportunities, the absence of which land-locks our export capacity, denying economic benefit including investment and jobs to Western Canada and the national economy;
- Establishing a network of inland port developments;
- Support fast-tracking efforts to eliminating inter-provincial trade barriers and promoting harmonization of regulations;
- Attracting direct foreign investment and increasing exports to leverage new trade agreements; and
- Leveraging public and private sector investment in new and existing business opportunities and jobs.

WNCTTP Rationale

The newly elected Federal government led by Prime Minister Justin Trudeau has placed a high priority on significantly enhanced infrastructure investment as a key ingredient to stimulate and support ongoing economic growth in Canada. Recent reports suggest the government is seriously looking at accelerating both the implementation and size of the infrastructure program.

The Honourable Amarjeet Sohi (Alberta), Minister of Infrastructure & Communities and the Honourable Marc Garneau (Quebec), Minister of Transportation are lead ministers. Minister Garneau has already visited Delta Port and has been quoted as understanding the significance to Canada of robust infrastructure – both marine and interior - in supporting Canada's global role in trade and its importance to Canada's economy.

Global trade agreements were a priority for the Harper government and will remain so with the Trudeau government, recognizing Canada's historical reliance on global trade as a generator of economic growth, investment, wealth and employment. As an example, The Trans Pacific Partnership (TPP) trade agreement is both an emerging opportunity and threat to our domestic economic well-being if we ignore critical productivity investments in our trade-enabling capacities. The Honourable Chrystia Freeland (Ontario), Minister of International Trade will be the lead minister. She has vowed to make Canada a winner in global trade. Moreover, it appears that the Trudeau government is open to reinventing the Team Canada model, through which more business deals are completed than on any individual jurisdiction trade missions.

In the energy sector, 98 per cent of petroleum exports and 100 per cent of natural gas exports are going to the U.S. With this market expected to become a net exporter by 2020, Canada's crude oil exports to the U.S. are expected to experience zero growth over the next 30 years. The fastest growing markets for Canadian oil and gas now lie in non-OECD nations, which will drive almost all growth in global energy use for the foreseeable future. This is particularly so in Asia, which is set to double its energy demand from 2008 to 2038.

The lack of trans-mountain and trans-Canada energy transport infrastructure is preventing Western Canada from maximizing the potential benefits in global energy markets. At present the 'land-lock cost' to the Canadian economy is estimated to be \$50 million every day¹. The Hon. Jim Carr (Manitoba), Minister of Natural Resources, will be a key Minister.

Western Canada and Canada must respond to changing energy markets or face a major risk to national prosperity. And they must respond with trans-mountain and trans-Canada energy transportation infrastructure. In short, trade agreements and an abundance of oil and gas are of no value to Canada without an infrastructure which enables our efficient participation in global trade.

Accordingly, the key economic growth priority is to advocate for *investments* and *investment strategies*, rather than spending, which enable a more productive and competitive trade profile for Western and Northern Canada, and by extension the entire country.

WNCTTP Potential Stakeholder Partners

Stakeholders to be approached for participation, including some of whom the WCR&HCA has worked with previously, could include the following:

- Asia Pacific Trade Gateway & Corridor Foundation
- Business Councils from within each of the four western provinces
- Canada West Foundation (CWF)
- Canadian Association of Petroleum Producers
- Canadian Chamber of Commerce
- Canadian Construction Association (CCA)
- Canadian Manufacturers & Exporters (CME)
- CentrePort Canada
- CN, CP, BNSF, Air Canada, WestJet
- Four WCR&HCA member associations
- Global Transportation Hub Authority (GTHA) Saskatchewan

¹The above Information sourced from "\$50 Million A Day," a 2013 report of the Canadian Chamber of Commerce.

- Leading Indigenous Peoples Organizations
- Provincial Municipal Government Associations and the Western Big City Mayors' Caucus
- The four Western provincial and three Territorial governments
- Van Horne Institute
- Western Canada Transportation Advisory Council (WESTAC)

WNCTTP Time Line

Not unlike any public policy advocacy activity, and similar to the WCR&HCA's 2004 Transportation Awareness Partnership (TAP) and the 2005-2008 Western Canada Transportation System (WCTS), this will be a multi-year project funded from the WCR&HCA reserves and stakeholder contributions.

2. WESTERN CANADA MUNICIPAL ASSOCIATIONS & BIG CITY MAYOR'S CAUCUS

This initiative will enhance the relationship with urban and rural Provincial Municipal Government Associations and the Western Big City Mayors' Caucus in support of the WNCTTP and champion sustained and predictable municipal infrastructure investment strategies.

3. PRIORITIES FOR SPECIFIC COLLABORATION WITH THE CCA

It is suggested that the WCR&HCA and its member associations participate in the following areas of common interest:

i) Infrastructure

With the election of a new government keen on increasing the federal financial contribution to infrastructure renewal, national advocacy efforts should focus on two main goals:

- The rapid deployment of funds to meet the 2016 construction season; and
- Increasing the simplicity and transparency to the application process to ensure that no new red tape is introduced to unnecessarily stymie project approval decisions.

ii) Canadian Infrastructure Report Card

The Canadian Infrastructure Report Card created by the Canadian Construction Association (CCA), the Canadian Public Works Association (CPWA), the Canadian Society for Civil Engineering (CSCE), and the Federation of Canadian Municipalities (FCM) was released on January 18, 2016 in Ottawa. It draws attention to the fact that infrastructure renewal efforts have only partially addressed the growing need for reinvestment in rehabilitation.

Moreover, it shows that municipalities continue to suffer from underfunding for maintenance and rehabilitation as higher levels of government, through existing funding programs, prefer to see municipal funds dedicated to new, rather than existing assets. As such, maintenance for existing assets continues to be an issue requiring significant attention.

The report and its supporting communications material will provide member associations with the tools to explain the report card's results and a platform for proposing next steps to address municipal infrastructure renewal to the public and media.

iii) Silica Management and Best Practices Guide

As urged by the BCRB&HCA and ARHCA, the WCR&HCA should participate in the development of a potentially national mobile application currently under development by the British Columbia Construction Safety Alliance

(BCCSA). The application would contain silica management best practices information in a manner more portable and user-friendly for industry workers when operating around or on sites where silica exposure is likely.

iv) Standard Specifications and Contracts

Advocate and support standardizing municipal specifications and contracts as a way of saving public owners money on civil works projects. Benefits of standardized contracts have been noted to include lower bid prices, increased employee productivity, fewer construction delays, and less waste and rejected materials.

v) Canadian Construction Association (CCA) Indigenous Peoples Engagement

There are ever increasing investment and economic opportunities to facilitate the development of long-term business relationships between the construction industry and Indigenous Peoples. The WCR&HCA supported the development of the CCA Indigenous Peoples Engagement Guide which is expected to be released at the June 2016 CCA meetings. The best practices guide will provide a resource for industry engagement with Indigenous Peoples.

4. WCR&HCA CONVENTIONS

Continue best efforts to improve the quality and value of the annual WCR&HCA Conventions with a primary objective of increasing the number of contractor attendees while ensuring that the chosen themes reflect the Association's priorities.

The 2016 Convention was developed by the WCR&HCA Convention Committee whose members were the 2015 Chair and Vice-Chair of the WCR&HCA Board; Chief Operating Officers (COOs) of the four member associations; and representatives from Unconventional Planners, the Associations event planners.

Key points about the 2016 Convention include: an excellent location and strong program content; attendee numbers exceed 550 with a majority being contractors, including many first time attendees; theme evenings were developed with close involvement of the sponsors; offsite tours, golf, and additional activities. Sponsorship levels are also above budget. With everything in place, the Convention was an excellent event.

CONCLUSION - CONTINUED ADVOCACY

The WCR&HCA is an Association with a proven track record of advocating for sustained and strategic investment in public infrastructure, linking its value to economic growth to enhance the quality of life in the region and in the country.

Our mission statement commits the WCR&HCA to continued advocacy of the imperatives of investment in infrastructure. In short, sustained and strategic investment in Canada's core infrastructure, is Canada's economic healthcare program.

By its actions past, present and future, and as presented in this report, the WCR&HCA remains a "*committed advocate for economic and industry growth.*"

Respectfully submitted,

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



Chris Lorenc, B.A., LL.B.,
President WCR&HCA
March, 2016



Appendix 1

Board Chairs 1943 to present of the Western Canada Roadbuilders & Heavy Construction Association (WCR&HCA)

Originally known as the *Prairie Roadbuilders Association (PRA)*, the WCR&HCA was founded in 1943 in Regina, Saskatchewan. In 1973, the Association's name was changed to the *Western Canada Roadbuilders Association (WCRA)*. In 1996 the Association was expanded, better reflecting the full spectrum of industries represented, to become the *Western Canada Roadbuilders & Heavy Construction Association (WCR&HCA)*.

PRAIRIE ROADBUILDERS ASSOCIATION (PRA) BOARD CHAIRS

Year	Name	Province	
1943	Beattie Ramsay	Saskatchewan	Beattie Ramsay Construction Co. Ltd.
1944	Beattie Ramsay	Saskatchewan	Beattie Ramsay Construction Co. Ltd.
1945	Beattie Ramsay	Saskatchewan	Beattie Ramsay Construction Co. Ltd.
1946	F. Scott Fowler	Manitoba	Nelson River Construction Ltd.
1947	Fred Mannix	Alberta	Mannix Construction Ltd.
1948	Noel J. Vadeboncoeur	Manitoba	Power Construction
1949	E.C. Thode	Saskatchewan	Thode Construction Co. Ltd.
1950	Mervyn Dutton	Alberta	Standard Gravel & Surfacing Co. Ltd.
1951	D.H. Stratton	Manitoba	Stratton Engineering Ltd.
1952	Kent Phillips	Saskatchewan	Evans Construction & Gravel Ltd.
1953	James Anselmo	Alberta	New West Construction Ltd.
1954	Neville R. Williams	Manitoba	Maple Leaf Construction Co. Ltd.
1955	T. Vic King	Saskatchewan	Vic King Enterprises
1956	Walter J. Missiaen	Alberta	Square M Construction
1957	Ced White	Manitoba	Maple Leaf Construction
1958	Vern Tierman	Saskatchewan	W.C. Wells Construction
1959	Pat Mahoney	Alberta	Mannix Ltd.
1960	Don Brown	Manitoba	Maple Leaf Construction Ltd.
1961	Doug Ramsay	Saskatchewan	Ramsay Construction Ltd.
1962	Doug Ells	Alberta	Arthur A. Voice Construction
1963	Jack Fraser	Manitoba	Fraser's Sand & Gravel
1964	Ted Greenaway	Saskatchewan	Asphalt Services Ltd.
1965	Keith Mathews	Alberta	Mannix Construction Ltd.
1966	Frank Fowler	Manitoba	Nelson River Construction Ltd.
1967	Haig Fleming	Saskatchewan	Fleming-MacKay Construction Ltd.
1968	Ron Everall	Alberta	Everall Construction
1969	Don Brown	Manitoba	Maple Leaf Construction Ltd.
1970	Al Fraser	Saskatchewan	ASL Paving Ltd.
1971	Ivan Gouin	Alberta	North American Road Ltd.
1972	Alan Borger	Manitoba	Borger Bros. Ltd.
1973	Jack Smith	Saskatchewan	B.A. Construction Ltd.

WESTERN CANADA ROADBUILDERS ASSOCIATION (WCRA) BOARD CHAIRS

Year	Name	Province	
1974	Bob Boon	Alberta	Standard General Construction Ltd.
1975	Gil Jacobs	British Columbia	Emil Anderson Construction
1976	Ralph Borger Sr.	Manitoba	Borger Bros. Ltd.
1977	Wayne Maguire	Saskatchewan	B.A. Construction Ltd.
1978	Al Reed	Alberta	Carmacks Construction Ltd.
1979	Don Bird	British Columbia	Columbia Bitulithic
1980	Chuck Lee	Manitoba	Nelson River Construction Ltd.
1981	Jim Bortolotto	Saskatchewan	South Construction Co. Ltd.
1982	Bob Hollingshead	Alberta	PCL Construction
1983	Ray Wood	British Columbia	Peter Kiewit Sons Co. Ltd.
1984	Dave Brown	Manitoba	Atkins Underground L. P.
1985	Paul Morsky	Saskatchewan	Morsky Construction
1986	Dave Clark	Alberta	Standard General Construction
1987	Gordon Geddes	British Columbia	Geddes Contracting Ltd.
1988	Dick Mulder	Manitoba	Mulder Construction & Materials Ltd.
1989	Matt Campbell	Saskatchewan	Campbell Rentals Ltd.
1990	John Thompson	Alberta	Junction Engineering Ltd.
1991	Doug Smith	British Columbia	D.G. Smith Engineering Ltd.
1992	Barry Brown	Manitoba	Maple Leaf Construction Ltd.
1993	Brian Morsky	Saskatchewan	Morsky Construction
1994	Tom Brown	Alberta	Ledcor Industries Limited
1995	Tom Johnston	British Columbia	JJM

WESTERN CANADA ROADBUILDERS & HEAVY CONSTRUCTION ASSOCIATION (WCR&HCA) BOARD CHAIRS

Year	Name	Province	
1996	Colleen Munro	Manitoba	Hugh Munro Construction (HMC)
1997	Dave Hengen	Saskatchewan	Kramer Ltd.
1998	Norm Darichuk	Alberta	Lafarge Construction Materials
1999	Frank Rizzardo	British Columbia	Emcon Services Inc.
2000	Calvin Edie	Manitoba	Edie Construction Ltd.
2001	Wayne Morsky	Saskatchewan	Morsky Construction Ltd.
2002	Lenard Soroka	Alberta	North American Construction Group
2003	Frank Rizzardo	British Columbia	Emcon Services Inc.
2004	Cal Moon	Manitoba	E.F. Moon Construction Ltd.
2005	Brent Hendry	Saskatchewan	Anderson Rental & Paving Ltd.
2006	Dave Chamberland	Alberta	Cannex Contracting 2000 Inc.
2007	Frank Rizzardo	British Columbia	Emcon Services Inc.
2008	Gord Lee	Manitoba	Nelson River Construction Ltd.
2009	Jayson Clunie	Saskatchewan	Clunie Consulting Engineers Ltd.
2010	Roger Walls	Alberta	Border Paving Ltd.
2011	Frank Rizzardo	British Columbia	Emcon Services Inc.
2012	Robert Reidy	Manitoba	Taillieu Construction Ltd.
2013	Jim Short	Saskatchewan	BLS Asphalt Inc.
2014	Dwayne Berlando	Alberta	Lahrman Construction Inc.
2015	Kevin Higgins	British Columbia	YRB Group of Companies
2016	Derek Walker	Manitoba	Maple Leaf Construction