

BISON TRANSPORT DEBATE – HISTORY

The Bison Transport Debate began in Winnipeg in 1996 as the brainchild of Barry Prentice. Bison Transport agreed to sponsor the debate, and the tradition continues in conjunction with the Annual Conference of the Canadian Transportation Research Forum (CTRF).

Year and Location	Moderator Speaker	Incumbents	Challengers	Theme	Winners
1996 Winnipeg, Manitoba	John Robinson	John Gratwick Neal Irwin	Lloyd Ash Eugene Ludwick	This house resolves that investments in transportation infrastructure should be guided by the principle of “user-pay”.	John Gratwick Neal Irwin
1997 Toronto, Ontario	Barry Prentice	John Gratwick Frank Collins	Trevor Heaver John Heads	This house believes that there are no real transport policy problems left to be addressed in Canada.	Trevor Heaver John Heads
1998 Edmonton, Alberta	Barry Prentice	John Gratwick John Heads	Graham Parsons Allan Warrack	Be it resolved that mega-mergers are the way of the future.	John Gratwick John Heads
1999 Montréal, Québec	Barry Prentice	John Gratwick John Heads	Mark Bunting Malcolm Cairns	This house believes that the transport sector cannot afford the Kyoto Agreement on greenhouse gas emissions.	Mark Bunting Malcolm Cairns
2000 Charlottetown, Prince Edward Island	Barry Prentice	Mark Bunting Malcolm Cairns	Richard Soberman Nick Mulder	Effective transportation infrastructure is the key to regional economic development. Build it and they will come!	Richard Soberman Nick Mulder
2001 Vancouver, British Columbia	Barry Prentice	Richard Soberman Nick Mulder	Paul Earl Richard Wansbutter	This house affirms that the federal government should cease all economic regulation of the grain handling and transport sector.	Richard Soberman Nick Mulder
2002 St. John's, Newfoundland	Barry Prentice	Richard Soberman Nick Mulder	Frank Wilson Tom Beckett	This house resolves that Canada's National Highway System should be funded and managed under a road agency model as recommended by the Canada Transportation Act Review Panel.	Frank Wilson Tom Beckett
2003 Ottawa, Ontario	Gordo Tufts	Frank Wilson Tom Beckett	Barry Prentice Fred Nix	This house resolves that transportation should be under one jurisdiction.	Barry Prentice Fred Nix
2004 Calgary, Alberta	Gordo Tufts	Barry Prentice Raymon Kaduck	Malcolm Cairns David Lewis	This house resolves that limits on foreign ownership and control of Canadian transportation firms be abolished.	Malcolm Cairns David Lewis
2005 Hamilton, Ontario	Barry Prentice	Malcolm Cairns David Lewis	Derek Scrafton David Stambrook	This house resolves that users shall pay the full cost of transportation.	Derek Scrafton David Stambrook
2006 Québec City, Québec	Barry Prentice	Derek Scrafton David Stambrook	Darren Prokop James Nolan	This house resolves that urban transportation congestion be addressed by aggressive demand management regulation.	Darren Prokop James Nolan
2007 Winnipeg, Manitoba	John Robinson	Darren Prokop Michael Crockatt	Michael Kieran Harvey Romoff	This house resolves that, in transport development, “Not In My Back Yard (NIMBY)” has gone too far.	Darren Prokop Michael Crockatt
2008 Fredericton, New Brunswick	Barry Prentice	Darren Prokop James Nolan	Mary Brooks Jonathan Seymour	This house resolves that Canada nationalize air and marine ports.	Darren Prokop James Nolan
2009 Victoria, British Columbia	Barry Prentice	Darren Prokop Jake Kosior	Phil Davies Mark Hemmes	This house resolves that greatly increased public spending on transportation infrastructure during economic recessions is sound policy.	Phil Davies Mark Hemmes
2010 Toronto, Ontario	Barry Prentice	Phil Davies Mark Hemmes	Bill Anderson Clarence Woudsma	This house resolves that the Government of Canada has no legitimate role in urban transportation.	Bill Anderson Clarence Woudsma
2011 Gatineau, Québec	Barry Prentice	Bill Anderson Clarence Woudsma	Marc-André Roy Garland Chow	This house resolves that high speed passenger rail in North America is a train wreck in slow motion.	Marc-André Roy Garland Chow

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2012 Calgary, Alberta	Barry Prentice	Marc-André Roy Garland Chow	Francois Tougas Joseph Schulman	This house resolves that the time has come for road pricing in metropolitan areas.	Marc-André Roy Garland Chow
2013 Halifax, Nova Scotia	Barry Prentice	Marc-André Roy Garland Chow	Mary Brooks Nick Mulder	This house resolves that a carbon tax on transportation is effective for dealing with climate change impacts.	Mary Brooks Nick Mulder
2014 Windsor, Ontario	Barry Prentice	Mary Brooks Jim Frost	Vijay Gill Gord Baldwin	This house resolves that Canada's urban transportation congestion problems can be resolved primarily through government investment in urban public transit.	Vijay Gill Gord Baldwin
2015 Montréal, Québec	Barry Prentice	Vijay Gill Gord Baldwin	Mario Iacobacci Bill Anderson	This house resolves that electric cars do not have a viable future.	Mario Iacobacci Bill Anderson
2016 Toronto, Ontario	Barry Prentice	Mario Iacobacci Bill Anderson	Joe Schweiterman James Nolan	This house resolves that economic regulation of the taxi industry is unnecessary and should be abolished.	Mario Iacobacci Bill Anderson
2017 Winnipeg, Manitoba	John Robinson	Mario Iacobacci Bill Anderson	Darren Prokop Jake Kosior	This house resolves that driverless cars are more hype than realism.	Mario Iacobacci Bill Anderson
2018 National Capital Region	Barry Prentice	Mario Iacobacci Bill Anderson	Trevor Hanson Adrian Lightstone	This house resolves that the growing trend towards online shopping with home delivery will increase urban traffic congestion.	Trevor Hanson Adrian Lightstone
2019 Vancouver, British Columbia	Barry Prentice	Trevor Hanson Adrian Lightstone	Chris Bachmann Joel Carlson	This house resolves that the trans mountain pipeline should be built.	
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