

## **Newfoundland and Labrador Construction Association Update**

November 2024

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The Newfoundland and Labrador Construction Association's efforts continue to focus on strengthening relationships with government and industry stakeholders, advocating for the interests of our members, and promoting growth and innovation within the construction sector. This report outlines key developments and strategic priorities that will shape the future of the construction industry in Newfoundland and Labrador.

### **Engagement with Municipal and Provincial Government**

We recently held our quarterly meeting with Honourable Fred Hutton, Minister of Transportation and Infrastructure and Minister of Rural Economic Development. This meeting provided a valuable opportunity to discuss ongoing advocacy efforts and address critical issues facing the construction industry.

Minister Hutton also attended both our Women in Construction Conference and ROCK Awards Gala, where he addressed over 200 delegates and expressed his support of the industry and for our initiatives promoting diversity and inclusion within the sector. These events have been a central focus for NLCA, demonstrating our dedication to supporting and recognizing our members for their contributions to the industry.

As part of our ongoing efforts to foster engagement with municipalities, NLCA is participating in the Municipalities Newfoundland and Labrador (MNL) conference in November. During this event, we will promote the association and highlight the benefits it offers to municipalities, emphasizing our commitment to supporting their workforce development.

### **Membership Growth and Retention**

NLCA continues to seek ways to attract new members and improve membership retention. We are focused on understanding the needs and interests of potential members, enhancing our value propositions, and creating targeted outreach strategies. By continually enhancing the membership experience, we aim to expand our association and strengthen our collective voice in the construction industry. We have also conducted a targeted membership campaign that ran August 1 to October 31. During this campaign we reached out to potential members and offered them the opportunity to participate in a virtual Open House to learn more about the NLCA. The Open House offered a platform for us to educate non-members on what we can to support their business and help them grow. This campaign helped strengthen our position as a vital resource within the construction community.

### **Strategic Plan**

We have implemented a new strategic plan that will guide our efforts in the coming years. This plan outlines our key priorities and initiatives aimed at enhancing member engagement, improving services, and fostering collaboration within the construction industry. By aligning our goals with the needs of our members and stakeholders, we aim to strengthen our association's impact and ensure that we effectively represent the interests of the construction sector in Newfoundland and Labrador.



### Next Steps

Looking ahead, NLCA is committed to strengthening our relationships with key government officials and stakeholders across various sectors that influence the construction industry. We plan to organize meetings with Ministers to discuss ongoing challenges and opportunities, particularly in areas such as education, energy, and immigration. Additionally, we are eager to implement our new strategic plan, which will serve as a roadmap for our initiatives and priorities in the years to come, ensuring we remain responsive to the needs of our members.







# HEAVY CIVIL ASSOCIATION OF NEWFOUNDLAND AND LABRADOR

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October 2024 Report to CCA Board



# NEWFOUNDLAND AND LABRADOR

## FINANCIAL OVERVIEW

Newfoundland and Labrador will have a \$152 million deficit this year. The deficit is due to continued investments in initiatives to assist residents and businesses with affordability at this time. Balance is forecasted to be achieved next year and for the foreseeable future.

Revenue forecasts for 2024-25 are \$10.3 billion, the highest in our history.

Provincial spending for 2024-25 is projected to be \$10.4 billion. Increases in spending can be attributed to new activities designed to improve access to health care and housing, as well as support for seniors, communities, and industry.



Oil production remains a key contributor, projected to reach 86 million barrels, with oil revenues accounting for approximately 15% of total provincial income, down from 33% in 2011-12.

The heavy civil sector, therefore, remains vital to enabling the province's growth

## TRANSPORTATION INFRASTRUCTURE OVERVIEW

In Fall 2024, infrastructure investments continue to form a major part of Newfoundland and Labrador's economic activity. Budget 2024 allocated close to \$400 million toward transportation-related projects, part of a broader \$1.4 billion plan to improve provincial highways, marine infrastructure, and water and wastewater systems.

- Budget 2024 includes:
- \$288 million for upgrades to provincial highways and roads.
  - \$29 million for marine services infrastructure.
  - \$77 million for the operation of the ferries across the province.
  - \$50 million over five years to support water and wastewater projects.

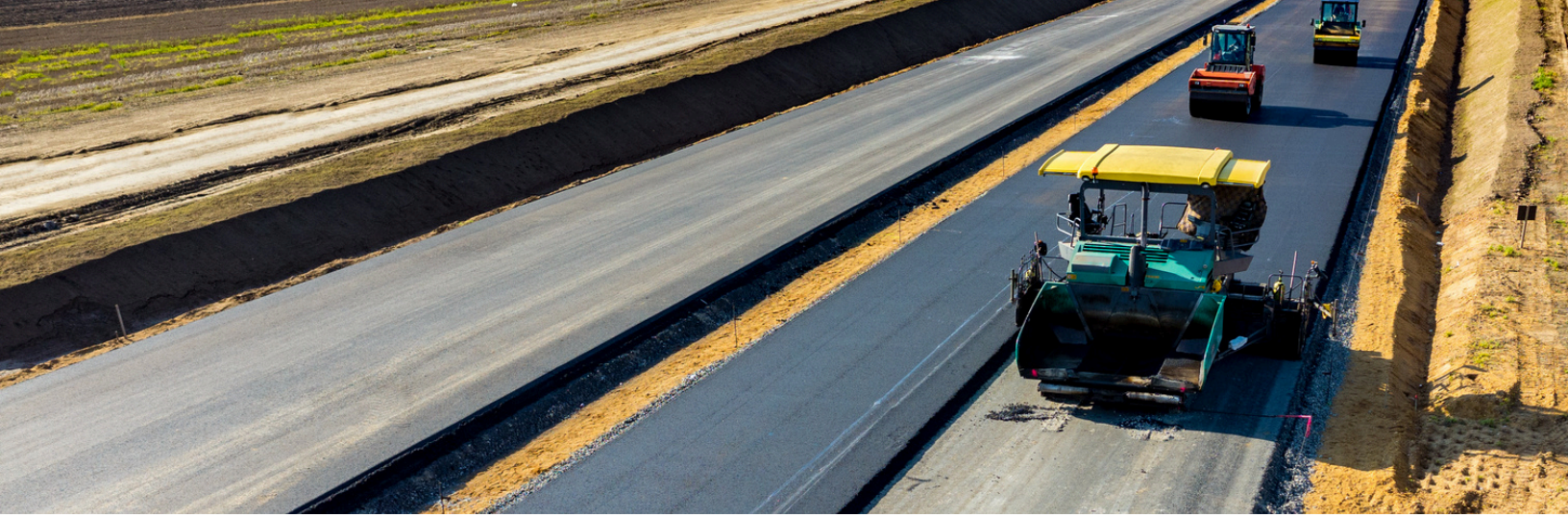
The construction industry plays a key role in delivering these critical infrastructure projects. The provincial government's investments in these areas reflect a strong commitment to building long-term infrastructure, which is crucial for the health and sustainability of the economy.

## LABOR MARKET AND WORKFORCE DEVELOPMENT

Labor availability continues to pose challenges for the heavy civil sector. However, the province is addressing this with a robust commitment of over \$170 million in workforce development. This includes training programs designed to upskill workers and support the construction industry. Additionally, new investments in affordable housing and infrastructure will further drive demand for skilled labor in the construction sector







## INDUSTRY CHALLENGES AND RECENT UPDATES

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A key issue for the industry earlier in the year was the imposition of bid limits on roadwork tenders, where bids exceeding government-set budget limits were automatically disqualified. This resulted in several tenders receiving no bids and temporarily stalling road projects. Following extensive dialogue with industry stakeholders, this bid limit policy was abandoned, and roadwork has since resumed at a normal pace.

Despite these challenges, the heavy civil industry has had a productive year with steady work and the continuation of key projects. With future opportunities in renewable energy, such as the wind-hydrogen sector, and sustained investments in infrastructure, there is optimism for the industry's long-term outlook.



## OUTLOOK AND OPPORTUNITIES

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Looking forward, there are substantial opportunities for the heavy civil industry in Newfoundland and Labrador. The completion of major projects like the West White Rose oil project and the Voisey's Bay mine expansion will continue to drive economic growth. Additionally, the provincial government's investment in green energy initiatives, including wind-hydrogen development, will provide new avenues for growth.







October 25, 2024

We continue with the efforts we started over the last couple of years with Immigration, Tiny homes, and our training center are just a few of the initiatives we are working on here at CAPEI , always looking to grow our opportunities as we grow our industry

- 1- Provincial and Federal funding for our training center has ended and no agreements in site currently , but conversations are happening
- 2- Virtual reality units in every High school and Junior High school in PEI continuation into 2024
- 3- Member of the Provinces Net – Zero Advisory council
- 4- Membership growth stays solid
- 5- Social media growth and Industry awareness
- 6- Pan Atlantic Immigration program and study
- 7- International recruitment missions
- 8- New educational partnership with CANB

Sam Sanderson

General Manager CAPEI

“BUILDING PEI ONE DAY AT A TIME”



## **PRINCE EDWARD ISLAND ROAD BUILDERS AND HEAVY CONSTRUCTION ASSOCIATION**

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### **PEI Report November 2024**

#### **Federal Funding Programs**

The 2024 construction season has been steady – however slower than past years. Industry is concerned about the end of the current infrastructure program (New Build Canada Fund) coming to an end and no talk of a new program to replace it.

#### **Working with government**

We are very fortunate to have the chief engineer sit on our Board of Directors as ex-officio. This gives us great communication with government. We meet with government representatives on a yearly basis for upcoming changes to specifications, negotiate rates, etc.

#### **Education & Recruitment**

Our Association is focusing on initiatives that will help build futures in our Industry.

We are completing our second-year partnership with the Department of Education's Essential Skills Achievement Pathway (ESAP). With the ownership of the Vortex Edge Max (simulates 6 pieces of heavy machinery), our association is able to take our industry to the high schools and show students the technology and opportunities available. Our simulator will be in Kinkora High School this Fall. We will look at possibly utilizing the simulator for a month or so in the off season for members training.

Our Education Committee has participated in Career Days at the High School Level and hope to expand on this next year.

Our Association has participating in Job Fairs in Charlottetown and Summerside in hopes of recruiting potential workers for our membership.

We are working with Holland College on potentially creating a 6-week Heavy Civil Course. This could be taken stand alone or in conjunction with the Construction Technology Program.

#### **Labour Force & Immigration Programs**

We are still seeing challenges in labour force – however slightly better than the past few years. The Construction Association of PEI (CAPEI) has spear headed a project to study labour through immigration – The Atlantic Construction Immigration Project. All associations in Atlantic Canada, vertical and heavy civil, are participating and following the program. Our Association is also looking for opportunities to implement a Road Builders 101 program, teaching the history of road building, some GPS skills and basics to enter our work force.

**Annual General Meeting**

February 6 & 7, 2025, we will be hosting our 63<sup>rd</sup> Annual General Meeting.

**Lobster Dinner & Golf**

On June 13, 2024, we hosted a golf/lobster dinner event at Fox Meadows/Lone Oak. We had a great turn out for golf and the lobster dinner.

Regards

Melissa Paquet  
Executive Director of PEI Road Builders & Heavy Construction Association





## **CCA Provincial Report – Nova Scotia November 2024**

***Submitted on behalf of Duncan Williams, President & CEO, Construction Association of Nova Scotia***

### **Industry Overview**

Investment in Nova Scotia building construction increased 4.8% in August to \$596.0 million. Halifax monthly building construction grew 7.6% to \$318.8 million and outside of Halifax building construction was up 1.7% to \$277.2 million.

Nova Scotia's non-residential building construction increased 2.3% to \$108.6 million. In Halifax, non-residential construction grew 5.4% to \$66.7 million. Outside of Halifax, non-residential construction was down 2.3% to \$41.9 million.

Nova Scotia's non-residential construction was up 25.0% compared to January-August 2023. Halifax's non-residential construction rose 32.9%, while outside of Halifax, non-residential construction was up 17.2%.

### **Workforce & Advocacy**

During a successful recruitment mission to Mexico City in September, led by the Department of Labour, Skills and Immigration (LSI), CANS, as part of the Nova Scotia Construction Immigration Coalition, met and identified over 600 highly qualified construction professionals eager to relocate to Canada.

CANS actively participated in municipal elections across the province, ensuring that our members' priorities and the construction industry's key issues are front and centre for all candidates. We are actively developing our strategies for the upcoming provincial election and are consulting with our members on their perspectives and insights to ensure our advocacy efforts reflect the industry's priorities and needs.

Due in part due to long-term advocacy by CANS, Nova Scotia is preparing to adopt the 2020 National Building Codes starting April 1, 2025. The changes will align the provincial building code with the latest National Building Code standards and improve safety for Nova Scotians.

### **Membership & Industry Resources**

CANS Education engaged 191 learners between August 1 – November 1. CANS is proud to offer another season of award-winning industry education and training for our members and is scheduled to offer over 98 public programs in 2024-2025, adding nine new programs influenced by member needs.

CANS hosted its AGM on September 20, 2024, condensed to a new one-day format to support our busy industry. CANS hosted the inaugural Women in Construction Forum on October 29, intended to inspire, connect and support women in industry, with over 190 in attendance.

CANS Emerging Leaders Group hosted our sell-out Golf Tournament in September and looks forward to hosting its Networking Night in November to connect all areas of industry. CANS Emerging Leaders is dedicated to fostering valuable and inclusive opportunities for the next generation of industry leaders.

In 2023-2024, the CANS Awards program had the honour of recognizing one Long-Term Member and 13 Bowman Award recipients for their exceptional contributions to industry. The BFY Program recognized two Host Employer companies who have gone above and beyond to welcome and mentor their BFY student(s).

### **Association Priorities for 2024**

CANS will continue to focus on key priority areas as identified in its Strategic Plan: Government and Industry Relations, Workforce Development, Industry Education and Training, and Innovation and Technology. Member engagement will be a priority in the coming months to ensure alignment with strategic priorities and to gauge satisfaction for informing future directions.

## Nova Scotia Provincial Update – October 2024

We are in the final stretches of our year. The Provincial budget came in around \$500M. Of significant interest to the NSRBA was the total asphalt tonnage came in around 650K tonnes. This is of large concern to us as we consider 800K to be a “normal” year. For the first time in several years two things have occurred: some of our members will not be fully busy to the end of the year and we will have little or no carryover of work into next year. The latter is much preferred by the Government, due to the fiscal approach they take, but there are often advantages for our contractors to have some carryover i.e. it guarantees they will have work in the queue to start their year next spring allowing timely bringing back of valuable staff.

We expect another similar year in budgets in 2025 with the Province in the \$500M range and very significant amounts from Halifax Regional Municipality and Cape Breton Regional Municipality. We will carry the concern of too low asphalt tendering from the Province as they are looking at only 650K tonnes for next year. A lean year for our asphalt members especially with no carryover.

We are heading into a Provincial election in the not too distant future – we will see what bearing that has on budgets.

One thing that is clear is the future of infrastructure needs is going to be very large with the rapid population growth that we have seen. As CCA has well documented, spoken on, the large amount of housing required, mandates huge heavy civil work to be done. The transportation needs in HRM alone are becoming very obvious

We saw a better labour market this year, with increased supply compared to earlier post-Covid times. We are anticipating this to continue next year. It is not that we have all the quality people we are looking for, but it has definitely improved.

With the improving labour market we anticipate seeing less training activity by ourselves. We are also seeing training funds from Government reduced. We will focus on our entry level labourer program for next year along with our asphalt course. We are hopeful that the joint efforts with the Canadian Apprenticeship Forum, through CCA will come to fruition. The flexibility with that proposal would be better suited to our needs.

Dealing with both Provincial and Municipal Governments on increasingly more demanding specifications. We see this as challenging in many ways: often do not agree that the changes are positive for making better results; definitely concerned about how they add to the cost of doing the work, which leads to heated discussions about our tender prices, but more importantly the higher our prices the less work that gets tendered for the same budget.

Our joint meetings between Atlantic Road Builders Association members and senior bureaucrats from Atlantic Departments of Transportation are going well and we expect to continue to build on those efforts next year.

The Provincial WCB review has come to a conclusion and we are in the seeing how the recommendations are implemented stage. Recommendations are good, we'll see about the implementation as we go forward.



Immigration continues to be a challenge for us due to the Fed requirement of fulltime employment. We are active in a couple of initiatives on the Immigration file. Time will tell if they bear fruit.

We went through a new Strategic Planning process this Fall to guide the Association into the near future.



# Construction Association of New Brunswick



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**Prompt Payment:** As of mid June, the Attorney General's office is currently undertaking a comprehensive jurisdictional review of P.P. and is conducting consultation with government partners, with specific intention to inform next steps as it relates to completing the drafting of regulations. Unfortunately, with the Provincial election scheduled for the fall, Writ dropped, legislative due process stops at that time until after the election so it does not look good for our

**100 Day Challenge:** The largest project ever undertaken by CANB completed with the final report presented to the ADM and Minister of Post Secondary Education Training and Labour who has Skilled Trades NB and Immigration NB under their portfolio. Seven tested recommendations came from the activity. They include:

- Shared HR resource
- Immigration Training & Learning Module for HR
- Employers Digital Roadmap
- Credential Pre-Assessments
- Policy Change for Prior Learning Assessment and Recognition
- Employer Skills Gap Assessment
- Credential Recognition for institutions outside of Canada.

**Skilled Trades Consortium:** The consortium concept came from research commissioned by CANB and PETL to identify gaps in the promotion and access to the skilled trades in the province. The research was completed March 2023 and presented to the CANB board for approval and then to the senior directors at PETL last June. In exciting news, CANB was chosen to house the consortium for the skilled trades. Through a comprehensive search, we have hired Francis Bennett, PhD as the Senior Director of Workforce Development. We have also hired Tarra Cranna, PhD Candidate for Policy and Legislative coordinator position to help support the Consortium. They will be responsible for leading the creation, development, and implementation of a new consortium arm of CANB.

**Department of Transportation and Infrastructure.** We continue with monthly meetings with the Senior Leadership from DTI As we work to improve the relationship between industry and the largest owner of construction for the ICI sector in NB. Meetings have been positive but we are looking for movement on some of industry's main concerns that have moved industry to other preferred owners given the huge construction boom on the east coast.





**Fall 2024**

### **2024 Construction season**

Our members are frantically trying to finish projects before the snow arrives. It has been a busy summer, between provincial, municipal and private work. Tenders for provincial work totaled \$240 million with bids 3% over budget.

### **Mobile Simulator Training Trailer Project**

Our simulator is at Salisbury High School for the fall semester with 12 students taking the program. The trailer is now booked for the next four years which is exactly what we want. We are now in the process of establishing regional training centres which will be equipped with simulators. This will not replace the training trailer but will enhance the program and increase road building industry exposure to high students. Our long-term plan is to have simulators based in each district throughout the province.

### **Provincial Election**

We have a new government with the Liberal Party obtaining a majority over the PCs and Greens. The PCs have been in power for the last 6 years. The Liberals have been “road building” friendly in the past, it will be interesting to see if the trend continues.

### **2025 Annual General Meeting**

Our 2025 AGM will be held in Fredericton on January 14<sup>th</sup> & 15<sup>th</sup>.

Respectfully submitted,

Tom McGinn, Executive Director

## CCA Partner Association Report – October 2024

### Association de la construction du Québec

#### Bill 76

[The Association de la construction du Québec \(ACQ\)](#) presented on October 22 its [Brief](#) during specific consultations regarding Bill 76, *Loi visant principalement à accroître la qualité de la construction et la sécurité du public* (An Act primarily meant to increase construction quality and public safety). The ACQ reiterated its support for the principle and the purposes of the Bill, which answers many of our requests. Over the last few years, the ACQ advocated for the implementation of compulsory initial training for contractors and contractor-owners, in addition to a compulsory inspection system. The recommendations stated in the ACQ Brief target a main objective: avoiding unnecessary delays in delivering various construction while protecting the public.

#### Bill 62

Bill 62, *Loi visant principalement à diversifier les stratégies d'acquisition des organismes publics et à leur offrir davantage d'agilité dans la réalisation de leurs projets d'infrastructure* (An Act primarily meant to diversify government organizations' acquisition strategies and give them more agility in carrying out infrastructure projects), was adopted by the Assemblée nationale du Québec on October 8. The ACQ lauded the government's efforts to modernize the construction industry's regulatory framework and foster a more flexible approach within the scope of Bill 62, even if certain preoccupations remain.

#### Customs tariffs on steel and aluminum

The ACQ had made public its concerns related to the imposition of a 25% surtax on certain steel and aluminum products originating from China. The tariffs, which came into effect on October 22, 2024, could lead to a rise in the cost of materials and exacerbate the challenges faced by the industry. Imposing customs tariffs on essential materials such as steel and aluminum puts direct pressure on the cost of construction projects, both public and private. The industry, already faced with labour shortages, is now facing a measure that could increase construction project costs throughout Québec.

#### Camps des métiers de la construction (Construction Trades Camps)

Along with the minister of Employment Kateri Champagne Jourdain and the minister of Labour Jean Boulet, the ACQ launched, on October 4, the second edition of the *Camps des métiers de la construction* tour. This unique initiative, developed by the ACQ thanks to a 1.3 million dollar investment from the government of Québec, seeks to attract a new generation of workers to the construction industry. Over the next few months, the *Camps des métiers de la construction* will set out in several vocational education centres throughout the various regions of Québec.

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ASSOCIATION DE LA  
CONSTRUCTION DU QUÉBEC

Tournée Camp des métiers construction ACQ	
Date	Ville hôte
28-29 septembre 2024 <b>TERMINÉ</b>	Rivière-du-Loup & Rimouski
4-5 octobre 2024 <b>TERMINÉ</b>	Sept-Îles
8 octobre 2024 <b>TERMINÉ</b>	Pessamit
19-20 octobre 2024 <b>TERMINÉ</b>	Jonquière
26-27 octobre 2024 <b>TERMINÉ</b>	Gatineau
2-3 novembre 2024	Trois-Rivières
9-10 novembre 2024	Québec
16-17 novembre 2024	Montréal (Anjou) Camp des métiers de l'Acier
23-24 novembre 2024	Longueuil
30 nov. et 1 <sup>er</sup> décembre 2024	Laval
Février 2025 – Dates à venir	Montréal
Février 2025 – Dates à venir	Sherbrooke

### [Open letter to La Presse](#) – Canada Housing Infrastructure Fund

Along with three other associations, the ACQ recently published an open letter to encourage the governments of Canada and Québec to enter into an agreement to unlock money from the Canada Housing Infrastructure Fund. The objective is to accelerate housing construction and upgrading essential infrastructure to help fight the current housing crisis.

### A new Managing Director for the ACQ – Outaouais-Abitibi-Nord-Ouest du Québec

The Board of the Association de la construction du Québec for the Outaouais-Abitibi-Nord-Ouest du Québec region recently announced the nomination of Mr David Cyr to the position of Managing Director. Mr Cyr brings a remarkable expertise gained over the years in several areas. A member of the Ordre des administrateurs agréés du Québec, Mr Cyr brings many years of experience as an economic and business development consultant for Groupe Le Portage. He was also the CEO and founder of several businesses, mostly in the hospitality and event sectors.

#### Association de la construction du Québec

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Association  
des constructeurs  
de routes  
et grands travaux  
du Québec



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**Short-form Provincial Report presented to  
the Canadian Construction Association**

**By  
l'Association des constructeurs de routes  
et grands travaux du Québec**

**October 2024**

## CCA Update (October 2024) ACRGTQ

- Hosted the 4<sup>th</sup> Workplace Health and Safety Seminar in Trois-Rivières, October 22, 2024. [To view the seminar's web page >](#).
- November 28: The 23<sup>rd</sup> Construire l'espoir Evening for the benefit of Leucan: Let the festivities begin! The ACC is sponsoring the post-show get-together. [To view the event's web page >](#).
- The next annual ACRGTQ Conference will be held January 21 to 23 2025 at the Fairmont Le Château Frontenac in Québec City. The next conference's theme is "Connecting to better collaborate." [To view the conference's web page >](#).

## Provincial Politics

- Mr. Pierre Fitzgibbon has resigned. Mme Christine Fréchette has been named the new minister of the Economy, Innovation and Energy.
- September 2024: several Québec ministries froze hiring and slashed overtime hours.
- On October 2, the minister of Labour introduced Bill 76, Loi visant principalement à accroître la qualité de la construction et la sécurité du public (An Act primarily meant to increase construction quality and public safety).
- October 2024: accelerated and paid training in construction, funded by the government, does not attract workers to the labour market.

## Legislation

- On October 9, the government adopted Bill 62, Loi visant principalement à diversifier les stratégies d'acquisition des organismes publics et à leur offrir davantage d'agilité dans la réalisation de leurs projets d'infrastructure (An Act primarily meant to diversify government organizations' acquisition strategies and give them more agility in carrying out infrastructure projects).
- On September 10, the ACRGTQ presented to the Assemblée nationale du Québec [its Brief regarding Bill 61 \(PL 61\)](#), Loi édictant la Loi sur Mobilité Infra Québec et modifiant certaines dispositions relatives au transport collectif (An Act promulgating the Act regarding Mobilité Infra Québec and modifying certain dispositions relating to public transportation).
- On September 27, the second wave of dispositions for Bill 42, Loi visant à prévenir et à combattre le harcèlement psychologique et la violence à caractère sexuel en milieu de travail (PL42) (An Act to prevent and fight psychological harassment and sexual violence in the workplace), entered into force. From that date, employers will be required to have updated their prevention and management of harassment policies to comply with the minimum requirements of the Act, as is now required as per Article 81.19 of Employment Standards Act. [To read the full note >](#).

## Hydro-Québec

- Federal government's decree for the protection of woodland caribou: Québec wonders how severely energy infrastructure development will be affected.
- The Pekuakamiulnuatsh First Nation, the Wemotaci Atikamekws, the Domaine-du-Roy RCM and Hydro-Québec announced on July 3 a partnership for the development of the Chamouchouane zone, in the Saguenay-Lac-Saint-Jean region, which could host up to 3,000 MW of eolian capacity. The eolian development initiative will become one of the largest in North America.
- The Alliance de l'énergie de l'Est and Hydro-Québec entered into a partnership agreement last October 16 for the eolian development of the Wocawson zone, in the southwest of the Bas-Saint-Laurent region. The zone, with a surface of over 700 km<sup>2</sup>, able to host approximately 1,000 MW of eolian capacity, is located on public lands in the Regional County Municipality (RCM) of Kamouraska, on the unorganized territory (UT) of Petit-Lac-Sainte-Anne, the Picard UT and the municipality of Mont-Carmel, as well as on the RCM of Témiscouata, on the territory of the municipality of Saint-Athanase.



## CNESST

- On August 14, Anouk Gagné was named CEO of the Commission des normes, de l'équité, de la santé et de la sécurité du travail

## Infrastructure

- On June 6, La Presse published ***State of the Road System – A “perfect storm” threatens roads***. “Have you had it with orange traffic cones? The reality is that there should be much more of them, as long as the province’s roads need to be revamped. A committee of independent experts fears an “accelerated deterioration of the road system over the next few years” since the Legault government is not doing enough to maintain it. A “perfect storm” is even on the horizon, warns a report submitted by the ministère des Transports.”
- [État du réseau routier | Une « tempête parfaite » menace les routes | La Presse](#)
- [Rapport 2023 – Comité d’experts indépendants](#)
- Last June 27, the federal and provincial governments announced a 163.5 million dollars joint investment for the **planning phase of the electric public transportation structuring project between Gatineau West and Downtown Ottawa**.
- **Issue with underground water lines in Montréal** (August 2024). “We don’t have enough money to do all that needs to be done. And it’s not just the aqueducts: it’s the sewers, the lead pipes, our resilience to flooding. All the standards the ministry asks us to add, disinfection, secondary treatment, all that costs money. We also have to consider system improvements and system maintenance.” – Maja Vodanovic
- September 5: Studies show that **vehicle congestion** levels in Montréal have returned to pre-pandemic levels.
- September 25: Work starts on the **blue line extension of Montréal’s Metro**.
- October 9: The Government of Québec entrusts the **Québec streetcar** project to CDPQ Infra. This new step allows us to put several measures in place for the next steps of the streetcar project. Namely, “to retain professional and supplier services it considers useful for support purposes during the current mandate.” It will, however, be necessary to have a new agreement in place between Québec and CDPQ Infra before December 15 to establish the affiliate’s new responsibilities and the work schedule, namely.
- **3rd Link**, October 11. Starting in the spring of 2025, the MTMD hopes to issue several calls for tenders for professional and support services to execute the project. Then, in the fall of 2025, Québec will produce a “reference design,” and, at the end of the quarter, sometime in the summer of 2026, when comes time to issue a call for proposals, “it will be irreversible,” said the Minister, since companies will have worked on the project. “We’ll see penalties if we end that,” she added. It is, however, not expected that a contract will be signed with a consortium before the beginning of 2027, after the electoral campaign. That is when the “development phase” will start: the consortium and the government will have approximately 18 months to prepare the project and agree on a target price.

OGCA Report to the  
Canadian Construction Association (CCA)  
November 2024

### **OGCA Construction Act Submission**

Throughout 2023 the OGCA worked closely with all construction industry stakeholders, and through the Construction and Design Alliance (CDAO), to provide a single comprehensive submission to the Ontario Government. This submission was focused on language in the Construction Act that the industry believed required clarity. Our submission sparked further interest and a stakeholder outreach by the Ministry of the Attorney General (MAG).

On August 9, 2024 MAG requested submissions from all industry stakeholders for possible amendments and revisions to the Construction Act. In conjunction with the OGCA submission, the association met directly with Duncan Glaholt and Sheryl Cameron to further elaborate on the content of the OGCA submission. All comments and recommendations from all industry stakeholders will now be reviewed and assessed and the OGCA was advised that a revised version of the Act would be ready for distribution for stakeholder review in the Fall of 2024.

### **MLITSD Consultation - Construction Safety Equipment**

The Ministry of Labour, Immigration, Training and Skills Development invited the OGCA to participate in a group engagement session on expanding the types of health and safety equipment provided on construction sites, as announced in *Bill 190, Working for Workers Five Act, 2024*, introduced this May.

The ministry was looking to learn about safety equipment that may be considered essential to:

- Improve emergency response (e.g., AEDs, naloxone kits, transportation devices for rural sites, etc.)
- Prevent or reduce critical injuries and fatalities (e.g., safety features on vehicles, personal protective equipment, etc.)

The OGCA reiterated its continued support for the use of standardized debris netting and tool tethering as an exceptional means to prevent and/or reduce critical injuries and fatalities. Additionally, the OGCA noted the select use of Automated External Defibrillator (AED) for construction sites that are over a 10-minute distance from an ambulance/hospital. The MLITSD has not yet released a report that compiles the results of the consultation, but when this has been made available, the OGCA will circulate to all members

### **Contract Language**

The OGCA, on behalf of its members, continues to combat tender language tabled in the instructions for submission and in the supplementary conditions, that our members find that is completely one-sided, onerous and dictatorial in nature. This type of language unilaterally downloads undo risk onto the general contractors and the OGCA advises buyers of construction that including such language without amending accordingly, ultimately forces bidders to either qualify their tender submissions or refrain from bidding entirely.

Over the past number of months, the OGCA has seen a drastic increase in this type of language occurring in tender packages. From the ridiculous to the sublime, the types of provisions being tabled continue to confuse and confound the OGCA members. The OGCA will continue to combat this continue trend in order to ensure that all procurement language is fair, open and transparent.

Please contact me if anyone needs further clarification on any of the tabled items.

Sincerely,



Giovanni Cautillo  
President  
Ontario General Contractors Association





## **ORBA Board of Directors Meeting October 18<sup>th</sup>, 2024, Government Relations/ Public Relations Update**

### **Skills Development Fund**

**ORBA has submitted its application to the Ministry of Labour through Transfer Payments Ontario for funding through the Skills Development Fund on October 11<sup>th</sup>**

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#### **Program Goals:**

1. Upskill and Retain: Train 50 incumbent workers to enhance productivity and leadership.
  2. Recruit and train 150 new participants, focusing on underrepresented groups (e.g., women, youth, newcomers, and historically underrepresented groups in construction)
  3. deliver Courses such as health and safety foundations, technical skills, leadership, management development, and field level practical skills
  4. ORBA's application is asking for 1.8 million dollars through the SDF, nearly 1 million will be to subsidize training for members employees.
- 

#### **Just to reiterate some of the Key Features of the program are:**

- Blended Learning: Online, virtual, and in-person training environments.
  - Job Placement: Partnerships with ORBA members to connect participants with employers.
- 

#### **Labour Market Context:**

- Aging Workforce: One in three tradespeople near retirement; average apprentice age is 29.
  - Labour Demand: Ontario's infrastructure growth requires a pipeline of job-ready workers.
  - Immigration Trends: Newcomers are critical to workforce development—Canada admitted nearly 500,000 immigrants annually since 2021.
- 

#### **Impact & Sustainability:**

- Boost Workforce Diversity: Engage underrepresented groups, fostering an inclusive construction sector.

- Long-term Partnerships: Collaborate with industry, educational institutions, and government agencies for sustainable training solutions.
  - Economic Resilience: Equip workers with skills to meet infrastructure demands and future challenges.
- 

**Timeline:**

- **Program Launch: March 1, 2025**
  - **Completion: February 28, 2026**
- 

**Conclusion:**

The Ontario Road Builders Academy's Accelerated Workforce Program will develop a skilled, inclusive, and resilient workforce to meet Ontario's infrastructure needs, ensuring both economic growth and public safety in the years ahead.

**Board Update – Working for Workers 6**

**Upcoming Omnibus Legislation**

**Subject: Upcoming Omnibus Legislation from the Ministry of Labour, Immigration, Training, and Skills Development**

I want to bring to your attention that the Ministry of Labour, Immigration, Training, and Skills Development (MLITSD) will be introducing omnibus legislation within the next two weeks that will propose further amendments to three key pieces of workplace legislation:

- **Workplace Safety Insurance Act (WSIA)**
- **Occupational Health and Safety Act (OHSA)**
- **Employment Standards Act (ESA)**

While the legislation has not yet received formal cabinet approval, our discussions with ministry contacts have provided early insight into several changes expected to significantly impact the construction industry. Below is an outline of the key provisions we anticipate:

**1. Mandatory Defibrillators on Construction Sites**

- All construction sites will be required to have automated external defibrillators (AEDs) readily available on-site.
- The regulation will likely specify the types and placement of AEDs to ensure accessibility during emergencies.

**Impact:** This will result in additional costs and logistical requirements for contractors, particularly smaller firms and remote projects. There may also be associated training requirements to ensure proper use.

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## 2. 27-Week Job-Protected Leave for “Serious Illness”

- Employees diagnosed with a serious illness will be entitled to up to 27 weeks of job-protected leave.
- Employers will be required to maintain employee benefits throughout the leave period.

**Impact:** This could place financial strain on employers, particularly smaller firms, who will have to cover benefits for extended absences while ensuring continuity of operations. We will need to monitor this closely to assess the availability of transitional or wage subsidy programs to offset these costs.

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## 3. Mandatory Minimum Fine of \$500,000 Under OHSA

- A mandatory minimum fine of \$500,000 will apply for any employer responsible for a **second fatality** on the same project.

## ORBA’s media push on health and safety

On October 11, 2024, a construction worker on Highway 403 in Burlington was critically injured when a vehicle entered the construction zone near Waterdown Road and struck the worker, who was operating a scissor truck. The worker was rushed to the hospital with life-threatening injuries.

Following the incident, ORBA was asked to comment on **City TV**, where we emphasized the critical need for greater protection for roadside workers. We highlighted that Ontario and Prince Edward Island are currently the only provinces without **slow down, move over provisions** in the Highway Traffic Act that extend protections to construction and road maintenance workers, similar to those for tow truck drivers and first responders. As the ORBA Board knows, we are actively working with the provincial government to advocate for the inclusion of these safety measures to prevent similar incidents in the future. The Premier's office has communicated to us it is not a matter of “if” these safety measures will be legislated but “when”. We are hopeful these changes will be introduced as part of the working for workers 6, legislative package.

## 401 tunnel

The provincial government officially announced on **September 25, 2024**, that it will conduct a **feasibility study** for the potential construction of a tunnel under Highway 401. The study aims to explore the technical, environmental, and economic aspects of building this expressway tunnel, which could extend from Brampton and Mississauga to Markham and Scarborough. This project is part of Ontario's effort to address gridlock and improve transit capacity in the Greater Toronto and Hamilton Area (GTHA).

## PEGO Strike



I wanted to provide a quick update regarding the **job action initiated on October 8, 2024**, by the Professional Engineers Government of Ontario (PEGO). As you may know, PEGO engineers and surveyors have begun a work-to-rule campaign after 20 months without a contract

The impacts of the campaign are not clearly defined but there is concerns a pego job action could delay critical infrastructure projects such as **Highway 413, the Bradford Bypass**, and other maintenance efforts on the 400-series highways

We have **quietly engaged with staff at the Treasury Board and the Ministry of Transportation** to emphasize the potential consequences of a prolonged job action. Our discussions focused on the risks this poses to **project timelines, safety, and economic development**, particularly with key infrastructure projects at stake. The feedback was well-received, and we stressed the importance of **swiftly reaching a resolution** to prevent further disruptions.

We'll continue monitoring the situation closely and will provide updates as the negotiations progress. If you have any immediate questions or concerns, please let me know.

#### **Board Update: Draft ORBA ESG Statement Review**

Good morning, everyone.

I wanted to give you a quick update regarding the review of ORBA's **draft ESG Statement**. We've received a legal opinion from RAR litigation (the opinion is \$attached in your board package) indicating there is a **significant risk that the statement may not comply** with **Bill C-59**, which was enacted on **June 20, 2024**.

The new legislation, among other things, targets **greenwashing** by prohibiting misleading environmental claims that are not properly substantiated. Specifically, **section 74.01(1)(b.2)** of the amended **Competition Act** emphasizes the need for accurate, well-supported claims in accordance with internationally recognized methodologies.

Given that the **Competition Bureau's consultation on this topic concluded on September 27, 2024**, but the results are still pending, the advice we received is to **delay releasing the statement** until further guidance is issued. This will help ensure compliance and reduce potential legal risks.

We'll continue monitoring developments, and I'll keep you updated as we get more information. Let me know if you have any questions in the meantime.

#### **Ministry of Transportation – Accelerated Infrastructure Delivery Announcement**

As mentioned in my email, the Ministry of Transportation made an important announcement **yesterday morning**, introducing new measures to accelerate the delivery of key infrastructure projects, including **Highway 413, the Bradford Bypass**, and the **Garden City Skyway**.

The Ministry has also confirmed that **new legislation will be introduced on October 21**, focusing on several areas to streamline project delivery:

- **Land Expropriation Processes:** Making it easier to acquire land for designated projects.
- **Utility Asset Information:** Enhancing access to utility data to reduce delays in planning and delivery.

- **Accelerated Environmental Assessments:** Establishing more efficient review processes without compromising environmental protections.
- **Grants authority to implement 24/7 Construction Schedules**

It's also worth noting that the Ministry has hinted that these new powers could be used to **fast-track other infrastructure projects in the future**. This could have significant implications as the government looks to respond more quickly to Ontario's growing infrastructure needs.

**Excess Soils Update:**

We have a meeting scheduled with Deputy Minister Jones on October 24<sup>th</sup> to discuss Soils Characterization reports on MTO projects, if anyone would like to participate in that meeting- please let me know.

## OSWCA Industry Update for CCA

October 2024

### ***Industry Overview***

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The industry continues to be slow across the province, though there are signs that it is set to pick up in the Fall. Concrete and PVC pipe sales have begun to level off year-over-year, now only down 15% in year-over-year sales levels. We are also finally starting to see the provincial *Housing Enabling Water Systems Fund* money start making it out to market, which should result in an uptick in the amount of tendered work through the Fall and for work next Spring. The private-side construction market remains slow, as housing starts continue to be down. Work around Electric Vehicle battery plants in St. Thomas and Loyalist Township have also stalled, as tenders expected in the Summer remain unissued.

### ***Issues Update***

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- **Housing Enabling Water Systems Fund (HEWSF) now flowing:** The Ministry of Infrastructure (MOI) has announced the recipients of the HEWSF funding. 54 projects were awarded funding from across the province, though over 200 projects applied for funding. An additional round of provincial funding of \$250 million has been announced, with applications for Phase II funding being required by November 1.

While these funding announcements are welcomed, one negative side effect is that any project applying for this funding is not allowed to have started. We believe this is one of the reasons why municipally tendered work was down in 2024, as over 200 municipal projects applied for this funding and were, thus, being withheld while decisions were made on the applications. Recognizing this as a joint problem, OSWCA is working with AMO to develop a set of recommendations to the province on making this funding easier to access and making it available to projects that have started within the same calendar year as the project funding.

- **Untransparent Procurement.** What began in Richmond Hill and Kitchener, is continuing to spread to other areas of the province, with Peterborough, Newmarket, Barrie and Orillia now joining the list of municipalities that are not releasing the bid prices at the time of tender close and are reserving the right to not award the contract to the lowest bidder. OSWCA has learned that similar procurement methods are also arising in municipalities in British Columbia. The model is being promoted by a lawyer, [Paul Emanuelli](#), from a law firm called the Procurement Office. OSWCA is considering how to address the next step.
- In response to membership surveys and Strategic Planning Goals set by OSWCA and GTSWCA, the Association is developing an extensive **new program focussed on contract and procurement legal support** for members. The program is aimed at launching in early-2025, with it presently going through a pilot program review. Early reviews are very positive.
- **Construction Act Review & Recommendations for Reform:** The OSWCA met with the reviewers tasked with the 5-year review of the Construction Act and made a number of recommendations for reform. Two items, in particular, that received extra attention from both the reviewers and the Ministry of the Attorney General (MAG) were: 1) Mandating the phased or annual release of holdback for projects longer than one-year in duration and/or above a certain price threshold (i.e. Waterloo Region presently in place for projects over \$10 million); 2) Look at other financial instruments, such as Holdback Bonds, to increase a contractors cash flow, per the original intent of the Act. The Review was delivered to the MAG at the end of August.





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## Winnipeg Construction Association

WCA Activities for the month of September 2024

### Construction Industry Update.

According to **Statistics Canada**, Manitoba building permit values have rebounded in the past few months to be ahead of 2023 numbers. Total permit values are **up by 10%** compared to 2023. Total residential permit values are up by 1%. Non-residential construction permits are up by 22%.

The **City of Winnipeg** have not released permit statistics since April, so there is no new data available.

#### WCA BuildWorks

In September 2024, WCA hosted 140 projects which is significantly lower than the ten-year average of 159 projects for that month. Buildworks hosted has hosted 1430 projects to the end of September in 2024 which is less than the YTD of 2023 by nearly 20% (1740).

#### WCA BuildCast

BuildCast is the WCA pre-bid information service which accumulates information on confirmed and potential projects to happen in Manitoba in the next 5 years. We are currently tracking 1266 projects potentially worth between \$32.8Bn and \$44.7Bn. WCA members receive a weekly update on new information on projects in the pipeline.

### Advocacy/Government Relations.

**Apprenticeship** – The government has announced their intention to change the apprenticeship ratios back to 1:1 from the current 2:1. This will reduce the number of apprentices in the system and will put at risk the provincial commitment to create 10,000 skill trade jobs.

**Construction Industry Wages Act (CIWA)** – The Act (and regulations) that set wages in the construction industry are currently being re-negotiated. A committee has been struck and are meeting to update the wage schedule for the next 3 years.

**Prompt Payment** – There is currently work being conducted to complete the required regulations to prompt payment provisions in the Manitoba Builders' Liens Act. In addition to the regulations, there is current discussions in the industry on the development of an adjudication body.

## Education.

Construction Project Planning: Blueprint for Success	15-Oct-2024	Lee Kelly
Oh Crap, I'm a Supervisor	17-Oct-2024	Chad Keuler
The 2020 Building & Fire Code: What's New?	18-Oct-2024	Mikolayenko, Frye, Krenz
Construction Contract Administration (CCA)	21-Oct-2024	Glenn Chatten
Construction Meetings & Meeting Minutes for Project Managers	21-Oct-2024	Lee Kelly
Accountant's Guide to Project Management	22-Oct-2024	Wayne Newell
Trade Contracts: Enhancing Opportunities and Controlling Risks	22-Oct-2024	Lee Kelly
Crafting Winning Proposals: Strategies for Successful RFP Responses	28-Oct-2024	Lee Kelly
The Builders' Liens Act	5-Nov-2024	Meghan Ross
Bluebeam Revu: Basic	5-Nov-2024	Morgan Garry
Profitable Contracting	5-Nov-2024	Wayne Newell
Construction Project Planning: Blueprint for Success	5-Nov-2024	Lee Kelly
Tactfully Handle Difficult People, Situations and Conversations	6-Nov-2024	Wendy Hafford
Proposal Pursuit: RFQ & RFP Strategies for Success	6-Nov-2024	Debbie Hicks
Construction Industry Ethics	7-Nov-2024	Jamie Hall
Understanding Construction Documents: Drawings & Specifications	8-Nov-2024	Bonnie Williams (Leon)
Construction Project Closeout	12-Nov-2024	Lee Kelly
CCDC Contracts: Supplementaries & Non-Standard Clauses	13-Nov-2024	Debbie Hicks
Building Size & Construction Relative to Occupancy (NBC 2020)	15-Nov-2024	Mikolayenko, Frye, Krenz
Deep Dive into CCDC 2 (2020)	19-Nov-2024	Phil Perry
Building Construction - Putting It All Together	19-Nov-2024	Lee Kelly
Great Communicators Make Great Supervisors	20-Nov-2024	Jaime Mann
Change Order Pricing & Management	21-Nov-2024	Lee Kelly
Dale Carnegie Course	22-Nov-2024	Rob McIntyre
Bluebeam Revu: Managing Drawings Revisions & Hyperlinks	26-Nov-2024	Morgan Garry
FOUNDATION 34™: Strengths-Based Leadership Program	27-Nov-2024	Wendy Hafford
CCDC 5A   5B: Construction Management Keys to Success	27-Nov-2024	Debbie Hicks

## Upcoming Events.

Wednesday, Oct. 30, 2024 – **Mb. Building Expo w BOMA Mb.** - Victoria Inn

Friday Nov. 1, 2024 – **WCA Builders' Night Gala** – RBC Convention Centre

Thursday, Dec.19, 2024 – **Cocktails and Candy Canes Member Appreciation Event** – WCA Office



MANITOBA HEAVY CONSTRUCTION ASSOCIATION (MHCA)  
Unit #3-1680 Ellice Avenue, Winnipeg, Manitoba, R3H 0Z2

October, 2024

#### **REPORT TO THE CCA - ADVOCACY UPDATE FROM THE MHCA CHAIR**

The following are highlights of the Manitoba Heavy Construction Association's (MHCA) policy and advocacy activity.  
**CANADA**

- Coalition of business organizations (incl CCA) advocating for Canada Trade Infrastructure Plan agreed to press federal parties for a focus on 'growing the economy'. A memo will be circulated to the organizations to serve as speaking notes in political meetings heading into the coming election year.

#### **WESTERN CANADA**

- Western Canada Roadbuilders & Heavy Construction Industry conference in Maui, Hawaii in February 2025.

#### **MANITOBA**

- A review of the 2024 highways infrastructure tenders to date indicates the province is behind its commitment to add \$150 million worth of projects and expend 90 million this budget year
- Provincial task force on Construction, Renovation and Demolition materials is gathering recommendations to present to the Minister regarding the recovery and reuse of construction waste materials; MHCA has pressed for research and recommendations regarding recycled concrete aggregates.

#### **WINNIPEG**

- Winnipeg's Public Works department, on MHCA's urging, has moved to accelerate the process for tendering construction projects early – 80% tendered and awarded by March of the construction season.
  - o PW has adopted quality-based selection of design engineering consultants, allowing for road renewal packages to be designed in the preceding year
  - o CoW has increased project budget limit from \$5 million to \$10 million without CAO approval
- MHCA continues to press City Hall to implement city/industry working group to map out funding model for future on local and regional street renewal program
- City has tendered/awarded 18 construction projects that contain social procurement clauses embedded, focusing on increasing the diversity of construction workforce.
  - o Member feedback on pilot projects underscores workforce reluctant/refusal to sign 'voluntary self-identification' form; complexity of tracking diversity project-by-project; unreliability of report on percentages back to the CA
  - o Awaiting City's report on pilot outcomes; intend to use requirement as a matter of course in 2025

Respectfully submitted,

Dennis Cruise, CET, G.S.C.  
Chair, MHCA

**To:** Canadian Construction Association - Board of Directors

**From:** Shannon Friesen & Kevin Dureau, Co-CEOs (Construction Associations of Saskatchewan)

**Subject: Saskatchewan Provincial Report**

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## Advocacy Update

This quarter, the construction association team was proactively engaged in the provincial and municipal elections, with the provincial election slated for October 28, 2024, and the municipal election scheduled for November 13, 2024. The Construction Associations of Saskatchewan collaborated with the Saskatoon and Region Home Builders Association to jointly identify key priorities:

1. *Building Futures: Encouraging Youth in Construction*
2. *Government-Industry Partnership: Advancing Construction Success*
3. *PST on Construction and Infrastructure*

The construction associations look forward to participating in the Annual Hill Day in November. On behalf of our Boards, staff, and members, we would also like to thank CCA President Rod G., Board Chair Francis, and board members for visiting the Land of Living Skies for their June board meeting. For us here in Saskatchewan, **"Together, We Build Saskatchewan"** is not just a motto but a mantra woven into all of our advocacy and efforts.

## Market Update

As the construction season winds down for the year, we celebrated the individuals behind our province's infrastructure from September 23 to September 27. The provincial government and other cities recognized this week as Saskatchewan Construction Week, during which the major highlight was the significance of Saskatchewan's non-residential construction industry. Non-residential construction is a key part of Saskatchewan's economy, contributing approximately \$4.4 billion to the province's GDP. There are over 43,000+ seasonally adjusted workers employed in the province's construction industry, making it one of the most important economic sectors in Saskatchewan in terms of job creation.

## Alignment Process Update

A momentous chapter in the history of Saskatchewan's construction associations unfolded in the first week of October. The five construction associations in Saskatchewan voted by an overwhelming majority to unify and create a single, new entity. These historic votes, conducted during special meetings held by each association from October 1 to October 3, 2024, signify a bold step toward a stronger and more unified future for the industry. As the Land of Living Skies prepares for this new chapter, the legacy of Saskatchewan's construction associations remains deeply rooted in the past and passionately committed to building the future.



**Together, We Build Saskatchewan**



# Alberta Construction Association

## October 2024 Report to Canadian Construction Association

### Advocacy

Over the past few months, the Alberta Construction Association has engaged with the Government of Alberta and other provincial agencies on a number of key issues affecting our members.

#### Prompt Payment

We continue to work with the government to amend the *Prompt Payment and Construction Lien Act* that went into full effect at the beginning of September. We still feel there are deficiencies in the legislation and continue to call for it to be standardized for all owners and applied retroactively to the passing of the legislation.

Additionally, we are working with the province to have prompt payment provisions apply to the Government of Alberta through amendments to the Public Works Act. We feel that the standard for timelines and adjudication procedures should be clear for all parties involved. To this end, we are cautiously optimistic that there will be legislative amendments coming this fall.

#### Contract Modernization

We continue to work with the government on contract modernization and how best to assign risk. We have been meeting with Alberta Infrastructure for some time on these issues and the new version of their contracts did not meet the expectations of industry. We have continued to maintain an open dialogue with the government around the best way to mitigate risk. This may include forming another working group or committee for both sides to better understand their perspectives. While not everything will meet our expectations, we want to ensure the government is meeting industry and other provincial standards on risk allocation.

#### Contract A

ACA back in September issued a province-wide industry notice following the confirmation of cases of removal of “Contract A” from the procurement process by some project owners, in the province. Instances where members have seen municipalities adopting this language and practice in their procurement process are beginning to increase in the province. We have discussed it with the province who noted they do not plan on going down a similar path as other public bodies and we continue to seek feedback from our members if they experience instances of this happening.

### Workforce Development

Over the summer, the Alberta government announced that it was pausing the Canada – Alberta Job Grant due to the draw back in Labour Market Development Agreement funding from the

federal government. ACA has been collaborating with our partner local associations to maintain pressure on the government to reestablish those funds in some form as they directly impact small business owners to a greater degree.

We are continuing with our Digital Tradesperson Project and are working towards a spring 2025 implementation. Also, our Trade Pathways Program has increased placements across the province exceeding the required number of participants by over 300%. There is a growing appetite within the province for newcomers and under-employed Albertans to find meaningful careers in construction. And the Program is one way to support them in their pathway to apprenticeship.

### **Industry Overview**

Recently, the government announced an accelerated build for schools across the province aiming for construction expenditure over the next 3 years. The program, along with previously approved school projects and modular classrooms, will deliver about 50,000 new and modernized student spaces over the next 3 years and an additional 150,000 spaces in the 4 years after that.

While it is a great announcement for Alberta and our members, this has added to an already ramping up of work due to increased multi family building and industrial construction ramping up in 2025. We are working with the province to help achieve these targets and provide some solutions that align with the market.

### **ACA Strategic Review**

We are currently in the midst of a strategic review of our association in preparation for the next 3 years of advocacy and organizational growth.

# Alberta Roadbuilders and Heavy Construction Association (ARHCA)

*As of October 30, 2024*

## Advocacy and Government Relations

- ARHCA's Board approved a renewed advocacy strategy for 2024 and 2025 (considering upcoming municipal, federal and provincial elections).

## Rural Municipalities

- A recent Asset Deficit Study by the Rural Municipalities of Alberta (RMA) found that the current condition of rural municipal roads hovers around 60% and will fall to 8% by 2028 without a solution. This current infrastructure deficit is estimated at \$12B and is projected to grow to over \$30B by 2028.

## Partnering with the U of A

- ARHCA continued working with the University of Alberta Faculty of Engineering to contribute to a comprehensive study of construction inefficiencies. To ensure that this study includes a review of the attributes of a good owner, ARHCA successfully obtained funding and support from the National Civil Infrastructure Council Corporation (NCICC). This will provide valuable independent data to help the industry hold owners more accountable.

## Expanding access to Training

- ARHCA partnered with Danatec Online Training and BIS Safety Software to sell the RSTS on their platforms. These offerings became available on October 1, 2024. This partnership will improve the RSTS's accessibility across Canada, offer preferential pricing on additional training options for ARHCA members, and increase the association's revenue opportunities.

## Conferences

- ARHCA staff are organizing the Western Canada Roadbuilders 2025 convention in Hawaii in February. We hope to bring a strong contingent from Alberta to attend the conference and support the local Maui economy as it rebuilds.
- On July 24, a wildfire swept through Jasper and engulfed the town, destroying a third of the houses and businesses. While the Jasper Park Lodge was spared, its staff accommodations were destroyed, forcing JPL to cancel many conventions, including ARHCA's. We relocated to the Banff Springs Hotel; however, this has been challenging and expensive, causing ARHCA to shorten our program and increase the cost of the event. As a result, a smaller turnout is expected.

## Utilities Forum

- Alberta's construction industry, led by ARHCA, strongly objected to TELUS's decision to withdraw location services outside Edmonton and Calgary. The minister held a forum in August with industry members to discuss this issue and work towards a solution.

# BCCA UPDATE: October 2024

## TOP PRIORITIES

Don Wightman, President of PML Professional Mechanical Ltd., was elected Board Chair for the 2024-2026 term at BCCA's AGM held on September 27, 2026.

BCCA launched the **buildersvote.ca** microsite ahead of BC's recent Fall provincial election, as we continue to advocate to all political parties about industry priorities most pressing to our members.

Focus:

- Prompt Payment, Adjudication and Lien Reform
- Labour Costs and Shortages
- Public Sector Procurement Practises
- Contract Terms

## GENERAL CONCERNS

- Hiring slowdown
- Ongoing insecurity with regards to economic prospects
- Declining projected investments in major projects

## NEW ADVOCACY EFFORTS

### **Buildersvote.ca microsite**

As part of our public-facing 2024 provincial election efforts, we put the questions gathered from members of BC's construction industry to the BC NDP, BC Green Party and Conservative Party of BC. We received video replies from the BC NDP and BC Green Party, and written replies from all three parties.

### **"Owners Only" webinar series for public sector owners**

We held one session in September:

- "Cost Planning & Budget Management for Public Sector Projects.": 292 registrants
- This is our 13th "Owners Only" session attracting a cumulative attendance of more than 2,400 public owner representatives



# BCCA UPDATE: October 2024

## BUILDERS LIFE TALENTCENTRAL

On October 15th, we launched the pricing model for Builders Life TalentCentral, BC's first province-wide construction industry-specific job board. Integrated members of BC's regional construction associations benefit from free access, a \$2,599 annual value.

This initiative serves as a collaborative effort between BCCA and the 4 BC LCAs to attract new member prospects and demonstrate the value of integrated membership.

Learn more at [talentcentral.ca](https://talentcentral.ca)

## BUILDERS CODE

Builders Code is now offering training sessions in a self-directed online format.

Builders Code has amassed over 1,800 signatories of the Builders Code Pledge for an Acceptable Worksite since its creation five years ago.

## BUILDING BUILDERS

BC's construction mentorship program has been renewed by the Government of Canada's Canadian Apprenticeship Strategy for another two (2) years.



## MEMO

Date: October 29, 2024

To: Lynn Perrault, CCA

From: Matt Pitcairn

Cc: Steve Drummond, Kelly Scott

**Subject: CCA Provincial Report – BC Road Builders & Heavy Construction Association**

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### CURRENT STATE:

Road building/maintenance and heavy construction contractors, are having a steady 2024, and we expect this to continue into 2025 with the recent re-election of the current provincial government. This government has committed to spend more than \$43 billion to deliver critical infrastructure over the next three years, with 15 billion committed to transportation infrastructure specifically. Although the government now rules with a razor thin majority, we expect this spending plan to continue.

In early to mid-November, a new provincial cabinet will be sworn in, including a new Transportation Minister. We expect a smaller cabinet with 53 of the 93 MLA's elected, new to the BC Provincial Legislature.

### 2024 PRIORITIES:

- Strategic Plan 2024 is focused on:
  - Advocating for **increased and sustained investment** in resilient core infrastructure. This includes educating the public on the benefits of predictable and consistent infrastructure investment.
  - Providing ongoing participation with all owners on **improved procurement practices**, with the ambition to work with the relevant regulatory stakeholders on implementing a procurement process that maximizes value for the project and rewards continued innovation.
  - Identify **key data points** and use this information to develop systems that track and report on trends within our industry. Then effectively communicate these data insights and incorporate them into focused advocacy campaigns and programs.
- We have launched a Province wide talent attraction tour called the [Road Show](#), centered on innovative simulator technology, housed in a 35 foot trailer. Our intent is to bring increased attention to the career opportunities in our industry. Launched in Q1 2024, we have begun a multi-year tour of British Columbia promoting employment in the road building and maintenance sectors. To date we have engaged over 8000 participants, at over 50 events across BC.
- We recently completed our third annual membership survey, which guides our strategic priorities. This year we had a participation rate just over 50%, and these were some of the key findings:
  - Worker Shortages Lighten while Regulations Grow Heavier: While 68% of construction companies reported they are struggling to find qualified workers; this is down from 87% reporting difficulties last year.
  - Increasing regulations is a top concern: While worker shortages remain the top issue, increasing red tape is a growing concern, followed by profitability.
  - Indigenous consultation: 84% of Construction and Maintenance companies consulted with Indigenous peoples in 2023/24. Consistent with 2022, the majority felt that the government regulations around the process were not clear or easy to understand, and two-thirds felt there was not enough time within project timelines to effectively engage with Indigenous peoples.