

**Who meets the mobility imperative?
Uneven engagements with Employment-Related Geographical
Mobility in Newfoundland and Labrador's industrial
construction workforce**

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Context

- Shift from sea to land based resources, from fishing and forestry to infrastructure intensive mining, energy and oil and gas
- Smallwood's vision: a “modern” society and economy



Prowse – *Fishing for cod on the Banks from a doris* (1895)



Special Project Orders (SPOs)

APPLICATION PROTOCOL SPECIAL PROJECT ORDERS

Introduction

A **Special Project** is an undertaking of construction works designed to develop a natural resource or establish a primary industry that satisfies the legislative requirements of the *Labour Relations Act (Act)*.

A **Special Project Order (SPO)** is issued pursuant to section 70 of the *Act* and is intended to provide labour relations stability. It establishes a labour relations regime that is uniquely tailored to the specific requirements of the project. The collective agreement, which is in effect for the duration of the project, prohibits strikes and lockouts. The legislation can be found at <http://assembly.nl.ca/Legislation/sr/statutes/101.htm>.

Criteria

In order to qualify for a special project designation a construction project must meet the following criteria:

- 1) A construction of works that develops a natural resource or establishes a primary industry;
- 2) A construction period that exceeds two years; and
- 3) Includes all ancillary work, services and catering relating to the undertaking or project.

Or

- 1) A construction or fabrication of works that occurs at the Bull Arm site; and
- 2) Includes all ancillary work, services and catering.

SPO projects since Churchill Falls

Project	Type	Date	Location
Churchill Falls	Hydro Energy	1967-1975	Labrador
Hibernia	Offshore Oil (GBS)	1990-1997	Newfoundland
Terra Nova	Offshore Oil (FPSO)	1997-2002	Newfoundland
Voisey's Bay	Mining	2002-2005	Labrador
Long Harbour	Nickel Processing	2009-present	Newfoundland
Hebron	Offshore Oil (GBS)	2011-present	Newfoundland
Muskrat Falls (Lower Churchill)**	Hydro Energy	2013-present	Labrador
Maritime Link	Hydro Energy	2014-present	Newfoundland

** Includes separate orders for the transmission line and generating station

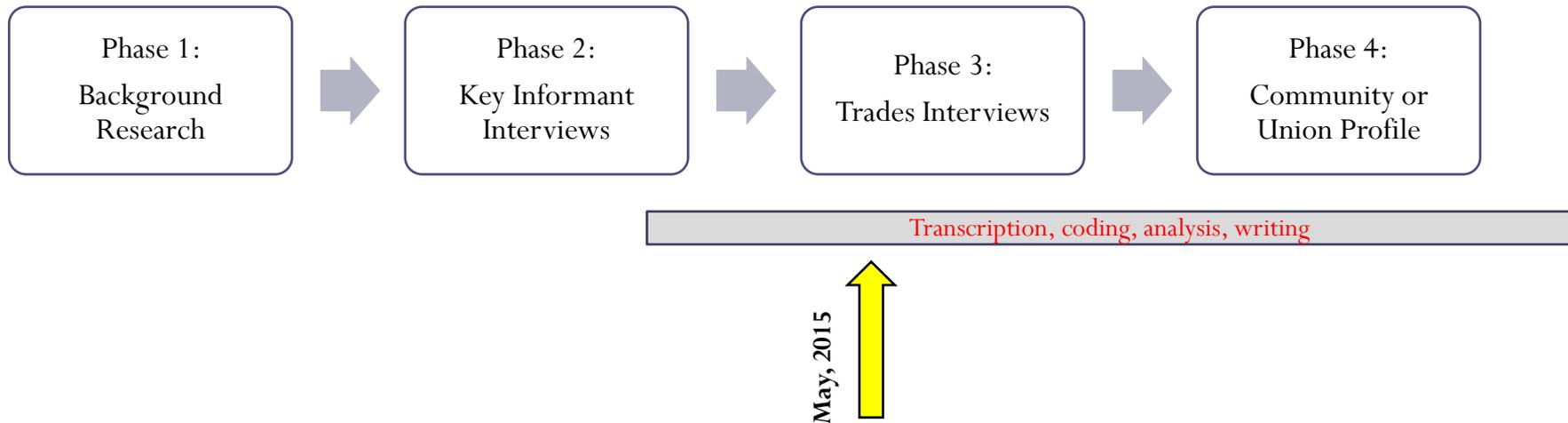
- Global Production Networks (GPN)
 - Intellectual lineage: World Systems Theory, Global Commodity Chains... but a network-based approach
- Spatiality of the production of value... manufacturing, extraction (Bridge, 2008)
- Our interest:
 - Labour in the GPN
 - GPN in productive tension with place

Kelly, P. F. (2013). Production networks, place and development: Thinking through Global Production Networks in Cavite, Philippines. Geoforum, 44, 82–92.

Research questions

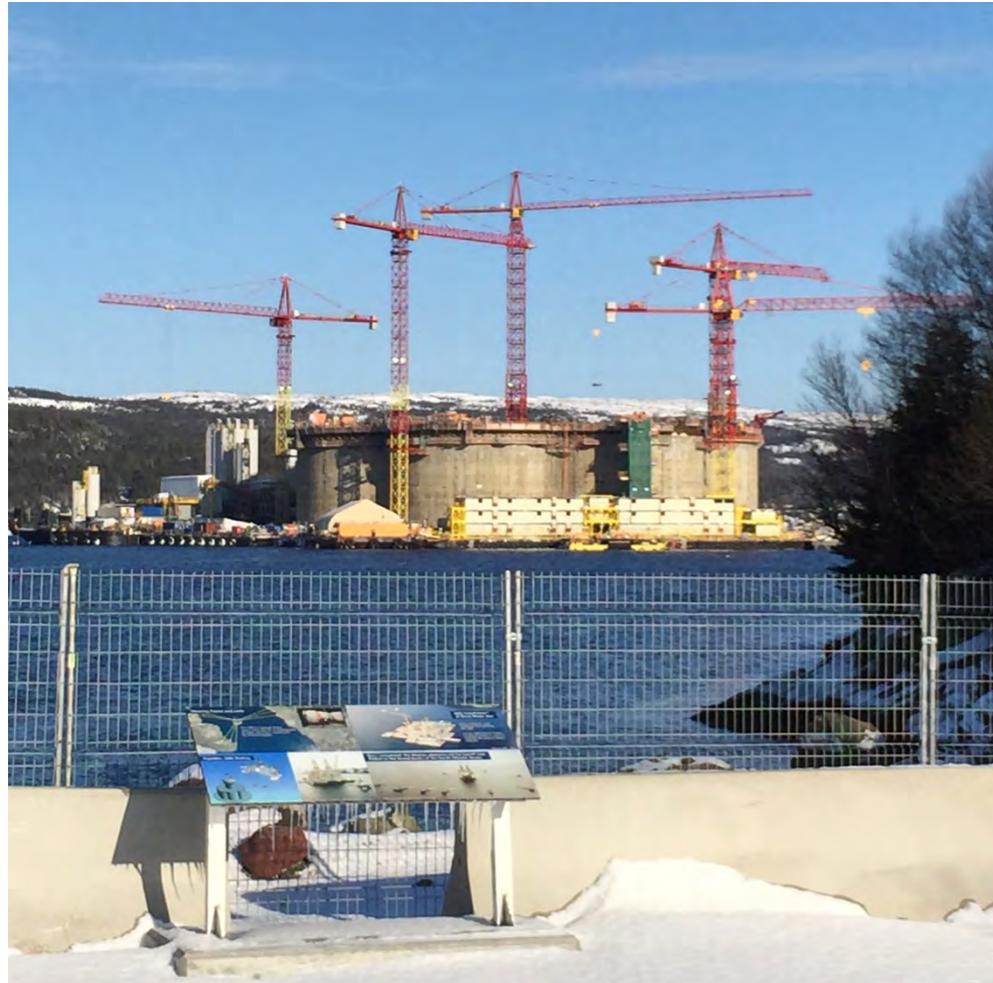
- How were labour needs for each project met?
- What do workers do between projects?
- What policies and economic and political developments have influenced E-RGM?
- What are the patterns and types of commuting and mobility associated with major projects?
- **How do workers negotiate the need to be mobile for work in construction?**
- **How are gender norms reflected in and reproduced through the practices and cultures of mobility for work in construction?**
- Do workers move between different sectors of the industry? If so, why?

Methods and data collection

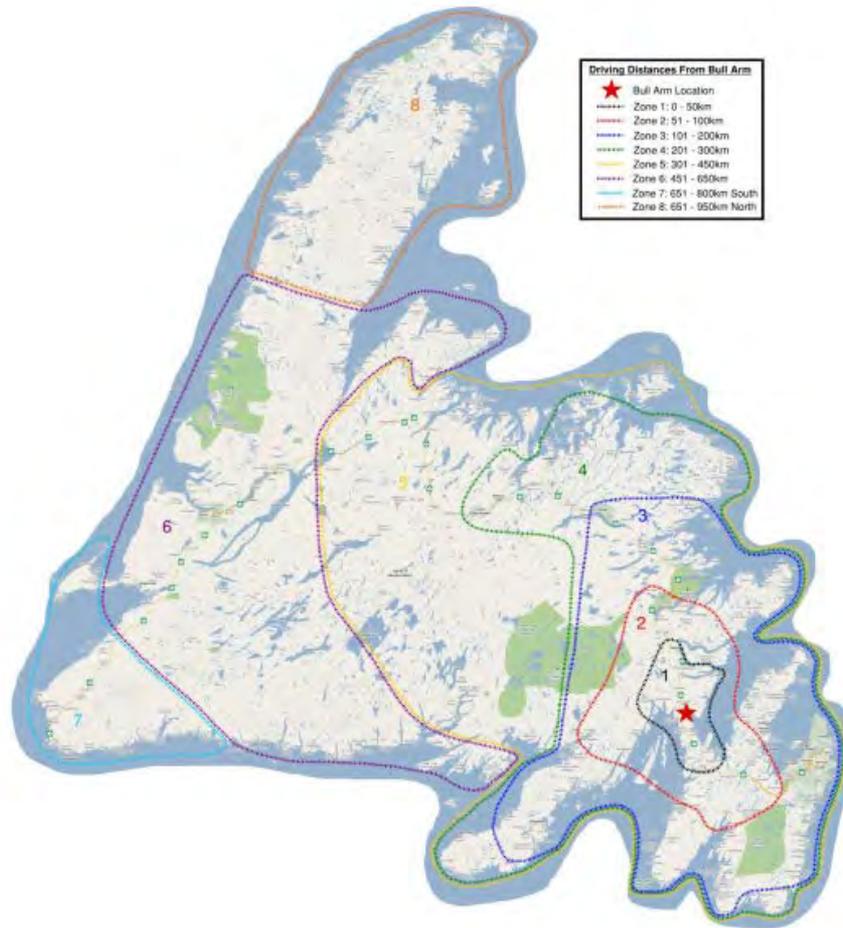


Who is able to be mobile for work in construction?

The Hebron Project



The Living Out Allowance (LOA)



“A worker, whose PRINCIPAL RESIDENCE is located outside of zones 1 and 2 and who opts not to live in the camp, shall receive a Living Out Allowance... The Living Out allowance shall be one-hundred and twenty dollars (\$120.00) per day worked, increased by four dollars (\$4.00) on May 1, 2012 and each subsequent May 1 through to the end of the project.”

Map of Hebron travel zones

1: Gender and Family Roles

Unconventional schedules

*“It’s really only once they’re mothers, it’s really only when they have the family or... **extended family or close friends, support...** that they can be a true, full participant in their career in construction or trades work because... And that might be their husband stays home as the caregiver and now they work. Or a parent... **Because there aren’t external options that provide the care needed for unconventional work schedules and extended days due to travel or commuting.**” (KI Interview 5)*

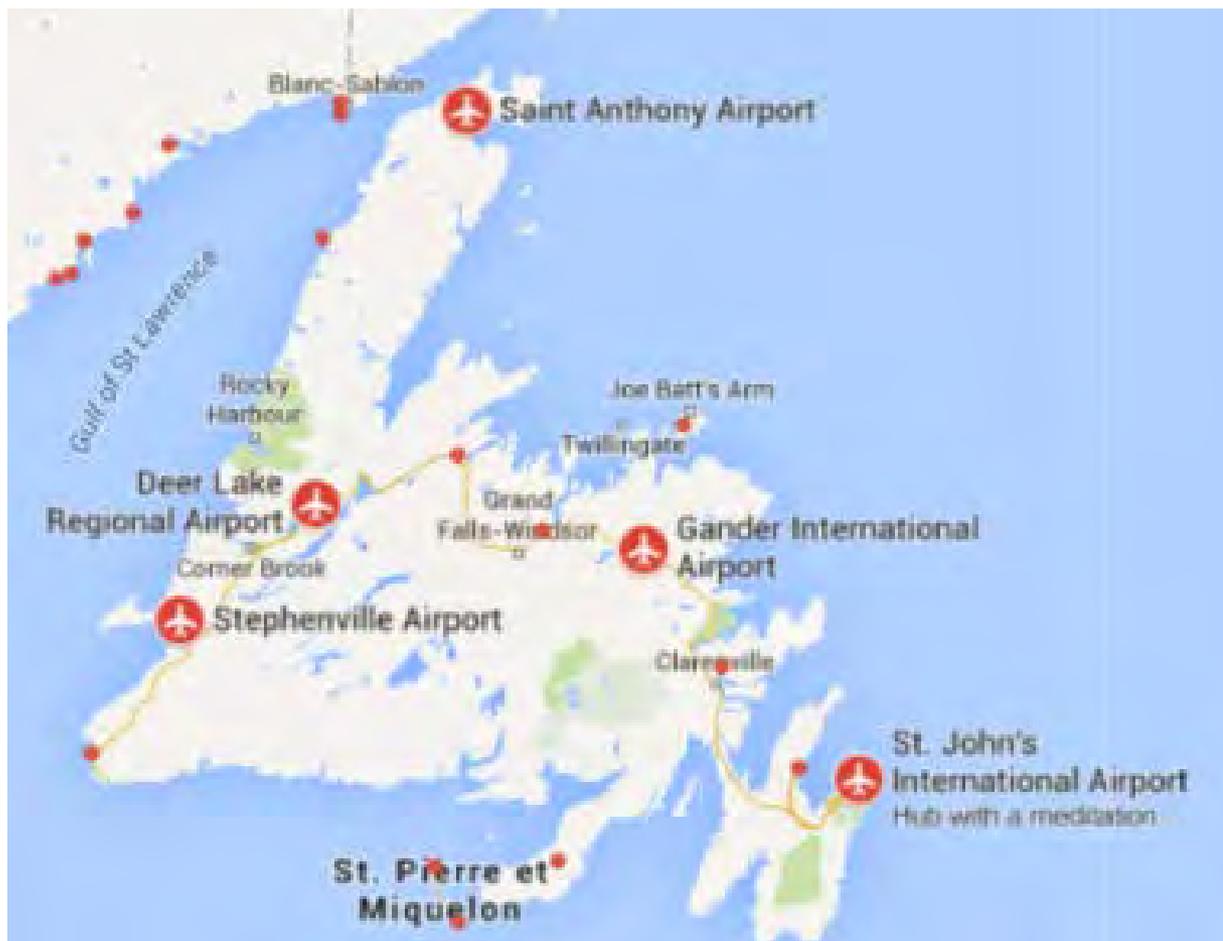
Michelle

“My mom lives next door there... she’d either stay over with her... [without her] I’d probably have to get a babysitter or something. It would be harder because you have to get up early. Well, I was on night shift and that was not so bad because I’d be there in the morning when she’d go to school, then when she’d get home I’d be there for a couple of hours but I had to leave at 5 o’clock to go to work.”

“She’s 12 now, so she understands it more... I’ll go for turnarounds and then come home. It will still be hard.”

2: Location of primary residence

Interprovincial or intraprovincial?



The Gander line?

I can tell you it's different to attract a person to Long Harbour or Hebron, west of Gander, they're not coming here... Because the person from Grand Falls, the person from Corner Brook or Stephenville don't have to drive that highway. They can get on a plane and go out west... A job in Alberta is as good, it's better for the boy from Stephenville than the job on the Avalon peninsula... They've got no worries, they're not driving back and forth, their family are home, they're making good money, they come home for the 7 days or 2 weeks or whatever, and they're home. Then they get back on the plane and they go...Six hours, they're there. They sit on the plane, the bus picks them up, brings them to the camp, drops them off, you go to bed, you get up the next morning and go to work. You do that for 3 weeks, the bus brings you back to the airport, you get back on the plane, home, wife picks you up. No cost. Never cost you a penny." (KI Interview #15)

“They get on the plane...”

“... it’s easier and safer, economically and otherwise that they ***get on that plane and go***. Like, as an example, if you live in Corner Brook, and I know this for a fact. If you live in Corner Brook and you have a choice to go to work, well, ***if you’re going to go to work in Bull Arm you’ve got to drive back and forth***. But if you get on that plane and fly, you only need one car. But if you’re going to drive back and forth and take the car, your vehicle, you’ve probably got to have a second vehicle for your wife and your family. ... Plus, you know, they’re not on the highway, they’re not driving back and forth in different conditions. ***They get on the plane...***” (KI Interview # 15)



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