

Resource towns to no towns?: The evolution of
commute work from the 1950s to present and
how it impacts communities

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- Evolution of Employment-Related Geographical Mobility (E-RGM) and Commute Work
 - What is E-RGM? What is commute work?
 - Origins of commute work arrangements
 - Canadian commute operations
- E-RGM in NL Extractive Resource Sectors
 - Employment trends in Long Harbour, NL
 - Research design
 - Phase one findings of implications for communities

E-RGM and Commute Work

Employment-related mobility takes into account people who commute for work away from their place of residence that involves more than 2 hours daily to more extended absences and journeys lasting weeks, months or even years (Temple et al., 2011).

Origins of Commute Operations



Gulf of Mexico

- First commute operation was established in the Gulf of Mexico during the late 1940s/early 1950s
- First Canadian operation was established in 1972 – Asbestos Hill

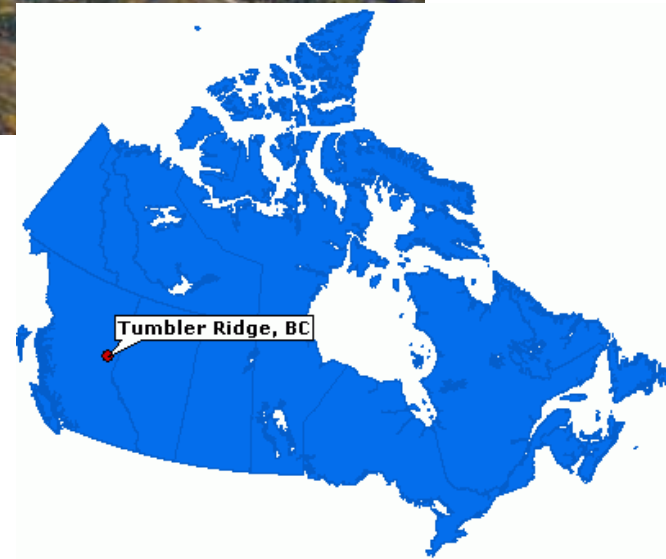


Asbestos Hill, Quesbe



Traditional Model: Residential Resource Town

- A community purposely built next to an extractive resource
- Workers and their families live in the community
- Similar access to goods and services as other communities



Tumbler Ridge, B.C.

'No Alternative' Model and Recent Trends



- No local community present
- No alternative but to commute for work, stay in camps
- A more recent emphasis for commute work within existing communities



Voisey's Bay, NL



Fort McMurray, AB

On the Move Partnership



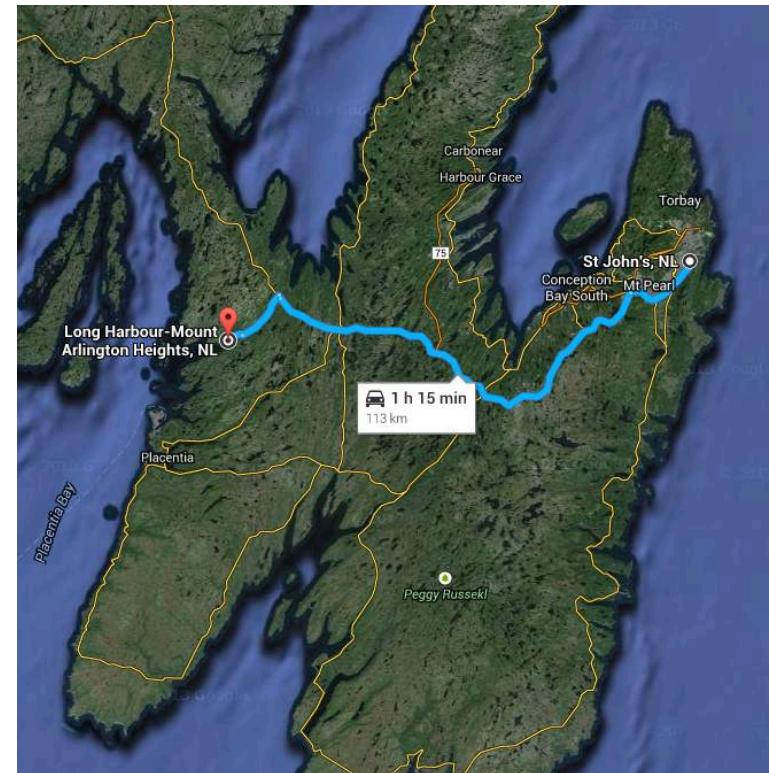
- Working in seven Canadian provinces and abroad
 - British Columbia
 - Alberta
 - Ontario
 - Quebec
 - Nova Scotia
 - Prince Edward Island
 - Newfoundland and Labrador
 - Norway, Iceland, the United Kingdom, the United States
- Multiple sectors
 - Oil and gas
 - Mining
 - Nickel processing
 - Retail service
 - Health
 - Construction
 - Trucking
 - Shipping
 - Tourism
 - Forestry
 - Fisheries

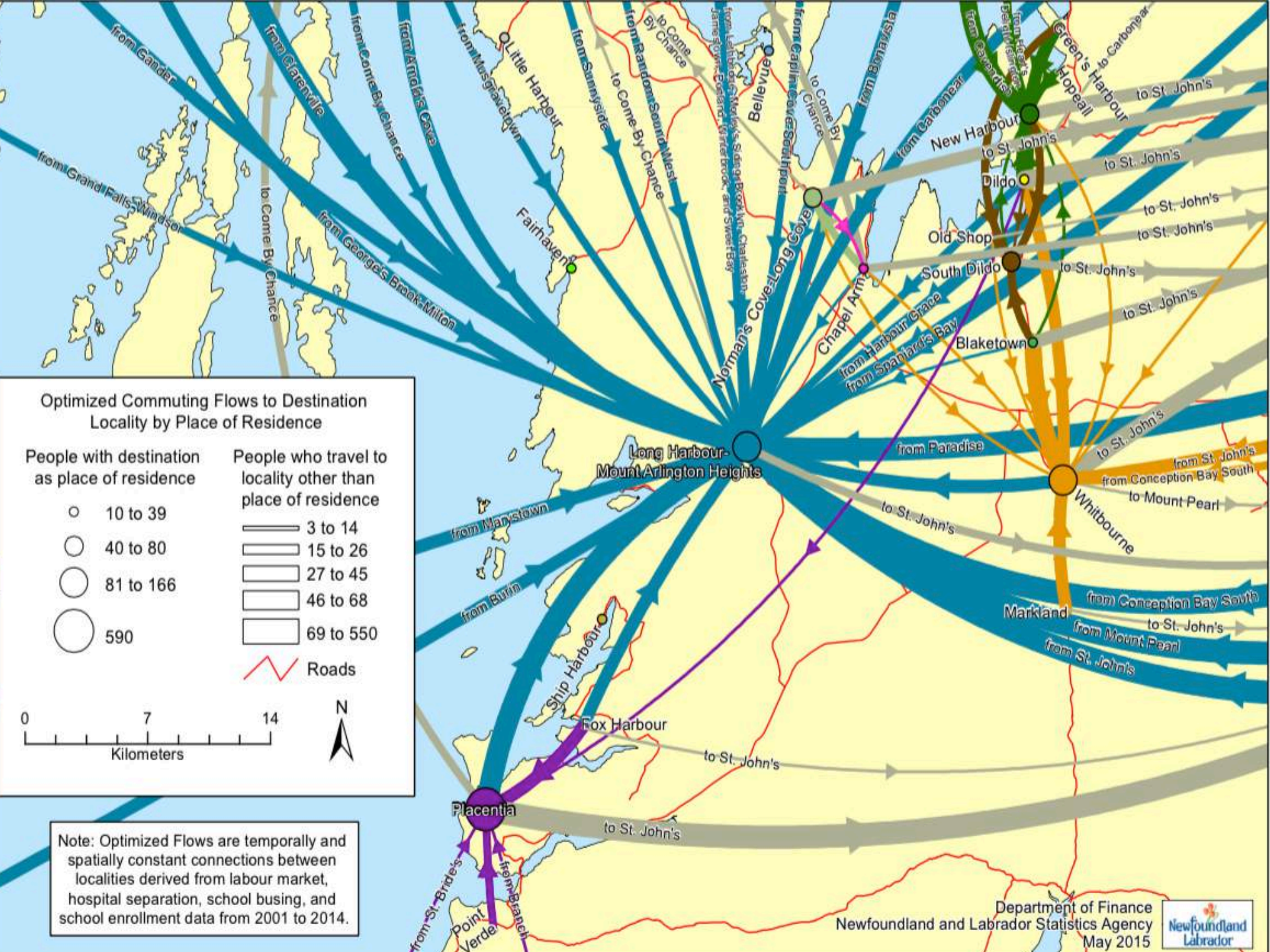
Research Objectives

- What are the impacts of commuting on community development in source communities?
 - Community involvement (volunteering)? (Hall, 2014)
 - Spending patterns (buying property, goods)? (Esteves, 2006)
 - Emotional attachments to place? (McDonald, Mayes, and Pini, 2012)



Nickel Processing Facility Long Harbour, NL





Optimized Commuting Flows to Destination Locality by Place of Residence

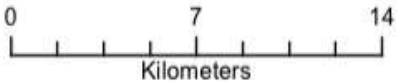
People with destination as place of residence

- 10 to 39
- 40 to 80
- 81 to 166
- 590

People who travel to locality other than place of residence

- ▬ 3 to 14
- ▬ 15 to 26
- ▬ 27 to 45
- ▬ 46 to 68
- ▬ 69 to 550

▬ Roads



Note: Optimized Flows are temporally and spatially constant connections between localities derived from labour market, hospital separation, school busing, and school enrollment data from 2001 to 2014.

Data Collection Methods

- Phase one study on implications for host communities is complete (Hall, 2014)
- On the Move community consultations took place December 2014
- Questionnaire will be distributed to nickel process operators employed at Vale's Long Harbour facility June 2015 (~400 workers)
- Follow up interviews with questionnaire respondents (~15-25)
- Key informant interviews in select source communities (~10-20)

Preliminary Findings

- Host communities:
 - Lack of availability and affordability of housing near Long Harbour
 - ‘Train of F150s’ increases pressure on infrastructure, disrupts community lifestyle
- Source communities:
 - Opportunity for workers to reside in place of residence
 - Local economic development
 - Challenges securing community volunteers
 - Challenges planning community activities

Key Messages

- Commute arrangements was established in the 1950s and has since evolved into several different models
- More recently, people are commuting in and out of already existing communities for work
- Host and source communities are impacted differently by commute work
- More research on implications on source communities is needed