



CANADA'S TERRITORIES

HIGHLIGHTS 2021-2030

CONSTRUCTION TRADES OUTLOOK FOR MAJOR PROJECTS IN CANADA'S TERRITORIES

At the start of 2020, the Canadian construction and maintenance industry was anticipating another year of continued growth, but that trajectory was cut short by the COVID-19 pandemic. Health and safety protocols and economy-wide COVID restrictions translated into public and private construction project delays that spanned all construction sectors and regions. Between March and April 2020, construction lost almost 250,000 jobs, with the unemployment rate more than doubling in just two months, from 8.2% in February to 20.5% in March. As industry adapted and economies reopened, construction started a mostly steady rise in employment across the remainder of the year but ended slightly below 2019; construction direct trades and occupations in Canada declined by 28,590 workers (-2.6%) in 2020.

- Residential construction finished the year close to 2019 levels, though most provinces saw reductions in both new-home construction and renovation activity related to the spring COVID closures and travel restrictions. Total residential employment contracted by 7,330 workers (-1.3%).
- Non-residential construction employment declined by 21,260 workers (-3.9%) in 2020, as completion or the winding down of some major projects coincided with the negative impacts of COVID, as projects were delayed or cancelled.

While much will depend on the pace of the vaccine roll-out, the construction sector is expected to recover in 2021 and rise modestly across the scenario period to 2030, with the biggest gains expected over the first half of the decade as major projects get back on schedule. Non-residential employment is projected to increase by more than 39,800 workers between 2021 and 2025, and by another 5,000 to 2030; up 44,800 workers (+8%) compared to 2020 levels.

Residential construction is expected to see strong job gains over the near term as demand for new-home construction and renovation work increases, adding 29,200 workers by the peak in 2024. While modest declines are expected thereafter, renovation and maintenance activity is expected to continue rising throughout the decade. In all, total residential construction employment is projected to rise by 20,100 workers (+4%) by the end of the decade.

As construction in the territories frequently relies on the fly-in, fly-out movement of workers, trends in other provinces can have significant implications for construction in the Yukon, Northwest Territories, and Nunavut. For the territories, balancing labour requirements will require a mix of short- and long-term local development strategies, labour mobility, and more long-term additions of young and permanent workers to each regional labour market.

The BuildForce labour market information (LMI) system has been tracking these developments and assessing the impacts on labour markets for 34 construction trades and occupations in each province. Large construction projects regularly drive up labour requirements, creating peak demands and recruiting challenges for skilled trades and occupations.

The purpose of this document is to identify key projects in the territories and provide estimates of construction trades requirements for these projects. While BuildForce produces provincial forecasts for construction trades, the lack of detailed historical labour market information for Canada's territories makes it difficult to provide similar outlooks for these regions. Nevertheless, there are several major construction projects proposed for the territories, mainly in the mining sector, that will draw on the same skilled labour pool needed for other major resource projects underway and proposed across Canada.

The next section of this report provides some background on the economies in the three territories. The third section identifies the major projects currently being tracked. The fourth section provides estimates of the trades requirements for the projects.

BACKGROUND

The Northwest Territories has the largest economy in the North, with the mining industry accounting for more than 30% of total GDP in recent years. The territory hosts three diamond mines, which account for roughly 90% of the mining sector's output; the rest largely consists of oil and gas production. The industry was recently impacted negatively by the closure of the Ekati Diamond Mine in early 2019, driving a 26% drop in mining GDP in the territory. Mining output is expected to rebound in 2021, as the Ekati mine was sold to the Arctic Canadian Diamond Company that plans to reopen the mine in early 2021. Despite massive growth in mining before 2019, associated reductions in construction since 2016 have left overall GDP growth relatively modest, which was driven lower in 2019 as a result of the closure of the Ekati mine.

BuildForce's LMI System

BuildForce Canada uses a scenario-based forecasting system to assess future construction labour requirements in the heavy industrial, residential, and non-residential construction markets. This labour market information (LMI) system tracks 34 trades and occupations. To further improve the robustness of the system, BuildForce consults with industry stakeholders, including owners, contractors, and labour groups, to validate the scenario assumptions and construction project lists, and seeks input from government on related analysis. The information is then distilled into labour market condition rankings to help industry employers with the management of their respective human resources.

Since 2017, the construction of Victoria Gold Corp.'s Eagle Gold Project has supported economic growth, while waning metal mining production has acted as a hinderance. The Yukon economy grew 0.8% in 2019 as the Eagle Gold Mine wound down spending early in the year as the project was completed. Mining's share of Yukon's GDP has fallen from 10% in 2016 to less than 5% in 2019.

The Nunavut economy has a history of volatility, but it had exceptionally strong growth in 2017 and 2018, a result of construction of the Amaruq satellite and Meliadine mines, which recently began commercial production. Mining accounted for 27% of Nunavut's total GDP in 2019.

Table 1 shows the level and percent change in real GDP by region from 2010 to 2019.

Over the last few years, the divergent patterns for the territories are primarily due to the differing development paths of each region's mining industry. In the Northwest Territories, the diamond mining sector has reached maturity and production declines can be expected in the future. The Diavik and Ekati mines are expected to be shut down over the next decade. The new Gahcho Kué Mine adds to production but will not be a sufficient offset for the industry. The Northwest Territories, in partnership with the federal government, is working on developing new road, electrical, and telecommunications infrastructure to the mineral-rich northeastern part of the territory; however, those plans are still in their early stages.

In the Yukon, exploration is down, and various mining projects are at a standstill; however, as territorial and federal governments work with companies to develop new road infrastructure to access resources, it is expected that some of these projects will commence. Meanwhile, the re-opening of Minto, the start of production at Eagle Gold coupled with soaring gold prices, and construction of the Kudz Ze Kayah mine will help push economic growth higher. Sustained output at the Meadowbank Complex, production at the new Meliadine gold mine, and the possible expansion of road infrastructure all provide encouragement for Nunavut's mining industry in the coming years.

PLANNED MAJOR CONSTRUCTION PROJECTS IN THE TERRITORIES

This section provides brief overviews of proposed major construction projects across Canada's territories.

There are exploration projects currently being tracked but not included in this analysis, as there is limited information available on the estimated capital costs or anticipated schedules. These include Golden Predator Mining Corp.'s 3 Aces Project, Fireweed Zinc Ltd.'s Macmillan Pass zinc-lead-silver project, TerraX's Yellowknife City Gold Project, and Selwyn Chihong's proposed zinc-lead project.

Table 2 lists the major current and proposed projects for the territories, including the estimated capital costs associated with the construction phase, as well as the anticipated start and end dates, if available. The construction capital costs are used to estimate trades requirements. Despite the current positivity in market conditions as the global economy recovers from the pandemic, a number of known projects have not made final investment decisions. Pending final development approvals, the start and end dates for these projects are unknown and therefore excluded from this analysis.

Giant Mine Remediation Project, Northwest Territories

The Giant Mine was a large gold mine located on the Ingraham Trail just outside of Yellowknife. Remediation work will remove material contaminated with arsenic and asbestos. The project's Type A Water License received approval on September 18, 2020, allowing it to move into active remediation. Remediation is expected to begin in 2021, eventually employing hundreds of workers. The entire project is estimated to take up to 10 years and estimated capital costs stand at \$900 million.

Table 1: Real GDP of the territories (millions of 2012 dollars*)

| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
|-----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Yukon | 2,343 | 2,460 | 2,558 | 2,595 | 2,614 | 2,409 | 2,588 | 2,634 | 2,734 | 2,757 |
| | 4.0% | 5.0% | 4.0% | 1.4% | 0.7% | -7.8% | 7.4% | 1.8% | 3.8% | 0.8% |
| Northwest Territories | 4,843 | 4,408 | 4,394 | 4,521 | 4,735 | 4,779 | 4,712 | 4,873 | 4,911 | 4,517 |
| | 2.6% | -9.0% | -0.3% | 2.9% | 4.7% | 0.9% | -1.4% | 3.4% | 0.8% | -8.0% |
| Nunavut | 2,039 | 2,150 | 2,199 | 2,410 | 2,379 | 2,372 | 2,492 | 2,821 | 2,968 | 3,161 |
| | 18.5% | 5.4% | 2.3% | 9.6% | -1.3% | -0.3% | 5.1% | 13.2% | 5.2% | 6.5% |

Source: Statistics Canada

* **\$2012 millions** indicates that the investment values are in year 2012 dollars (base year), that is, adjusted for inflation. This is used to calculate the real year-to-year change of the value of production, factoring out growth (increased value) due to increases in prices.

Table 2: Major projects and capital costs

| | PROJECTS | CONSTRUCTION | | |
|------------------------------|--|--------------|----------|---------------------------|
| | | Start year | End year | Capital cost (\$millions) |
| Northwest Territories | Nechalacho (Thor Lake) Project | 2020 | 2021 | \$10 |
| | Giant Mine Remediation Project | 2021 | 2030 | \$900 |
| | Prairie Creek all-season road | 2021 | 2023 | \$69 |
| | Prairie Creek Mine | 2021 | 2023 | \$210 |
| | Tlicho all-season road | 2019 | 2023 | \$200 |
| | NICO Project* | --- | --- | \$210 |
| | Pine Point Mine* | --- | --- | \$140 |
| | Slave Geological Province Corridor* | --- | --- | \$1,100 |
| | Total | | | \$2,839 |
| Yukon | Kudz Ze Kayah Project | 2021 | 2024 | \$321 |
| | Resource Gateway Project | 2020 | 2025 | \$468 |
| | Brewery Creek* | --- | --- | \$89 |
| | Carmacks Copper* | --- | --- | \$264 |
| | Casino mine* | --- | --- | \$2,900 |
| | Coffee Gold Project* | --- | --- | \$317 |
| | MacMillan Pass Project* | --- | --- | \$404 |
| | Total | | | \$4,442 |
| Nunavut | Black River Project | --- | --- | \$475 |
| | Grays Bay Road Project | --- | --- | \$550 |
| | Mary River Expansion Project (Phases 2 & 3)* | --- | --- | \$1,300 |
| | Total | | | \$2,325 |

Source: Yukon Economic Development, NWT Bureau of Statistics, Nunavut Bureau of Statistics, and company websites

* tracked projects; start and end dates unknown

Nechalacho (Thor Lake) Project, Northwest Territories

The Nechalacho rare earth deposit is located at Thor Lake, about 100 kilometres southeast of Yellowknife. In 2018, Avalon Advanced Materials Inc. announced that it will re-activate the project due to strong demand for the rare earths used in magnets. Contrary to its 2013 feasibility study, the company now intends to focus on a near-surface, small-scale development in partnership with Cheetah Resources Pty Ltd. With site preparation work currently under way, mining operations are expected to begin in April 2021. Capital costs of the small-scale development are estimated to be as low as \$10 million, with an estimated 30 workers on site during its operation phase.

NICO Project, Northwest Territories

The NICO deposit is located 150 kilometres northwest of Yellowknife. The cobalt, gold, bismuth, and copper deposit has proven and probable mineral reserves totalling 33 million tonnes. In November 2019, Fortune Minerals Limited announced that it had come to an agreement with the Tlicho Government that outlines conditions under which the company can build and operate an access road to the mine. Fortune plans to make use of the under-construction Tlicho all-season road, which is expected to be completed in the fall of 2021. After a disappointing couple of years, cobalt prices have been showing signs of positivity in recent months, fuelled by increased demand for batteries. Despite the recent progress, it is still unclear where materials from the mine will be processed. Estimated capital costs are \$210 million.

Pine Point Mine, Northwest Territories

The Pine Point Mine is located west of Fort Resolution on the south shore of Great Slave Lake. Osisko Metals Inc. acquired the lead-zinc project in December 2017. The most recent drill program estimates that 5.3 billion pounds of zinc and 2.1 billion pounds of lead can be extracted from the mine. The company has stated that the mine could be in operation as early as 2024; however, it must still go through an environmental assessment, creating a downside risk to the project. Project capital costs are estimated at \$140 million, with a reported estimate of 280 workers during its construction phase. As final clearance has not yet been provided to construct the mine, this project is not included in the trade estimates in this report.

Prairie Creek Mine, Northwest Territories

Prairie Creek is an advanced-stage zinc, lead, and silver mine located 250 kilometres west of Fort Simpson. The mine is expected to have a 15-year life, employing 330 workers in the Dehcho Region in its operation phase. NorZinc Ltd. had originally hoped to begin production in 2021; however, due to delays associated with the construction of an all-season road to the mine, it has been pushed back to 2023. The company already has permits to construct and operate the mine, for which construction is planned to take around three years, commencing in 2021. Construction capital costs are estimated at \$68.5 million for the road and \$210.4 million for the mine.

Tlichó all-season road, Northwest Territories

Ground was broken in August 2019 on a new 97 kilometre all-season road to Whati from Highway 3 west of Behchoko. The project is reportedly on budget and ahead of schedule, with an expected completion by fall 2023 and a capital cost of \$200 million. The road will be essential to the development of the NICO Project.

Slave Geological Province Corridor, Northwest Territories

The Slave Geological Province (SGP) Corridor consists of a 413 kilometre two-lane gravel infrastructure corridor. The road would serve as an important transportation, hydro, and communications corridor, while connecting the northeastern part of the territory and its vast mineral deposits to points south. Road construction and infrastructure preliminary estimates are at \$1.3 billion. Historical value of production (2018 dollars) from mines within the 213,000 sq km SGP Corridor is \$45 billion. The project is still in the preliminary planning stages. Next steps include engaging with Indigenous governments, residents of the Northwest Territories, and other stakeholders, and completing a business case and further planning.

Brewery Creek, Yukon Territories

The Brewery Creek property is located within the foothills of the Ogilvie Mountains along the northeastern boundary of the Tintina

Trench. The property is owned by Golden Predator Mining Corp. It is a past-producing heap leach gold mine. The company conducted a preliminary economic assessment stating estimated capital costs of \$89 million over a two-year period. In July 2019, the company announced the approval of a quartz mining license and water license and have undergone additional drilling with the hopes of expanding and upgrading current resources. Golden Predator Mining Corp. announced the completion of its 2020 drill program mid-November; however, mining will not resume until supported by an independent study that outlines technical and economic viability.

Carmacks Copper, Yukon Territories

In late November 2020, Copper North Mining Corp. was acquired by Granite Creek Copper Ltd., which now holds the Carmacks Copper project, located 198 kilometres north of Whitehorse. The project is progressing to feasibility study for the early production of copper, gold, and silver from proposed leach operations. A preliminary economic assessment (2016) estimated pre-production capital costs at \$263.6 million, with construction to extend over a two-year period and an operating life of seven years. The company has reported that a drill program was completed in Q3 2020 with results pending. The proximity of infrastructure, including grid power, all-season roads, and existing deep-sea ports, is also reported to provide upside for the project.

Casino mine, Yukon Territories

Casino Mining Corporation is developing the Casino Project, a copper, gold, molybdenum, and silver deposit, located about 300 kilometres northwest of Whitehorse. It is among the largest copper-gold deposits in the world. Casino is proposing a conventional open-pit, truck-and-shovel operation to make the project economically viable. The mill is expected to process about 120,000 tons of ore per day over a 22-year mine life. The estimated capital cost is in the range of \$2.9 billion. The project is currently in the environmental assessment review stage. In late August 2020, Casino Mining Corporation announced completion of the acquisition of the Canadian Creek Property from Cariboo Rose, which lies adjacent to the Casino Project. The company anticipates that the acquisition will add significant exploration potential and considerably strengthen the project.

Coffee Gold Project, Yukon Territories

Coffee Gold is a proposed open-pit heap leach gold mine, approximately 130 kilometres south of Dawson City. It is expected to produce roughly 200,000 ounces of gold per year for about 10 years. It had been previously stated that the goal was for construction to begin in 2021; however, with the merger of Goldcorp and Newmont, there is increased uncertainty regarding the development timeline of the project. The company now classifies the project as in pre-feasibility. The Coffee Gold Project is still under review by the Yukon Environmental and Socio-economic Assessment Board. The estimated capital cost is \$317 million.

Kudz Ze Kayah Project, Yukon Territories

The Kudz Ze Kayah Project is a proposed, predominantly open-pit operation in southeast Yukon within the traditional territory of the Kaska First Nation. The project owner, BMC Minerals, recently released an updated feasibility study that reports promising results. It is expected to produce seven million ounces of silver, 65,000 ounces of gold, 235 million pounds of zinc, 32 million pounds of copper, and 56 million pounds of lead annually during its nine-year mine life. Development costs are expected to total \$320.8 million, with development starting as early as April 2021 and production beginning late 2023.

MacMillan Pass Project, Yukon Territories

The January 2018 Mineral Resource Estimate puts Macmillan Pass among the world's most significant zinc resources. Fireweed Zinc's Macmillan Pass Project includes the large Tom and Jason zinc-lead-silver deposits. Significant mineral deposits have been proven on the site for decades. With projections of positive-prices growth in zinc for the foreseeable future, the mine has a good probability of going ahead after the required road infrastructure is developed in partnership with the territorial and federal governments. The property is currently undertaking additional exploration to continue building the case for development.

Resource Gateway Project, Yukon Territories

The Government of Canada, the Government of Yukon, and the mining industry have committed to contributing \$468 million in infrastructure investment for the Resource Gateway Project. The aim is to increase access to the resource-rich territory and promote private investment. Construction was planned to occur between 2018 and 2024; however, assessing and tendering the many projects funded by the program has led to delays. As of late 2020, only four agreements have been signed with affected First Nations, totalling \$120 million. Yukon Department of Highways and Public Works said the government is moving ahead with the program and more projects are expected to be tendered over time. The Yukon government now hopes to complete the program by 2025.

Back River Gold Project, Nunavut Territory

The Back River Gold Project is owned by Sabina Gold & Silver Corp. and holds proven resources of 1.34 million ounces of gold. Sabina will employ both shovel-and-truck open-pit and underground mining methods. Expected mine life is 11.8 years with an average production of 198,000 ounces of gold. Pre-production capital expenditures are expected to total \$475 million; \$55 million of which was spent in 2018 on port construction, pre-development, earthworks, and purchase of heavy equipment. Sabina has already acquired various permits for the mine and received its final operational approval for the placement of the tailings on June 25, 2020. An updated feasibility study is expected in early Q1 2021.

Grays Bay Road and Port Project, Nunavut Territory

The Grays Bay Road and Port Project consists of a 227 kilometre all-season road linking the northern terminus of the Tibbitt to Contwoyto Winter Road to a deep-water port at Grays Bay on the Northwest Passage. The road will encourage development of resource projects by increasing the ease in which companies can export products from remote locations in the territory. In August 2019 it was announced that the project will receive funding from Transport Canada's National Trade Corridor Fund to carry out pre-construction work. Capital expenditures were expected to total around \$500 million. Construction was to begin in 2020 with a 2023 completion; however, the project has been stalled, according to the Kitikmeot Inuit Association, which cites a lack of funding for the project.

Mary River Expansion Project (phases 2 and 3), Nunavut Territory

The expansion proposal of phase 2 and phase 3 of the Mary River Mine, which produced six million tonnes per year of iron ore after phase 1 construction was completed in 2016, is looking to raise production by an additional six million tonnes per year in each phase, reaching 18 million tonnes per year. The project would involve the construction of a railway from the Mary River Mine Site to the Port Site, along with a second ore dock at the port. The proposed project is still under review.

TRADE REQUIREMENTS

The construction and operation of a mine often faces challenges in attracting and training skilled workers. This is especially problematic for mines located in remote locations. Companies are reporting that skilled workers are becoming increasingly difficult to find and this problem is being accentuated by an aging workforce and a wave of retirements from the industry.

The development of the mining sector in Canada's territories will require key construction trades and occupations that are common to engineering and industrial work in other industries and provinces. The demand for these construction trades has grown dramatically and steadily for at least a decade and, while growth is expected to slow with some projects postponed, industry groups and governments will need to remain focused on recruiting and training plans.

The BuildForce LMI tracking system is limited to broad occupational classifications. The requirements of mine construction and related resource projects have traditionally focused on the following trades and occupations:

- boilermakers
- carpenters
- construction estimators
- construction managers
- contractors and supervisors

- drillers and blasters
- electricians
- heavy equipment operators
- heavy-duty equipment mechanics
- ironworkers
- pipefitters
- trades helpers and labourers
- truck drivers
- welders

The estimated capital cost for each project and additional information on occupation requirements associated with heavy construction inform our estimate of trades requirements.

Importantly, it is assumed that all announced projects will proceed as scheduled.

Tables 3 and 4 provide estimates of trades requirements that are generated by the construction of the various projects over the 2021–2025 period. The total number of workers required for all projects by territory is shown in Table 3. The time pattern for the projects in the territories as a whole is shown in Table 4.

The total number of trades tracked by BuildForce¹ required for the projects as a whole is 2,317 workers. The largest number of requirements is for trades helpers and labourers at 693, followed by heavy equipment operators at 604, heavy-duty equipment mechanics at 100, and truck drivers at 85.

Table 3: Construction trades demand by territory, 2021–2025

| | Northwest Territories | Yukon | Nunavut | Total |
|--|-----------------------|--------------|----------|--------------|
| Boilermakers | 10 | 7 | 0 | 17 |
| Construction estimators | 30 | 41 | 0 | 71 |
| Construction managers | 83 | 195 | 0 | 278 |
| Construction millwrights | 4 | 4 | 0 | 8 |
| Contractors and supervisors | 65 | 125 | 0 | 189 |
| Crane operators | 28 | 16 | 0 | 44 |
| Drillers and blasters | 32 | 32 | 0 | 64 |
| Electricians | 22 | 53 | 0 | 76 |
| Heavy equipment operators (except crane) | 300 | 305 | 0 | 604 |
| Heavy-duty equipment mechanics | 37 | 63 | 0 | 100 |
| Ironworkers | 22 | 28 | 0 | 50 |
| Sheet metal workers | 1 | 0 | 0 | 1 |
| Steamfitters, pipefitters, and sprinkler system installers | 3 | 3 | 0 | 6 |
| Trades helpers and labourers | 239 | 455 | 0 | 693 |
| Truck drivers | 49 | 36 | 0 | 85 |
| Welders and related machine operators | 20 | 12 | 0 | 32 |
| Total | 943 | 1,374 | 0 | 2,317 |

Source: Yukon Economic Development, NWT Bureau of Statistics, Nunavut Bureau of Statistics, company websites, and BuildForce Canada

¹ The BuildForce LMI system tracks labour market conditions for 34 trades and occupations. This group includes on-site workers and accounts for approximately 75% of the full construction workforce. Excluded from this group are office workers, engineers, office managers, etc.

Table 4: Construction trades demand (all projects)

| All projects | 2021 | 2022 | 2023 | 2024 | 2025 |
|--|------------|------------|------------|------------|------------|
| Boilermakers | 3 | 4 | 6 | 2 | 2 |
| Construction estimators | 19 | 15 | 18 | 10 | 9 |
| Construction managers | 92 | 52 | 55 | 40 | 39 |
| Construction millwrights | 2 | 2 | 2 | 1 | 1 |
| Contractors and supervisors | 58 | 37 | 42 | 27 | 26 |
| Crane operators | 6 | 11 | 17 | 5 | 5 |
| Drillers and blasters | 14 | 15 | 20 | 8 | 8 |
| Electricians | 25 | 14 | 15 | 11 | 11 |
| Heavy equipment operators (except crane) | 134 | 137 | 183 | 78 | 73 |
| Heavy-duty equipment mechanics | 29 | 20 | 23 | 14 | 13 |
| Ironworkers | 13 | 11 | 13 | 7 | 6 |
| Sheet metal workers | 0 | 0 | 0 | 0 | 0 |
| Steamfitters, pipefitters, and sprinkler system installers | 1 | 1 | 2 | 1 | 1 |
| Trades helpers and labourers | 211 | 137 | 153 | 97 | 95 |
| Truck drivers | 15 | 21 | 30 | 11 | 9 |
| Welders and related machine operators | 5 | 8 | 12 | 4 | 3 |
| Total | 625 | 485 | 591 | 315 | 301 |

Source: Yukon Economic Development, NWT Bureau of Statistics, Nunavut Bureau of Statistics, company websites and BuildForce Canada

CONCLUSIONS

The labour requirements for projects in the Northwest Territories, Yukon, and Nunavut add to the complexity of demand requirements for construction trades and occupations across Canada. While some of the proposed resource development projects in the territories have been postponed, meeting labour demands for ongoing resource projects and replacing an aging workforce will require a mix of short- and long-term mobility strategies that include both the movement of workers into remote northern locations and more long-term additions of young and permanent workers to address an aging workforce. Some new workers may be drawn from the populations of the Northwest Territories, the Yukon, and Nunavut, while others will have to be drawn to the territories from outside the local construction industries.

The industry scenario-based approach developed by BuildForce Canada to assess future labour market conditions provides a powerful planning tool for industry, government, and other stakeholders to better track labour market conditions and identify potential pressure points. The anticipated labour market conditions reflect the current long-term economic outlook and industry major project assumptions. Any changes to these assumptions present risks and potentially alter anticipated market conditions.

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