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Official publication of the Construction Association of New Brunswick (CANB)

2021



**The Port of Saint John
undergoes multi-million
dollar modernization
project**

**Prompt payment
legislation in
New Brunswick
moves forward**

**Construction continues
on Dr. Everett Chalmers
Regional Hospital project
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EXECUTIVE DIRECTOR'S REPORT

John Landry

The past year was certainly different from anything our industry has ever experienced with COVID-19 uncertainties, particularly with sensitive projects in schools and hospitals. However, speaking to members, we seem to have weathered the storm better than most provinces across the country. We didn't escape without extra financial burdens, however most of our projects managed to only shut down for a short period, and some not at all. I am pleased to report no cases of the virus in any construction projects that I am aware of, so our members should be proud to be considered essential workers with an amazing track record. Everyone stepped up to the challenges in providing a safe working environment to keep our most important assets safe, our friends and employees.

I can report a fairly decent year for 2020 and expect the same for 2021 from what I am hearing from our federal and provincial governments. Their goal is to keep people employed as our industry is what stimulates the economy, however, I am not so sure about the private sector. The

continuation of the schools, hospitals, and national defence projects are still underway, which is encouraging for 2021.

We hosted four video conference board meetings during the year, however we had to cancel our Joint Industry and Government (JIG) meetings, which I feel are very important. In addition, CANB and its three provincial partner associations in Prince Edward Island, Nova Scotia, and Newfoundland met six times during the year to discuss the Federal Government Invest Canada Plan funding. We have all written to our premiers, ministers, and federal MPs asking to take advantage of the 10 and/or 20 cent dollars. We are offering our support and help to soften or relax federal criteria in the proposals. The provinces know what's needed better than the federal government to close this gap to launch shovel-ready projects.

We continue to have a strong partnership with the Canadian Construction Association (CCA). Together we are working with Mary Van Buren from the CCA and partner associations across the country to advocate to build a better





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Canada. The CCA has truly stepped up in the last year advocating on behalf of the industry and I look forward to continuing our successful partnership for years to come. We also partnered with the architects and engineers' associations to identify the most important issues or topics of our industry as requested by Premier Higgs.

While our government has had to make some difficult decisions to balance the budget, we still need to get to a point where proper asset management and long-term infrastructure planning are put in place and legislated to ensure the proper lifecycle and maintenance of our provincial capital assets. Keeping the construction industry healthy will continue to maintain and improve the economy of our province. This will only lead to further savings to taxpayers and allow the industry to invest and maintain our workforce. This is something we will continue to advocate to the Government of New Brunswick, plus a long-term infrastructure plan that goes beyond a four-year election cycle.

After many years of lobbying, we are finally seeing protocol changes from SNB to help keep our New Brunswick workforce working. We finally see the Mechanics Lien Act being renamed to the Construction Remedies Act and introduced as Bill 44 in June this year. Hopefully prompt payment legislation will be introduced shortly after receiving royal assent as we continue to lobby for this file to move forward. We hired Impact Public Affairs to assist us

in lobbying for prompt payment legislation to keep moving forward. We set up a Twitter account to send the message across the province, along with a microsite for members to access to send a letter to our ministers, plus we advertised in the four largest newspapers in the province for the public to know this is way overdue.

We also partnered with the Construction Association of P.E.I. to launch a new and improved CiNet, which is now CiNet 2.0 that started in early December. As well, we redesigned and rebuilt a new CANB website which is currently up and running.

Lastly, I would like to thank the board and all members for their tremendous support and collaboration in the last 12 months. I am very proud and pleased to say that I was part of more collaborating between our three regional offices, our partner associations, the design community, and DTI/owners than I have seen in the last eight years, so thank you to them as well. We made remarkable progress, survived the biggest hurdle (COVID-19) in decades in the past year and there is still much more to do. I believe we will be successful in achieving our goals if we continue to work together as a team with our partners and owners.

In closing, I am looking forward to working with all of you and ask again for your support. This is your association and we can only accomplish our tasks with your support and assistance. Help us to keep our companies, employees, tax dollars, and jobs in our province to keep it growing. ↗

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MESSAGE FROM THE PRESIDENT OF THE CANB

Rob Carvell, BBA, P.Eng



Last year was the start of a new decade which came in with an unpleasant surprise to the world in the form of a pandemic. COVID-19, the first pandemic in 100 years, has changed many of our behaviours and we have all learned new normalcies which we need to carry forward into the future so that our world and community stays healthy. Very intelligent individuals, such as Bill Gates, had predicted that a pandemic would happen as early as 2014. He then approached world leaders to have a plan to mitigate any misfortunes, but was ignored to the extent that the disbelievers paid and are still paying the extreme sacrifice in many lives lost. The overloading of health-care systems amplified by the pandemic resulted in a greater number of death rates. So, this failing to plan for the pandemic affected all our other day-to-day activities leading to slow downs and the stopping of some activities. At this time, government spending, which is necessary to get us back on track, is masking a recession. Market dynamic will require the most important fiscal management we have witnessed since the Great Depression.

The Canadian Construction Association (CCA), with a mission to inspire a progressive, innovative, and sustainable construction, will be relied on in an advisory role to support government spending that will best

support a quick recovery. Leadership in this new era will require building owners, engineers, and contractors who support them to address the health and wellness of occupants in ways never considered before. Doing so creates an entirely new set of challenges, like understanding the role of ventilation and airflow, evaluating the trade-offs of various solutions, managing energy efficiency, and most importantly being fiscally responsible in the process. Existing and new buildings will require much of this attention immediately as the 2020 pandemic revealed construction of buildings, along with the operations, are vulnerable to unseen health threats.

In 2021, we will see our economy drive strong; some manufactures will fail and others will start and flourish. Taking a holistic approach, every building is unique. Buildings such as offices, schools, industrial, or commercial consist of interconnected systems, and the interactions between those systems result in an occupant experience. Buildings need to do more to win people over. That is the hard lesson learned from the Coronavirus which means people need to feel safer breathing indoors. So, consultants will need to assess, mitigate, and manage to deliver the desired outcomes at desired times. They will need to analyze the current state to determine

immediate needs and project how a space may evolve over time. They will have to develop and implement strategies that are occupant centric while improving energy efficiency and overall sustainability. Then they will have to manage ongoing optimization by continuously monitoring for health confirmation. The construction industry is fortunate in that it will thrive during and after the pandemic given the necessity of new builds to support new industry. They will have to design change to support clean air by increasing the ventilation, filtering microbials, and eradicating viruses. We are certain to see growth in our economy this year and next, driving consumer spending particularly in residential builds of which we will see a domino effect in growth in public and private construction.

I have stated many times at CANB events that we have realized that trades people employed on various type of projects will be a scarce commodity soon. In the short term, employment should be sustained at near current levels to mid-2021, but proceeding that we will see many individuals join the retirement team. This is one major concern we have to address with all levels of government, plus the private sector. We will lose approximately 30 per cent of our trades people through retirement in the next seven years, so we are

actively promoting the trades in elementary schools to instill options that might otherwise be overlooked, and I cannot stress enough that education is the great equalizer. With the expansion of the Port in Saint John, many large industry maintenance projects may need to be deferred until workers are available. That, plus the continued maintenance in pulp mills, paper mills, and refineries give stability to workers but cannot sustain the decline in numbers without slowing growth. Resource business in the province of New Brunswick are currently necessary in the creation of new development, plus it adds to the continued growth of existing business and trades people are a requirement.

The CANB continues its good working relationship with government at all levels. We have had engaging continuous dialogue with the Provincial Government Buildings Group. Open transparent relationships allowed us to follow up on our tendering practices within some departments and as well bring attention to the looming discussion required to make some changes to the Lien act related to holdback amounts, prompt payment, and the change order process within the departments. All these items have been carried over to 2021 and we hope to continue the positive move forward in terms of getting the information and discussions required to make changes and better the environment for our members.

I expect the New Brunswick construction industry and the economy to pick up speed as we sail through 2021. ↗

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MESSAGE FROM MINISTER OF TRANSPORTATION AND INFRASTRUCTURE, NEW BRUNSWICK



The Honourable Jill Green

Since I was appointed minister, I have seen our building and construction industry partners' passion and dedication as we collaborate on projects impacting our communities.

Learning to adapt to the COVID-19 pandemic and figuring out how to keep essential repair and construction moving has been difficult. We commend you for the innovative and creative measures you have taken to protect workers' health and safety.

Ensuring everyone returns home safely to their families every day is a top priority, and everyone has a role to play. While we have made great strides in making construction sites safer, we encourage you to stay alert, protect yourselves and your teammates,

and we will continue to advocate for worksite safety.

We are at a turning point in New Brunswick – we have challenges that must be faced head-on, starting with setting priorities. The department's responsibilities are extensive. While we won't be able to do everything we want to do, we are committed to continuing building and maintaining safe, sustainable infrastructure in our beautiful province.

In 2021-2022, the provincial government will invest 673.4 million in capital projects. Among the most significant investments, there will be \$128.2 million in health-care infrastructure and \$72.6 million in K-12 infrastructure. The capital budget

also includes \$307.7 million for the maintenance and improvement of highways, roads and bridges, and an additional \$62.2 million for the maintenance and improvement of government buildings and other infrastructure.

A few major public works projects include rebuilding the Eel River depot that was destroyed in a fire in 2020 and renovating the Departmental Building's interior in Fredericton.

We look forward to further collaboration with you in the coming weeks and months to make New Brunswick an even better and safer place to live. ↗

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CANADA'S ECONOMIC RECOVERY POWERED BY INFRASTRUCTURE

By Mary Van Buren, president,
Canadian Construction Association



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The world in 2021 looks very different from what many of us could have imagined just over 14 months ago. COVID-19 has highlighted our resiliency as an industry. Companies and their employees adapted quickly to new ways of working and continued to deliver the essential services that Canadians rely on every day. This is a point of pride we all share as we forge ahead, focused on economic recovery.

We are advocating that part of the federal government's strategy to accelerate economic recovery across Canada must include infrastructure investment supported by training. While billions of dollars have already been earmarked through the Investing in Canada Plan, these funds are sitting in limbo between layers of government. These billions, while necessary, are not sufficient to address the serious deficit of our aging infrastructure, as we have outlined in the Canadian Infrastructure Report Card.

The funding must also be better planned, ensuring that municipalities, provinces, and the federal government are lined up, and that project tenders and the related new build, maintenance, or retrofit flow smoothly. Canada needs year-over-year consistency and a longer-term strategy to promote economic stability and boost employment, so a 12-year plan is not enough. Infrastructure operates on a 25-year cycle, which is why the Canadian Construction Association (CCA) has been calling on the federal government to commit to a 25-year plan for infrastructure investment in Canada with prescribed annual commitment levels.

A clear, fair, balanced, and flexible program will create jobs, enhance communities, and ensure stability in the Canadian economy over the years to come. Part of the plan must include the swift rollout of existing funds from the Investing in Canada Plan and

greater flexibility in how funds are allocated to meet specific provincial and municipal needs.

With improved coordination, communication, and transparency between all levels of government, infrastructure investments can be delivered more efficiently, speeding up the start of projects and getting people back to work.

The recent announcement of Canada's first-ever National Infrastructure Assessment is a step in the right direction. While the federal government has shown leadership in reimbursing for COVID-19 costs on federal projects, provincial and municipal governments should follow. Maintaining a free-flowing system of trade and labour mobility between provinces has never been more important, both within Canada and externally. Interprovincial trade barriers and "buy-local policies" run counter to the principles of free trade and fair procurement. Protectionism is never the right solution. Now is the time for provinces and industries across Canada to work together in our pandemic economic recovery efforts. The benefits of free trade are well known. Removing trade barriers reduces the cost of doing business, which will increase investment and jobs.

Academic studies suggest that for



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every dollar spent on infrastructure there is a three-dollar return on investment.

As Canada looks to revitalize its economy in the wake of the COVID-19 pandemic, investing in infrastructure is now more important than ever. Large infrastructure projects – things like roads, bridges and pipelines, light-rail transit construction, schools and hospitals, and wastewater management – all contribute to a country's economic prosperity, quality of life, job creation, and international competitiveness.

These investments provide an opportunity to reshape our communities and strengthen the construction sector. With an estimated 300,000 jobs needing to be filled by 2028, the CCA and our members are focused on securing the right skills for the industry, now

and in the future. The CCA is looking for ways to partner with the federal government on our Talent Fits Here initiative. The need for workers is strong, and Canada needs a larger supply of qualified people to fill these roles. Investing in programs to address these labour shortages will provide a viable and inclusive employment sector for Canadians, while also attracting a diverse and skilled workforce. Together, we can reach more Canadians to demonstrate the breadth of opportunities available within construction, place more

apprentices, and absorb some of the talent from harder hit sectors who may have found themselves unemployed because of COVID-19.

The CCA believes passionately in the sustainability and vitality of Canada's construction industry and the industry's pivotal role in building a better Canada. The industry provides jobs, injects socioeconomic opportunities and life into a community, and creates infrastructure critical to keeping the country moving forward. The world is changing, and the industry is changing with it.

Let's stay in contact

Please email me at mvanburen@cca-acc.com if you have any feedback or comments on how the CCA can serve you better during this crisis. Hear what is going on by subscribing to the CCA's newsletter at bit.ly/ccasubscribe, by following @ConstructionCAN on Twitter, or by looking up the Canadian Construction Association on LinkedIn. ↗



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Application framework and new tools

Starting on March 13, 2021, all applicants will enroll into the Gold Seal program at \$425, plus applicable taxes and be approved as Gold Seal Interns (GSI), giving them up to five years to meet the Gold Seal Certified (GSC) application requirements and challenge the Gold Seal exam. The same minimum requirements apply (one year of Canadian experience in the designation, or two years in an assistant's role directly related to the designation).

Applicants enrolling into the program will be able to take advantage of new tools to identify the areas that they should get training on to maximize their chances of passing the exam, as well as to estimate their credits to know whether they are ready to apply for their GSC. When the applicant meets the GSC requirements, they can fill out a GSC application for \$100, plus applicable taxes. Approved applicants can book an exam within a year from GSC application approval for \$125, plus applicable taxes.

Those existing applicants who applied as GSIs and were approved as such before March 12, 2021 will have a special form to submit their GSC application for \$525, plus

applicable taxes. Those applicants who applied as GSCs but were approved as GSIs as an intermediary step can submit their applications for final review free of charge. There are no changes to our highest level of the certification, the P.GSC credential.

New ethics course

A new, consolidated Construction Industry Ethics course will be available starting in April 2021. It will replace the requirement for the online and in-class/virtual portions of the course. Once the course is launched, new applicants will be required to take the revised course. Applicants who took the previous online and in-class/virtual courses will be given the same number of credits and they will not be required to take the new course. However, if applicants are missing either of the original courses (online or in-class/virtual portion), they will be required to take the new course. The Canadian Construction Association's local partner associations sell both the original and new ethics courses.

Other planned changes

The Gold Seal directory of certificate holders has been offline for a few years. We look forward to listing active GSIs, GSCs, and P.GSCs on our website later this spring. Certificate holders can grant or deny their consent at bit.ly/Consent2List.

The Gold Seal Certification program, a committee of the Canadian Construction Association (CCA), will adopt CCA's branding later this year which means changes to the certificates. We will make a digital copy of the new certificate, which will also feature a certification number, available for all certificate holders. To ensure that we can contact you, update your contact information at bit.ly/UpdateGSContact.

Get a head start on your application

This is a perfect time to learn more about the program and to see if you qualify. Visit goldsealcertification.com to register for our monthly webinar, review requirements, and to read up on the exam. The occupational profiles and sample questions can be found on the Gold Seal exam page. The Gold Seal team is only an email away if you have any questions; let us know at goldseal@cca-acc.com! ↗



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Trane Atlantic

Vice-President
ANDREW MYERS
Avondale Construction Group

Secretary/Treasurer
STEVEN SCOTT
King Construction Ltd.

The following individuals have agreed to serve as voting board of directors of the Construction Association of New Brunswick:

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SERGE LEBLANC
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CANB MEMBER BENEFITS

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information available 24/7, which includes the online and physical plans room – but did you know that being a member of the CANB also means your company:

- Is included in CANB's membership directory.
- Receives discounts at hotels in the Atlantic provinces, Mark's, and Deluxe Business Products.
- Receives a member rate on Bid Depository forms.
- Has use of large training/meeting facilities at member-discounted rates.

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- Advocacy – membership in the association allows you to have a voice in making the views of the construction-related issues to governments, legislators, and the media and the public.

- Networking – CANB hosts numerous social functions throughout the year, such as dinner meetings, curling, and golf events. These events provide members with endless networking opportunities.

- Education – the CANB sponsors a number of informative education programs through seminars or dinner meetings. Topics covered include construction law, construction document reading, estimating, and job planning.

- Labour relations – The association is the accredited employer's organization under the New Brunswick Industrial Relations Act and bargains on behalf of its certified members with both the Labourers International Union of North America and the United Brotherhood of Carpenters and Joiners of America. ✓

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Direction de l'apprentissage et de la certification professionnelle



Apprenticeship is a long-standing part of the training and education system in New Brunswick. It is a structured training program that requires the committed participation of three partners: the apprentice, the employer and the government represented by Apprenticeship and Occupational Certification.

The required hours of training for each occupation are defined by regulation under the Apprenticeship and Occupational Certification Act. About 80% of the apprentice's training is done on-the-job at the employer's place of business where the apprentice performs progressively challenging prescribed tasks under the supervision of a journeyperson. The remaining 20% involves technical (in-school) training at a post-secondary training establishment. This training is usually provided by the NB Community Colleges under the guidance of qualified instructors. A Progress Record Book identifies the tasks that must be performed on the job by the apprentice and records the progress of the apprentice through the apprenticeship program.

Upon the successful completion of an apprenticeship program, the completing apprentice will be issued a Diploma of Apprenticeship, a Certificate of Qualification, and in some cases, an Interprovincial Red Seal, all signifying journeyperson status.

For replacement of marks, transcripts, Diploma of Apprenticeship, Certificate of Qualification and Identification pocket cards, please contact your Regional Apprenticeship and Occupational Certification office.

L'apprentissage fait depuis longtemps partie intégrante et essentielle du système d'éducation et de formation au Nouveau-Brunswick. C'est un programme d'éducation structuré qui requiert la participation de trois partenaires: l'apprenti, l'employeur et le gouvernement qui est représenté par l'Apprentissage et certification professionnelle.

Les heures exigées pour chaque profession sont définies par le règlement sous la Loi sur l'apprentissage et la certification professionnelle. Environ 80% de la formation d'un apprenti a lieu en cours d'emploi. Cette formation pratique se déroule chez l'employeur où l'apprenti accomplit des tâches réglementaires de complexité progressive sous la supervision d'un compagnon. L'autre 20% comprend la formation technique dans un établissement post-secondaire. La formation technique est habituellement enseignée par des instructeurs qualifiés des collèges communautaires du Nouveau-Brunswick. Un livret de contrôle identifie les tâches pré-établies que les apprentis doivent accomplir en cours d'emploi et fait état de l'évolution des compétences acquises par l'apprenti au programme d'apprentissage.

Après avoir satisfait à toutes les exigences du programme d'apprentissage, l'apprenti se verra décerner un diplôme d'apprentissage, un certificat d'aptitude, et dans certains cas, le Sceau rouge interprovincial, tous reconnus comme statut de compagnon.

Pour obtenir une copie d'un relevé de notes, diplôme d'apprentissage, certificat d'aptitude et une carte d'identité, veuillez s'il vous plaît contacter votre bureau régional d'apprentissage et certification professionnelle.

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CONSTRUCTION OUTLOOK FOR NEW BRUNSWICK – 2021 TO 2030

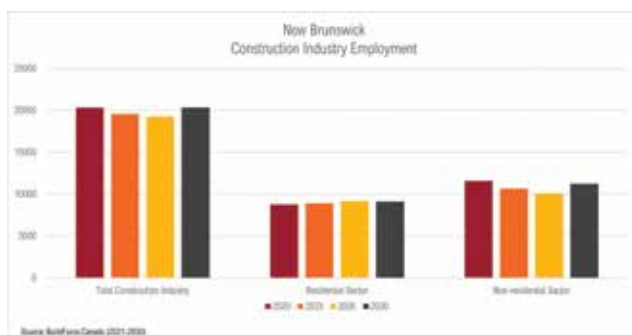
By Bill Ferreira, executive director of BuildForce Canada

There is no disputing it, 2020 was a very difficult year for Canadians. What started out as another promising year, quickly turned into a year of great uncertainty as provincial lockdowns spread across the country to contain COVID-19. For most of us, 12:00 a.m. New Year's Day simply couldn't come soon enough.

New Brunswick was most certainly not immune. COVID-19 had a devastating impact on the province's commercial-sector businesses. It also created supply chain challenges, as lockdown restrictions across the country were lifted. The net impact of these disruptions on the province's construction labour force was minor, though overall employment was down 3.2 per cent for the year, driving the annualized unemployment rate up from 15.8 per cent in 2019 to 16.8 per cent in 2020. While the promise of mass vaccinations against the virus should bring on stronger growth in 2021, such growth is likely to remain elusive until the latter half of the year.

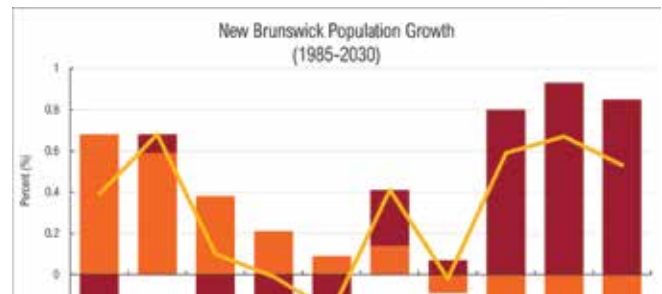
In our most recent outlook for the construction and maintenance industry in New Brunswick, BuildForce expects stable levels of activity throughout the decade, with growth in the residential sector largely offsetting declines in non-residential construction, but for a modest rise toward the end of the decade related to the rehabilitation of the Mactaquac Dam in the central part of the province. Figure 1 shows construction employment by residential, non-residential, and total industry employment across the decade.

Figure 1: Construction industry employment growth (2021–2030), New Brunswick



Growth in the residential sector will be largely driven by increasing demand for renovation and maintenance-related construction. With an aging stock of housing and increasing migration to the province expected, employment in the renovation and maintenance sectors will grow throughout the decade, rising by 11 per cent and nine per cent, respectively. By 2030, overall residential construction employment should be four per cent higher than levels recorded in 2020. Figure 2 illustrates the overall change in the estimated population for the province over the decade, tracking both the impacts of natural population growth and migration to New Brunswick.

Figure 2: Population growth trends, New Brunswick



* Natural rate of population growth refers to the growth in the population due to the number of births relative to the number of deaths, which leads to a positive or negative natural rate.

While increased provincial migration is expected to keep residential construction employment growing modestly throughout the decade, the completion of several civil and institutional infrastructure projects, in contrast, will reduce demand for non-residential employment in the near term, though heavy-industrial maintenance requirements may create seasonal recruitment challenges for some specific trades. The net impact of these two diverging trends will be less than one per cent overall employment growth throughout the decade.

In our latest outlook, BuildForce estimates that nearly 3,000 residential and nearly 4,000 non-residential workers will exit the labour force between 2021 and 2030 due to retirement. And while we estimate during this period the industry will successfully recruit 4,300 new entrants through traditional local recruitment and development initiatives, a gap of some

**Figure 3: Major apprenticeship registrations
(2015–2019), New Brunswick**

2,600 workers is expected to emerge. This means that, to keep pace with construction demands and to replace retiring workers, the industry will need to recruit and retain approximately 6,500 new workers over the course of the decade.



Recruitment into the construction and maintenance sector is not a simple process and is not always driven by the province's apprenticeship system. However, for most industrial, commercial, and institutional projects, apprentices make up the majority of the labour force. As such, apprenticeship development rates in the province can often be a bellwether for overall industry recruitment success.

According to the latest Statistics Canada Registered Apprenticeship Information System (RAIS), apprenticeship registrations declined from 2015 to 2016, but then grew to 2018 in almost all the major construction trade programs. However, in 2019, registrations in all but the carpentry and heat and frost program declined. Figure 3 shows registrations in the province's 10 largest apprenticeship programs over the past five years.

Though registrations fluctuate based on construction demands, so too does the length of time it takes for an apprentice to complete their program. Based on the latest cohort study by Statistics Canada, we see that it takes roughly six years for the majority of apprentices to complete their program. While rates vary between trades, Table 1 shows

program certifications, continuation, and discontinuations for the 2012 cohort.

To keep pace with construction demands and retirements, the industry will need to remain focused on labour force development over the coming decade. BuildForce estimated the gap between retirements and new entrants in 2020 at 318 workers. If not addressed, this annual gap will amount to a shortfall of nearly 2,600 workers by 2030. Based on our analysis of registrations, completions, and the estimated departures (retirement and exits to other industries) of existing Certificate of Qualification holders from the industry, several trades were identified as being at risk of undertraining over the decade in order to keep pace with estimated demands. These are boilermaker, bricklayer, carpenter, hoist operator, sheet metal worker, sprinkler fitter, and welder.

Building a sustainable and diverse labour force will also require the construction and maintenance industry to expand its recruitment efforts to groups that have traditionally been underrepresented in the industry.

Table 1: Apprenticeship development rates for the 2012 cohort, New Brunswick

Selected trades	Cohort size 2012	Program duration	Median age at registration	Within 1.5 times program duration		
				Certification	Continuation	Discontinuation
Carpenter	120	4	24	36.0%	16.0%	48.0%
Construction Electrician	215	4	24	46.5%	23.3%	30.2%
Heavy-Duty Equipment Technician	25	4	21	40.0%	0.0%	60.0%
Millwright	45	4	27	77.8%	11.1%	11.1%
Plumber	90	4	24	44.4%	22.2%	33.3%
Heat and Frost Mechanic	35	4	26	66.7%	0.0%	33.3%
Sheet Metal Worker	25	4	24	60.0%	20.0%	20.0%
Steamfitter/Pipefitter	25	4	34	40.0%	20.0%	40.0%
Welder	40	3	22	44.4%	11.1%	44.4%

Source: Statistics Canada. Table 37-10-0193-01 Certification, continuation and discontinuation rates of newly registered apprentices within program duration, 1.5 times program duration and 2 times program duration

Women have traditionally made up a small share of the overall construction labour force. In 2020, there were approximately 2,100 women working in the provincial industry, with about 640 (30 per cent) of those working on site, and 1,460 (70 per cent) working in off-site professions. As a share of the overall labour force, the 640 women working on site represented just three per cent of the total on-site workforce. The numbers are significantly better, however, when representation is measured in off-site professions. The 1,460 women working in off-site professions accounted for approximately 37 per cent of the total off-site workforce, which is still below their overall 48 per cent share of the total provincial labour force. Clearly increasing the recruitment of women to the construction labour force will go a long way to addressing the industry's long-term labour force development needs. But it is not just women.

Considerable recruitment potential exists with other non-traditional groups. Indigenous people, for one, represent approximately five per cent of the region's total labour force; however, they make up only 2.7 per cent of the province's construction labour force. With about 79 per cent of the industry's Indigenous workers active in on-site construction, there could be further scope to increase the participation of Indigenous people in the construction trades.

Newcomers to Canada also present significant recruitment opportunities for the industry. As a share of the provincial labour force, newcomers make up 6.6 per cent of the total, while in the construction industry they account for only two per cent of the industry's labour force. With the province hoping to increase immigration levels to 6,800 newcomers annually over the next decade, focused recruitment campaigns could significantly increase the participation of newcomers in the construction and maintenance industry.

Increasing recruitment from all three of these groups could help close any recruitment gap over the decade created by increased retirement levels.

In short, while changing population and industry demographics will create added labour force development challenges, with more stable construction demands expected throughout the decade, the opportunities for increased training that come from rising demand growth will be limited. With nearly 29 per cent of the existing construction and maintenance industry expected to retire by 2030, focused industry attention will be required to ensure the construction and maintenance labour force remains adequate to meet the future needs of the province's economy. ↗

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MESSAGE FROM THE ARCHITECTS' ASSOCIATION OF NEW BRUNSWICK (AANB)

By Karen L. Chantler, Hon. MRAIC, Executive Director



**Architects' Association
of New Brunswick**

**Association des architectes
du Nouveau-Brunswick**

This past year has been a bit of a whirlwind for all of us, on both a personal and professional level. Never would we have imagined the challenges the year would bring. That being said, it has encouraged us to continue our collaboration efforts and work even more cohesively as a design and construction industry in New Brunswick.

As the pandemic continued to dictate our day-to-day lives, the Architects' Association of New Brunswick (AANB) adjusted accordingly. AANB office staff worked to assist members in navigating through the ever-changing but necessary regulations, making every effort to keep the industry moving through difficult times.

At the outset, weekly calls were coordinated with representatives at DTI, CANB, and ACEC-NB to ensure the design and construction industry remained "open for business". Through this process, solutions were realized on files and issues which our collective industries had been working on for many years with little or no progress. We hope the positive progress made on these files will continue post pandemic.

AANB members remained very busy throughout the past 12 months and due to the very nature of the services provided and the implementation of a mandatory digital signature system in April 2019, they transitioned to the new virtual world with relative ease. Office staff has worked continuously to position AANB members to be knowledgeable leaders.

As we position the architectural profession in New Brunswick for the future, we need only look at our demographics where a clear story is being told with 33 per

cent of our registered architects in New Brunswick over the age of 60 versus the national trend of 27 per cent in the same age category. On a positive note, the AANB is seeing record numbers of graduates entering the Internship in Architecture Program (IAP) and more gender equality in what was once considered a male-dominated profession. This positive turn is no doubt a direct result of our efforts in liaising with students from the accredited architectural program at Dalhousie University during their studies there and educating students on the opportunity for a career as an architect as they consider their future.

The profession in Canada also has a clear pathway to licensure for foreign trained architects, the Broadly Experienced Foreign Architect (BEFA) program (befa-aeve.ca) and it is our hope that architects from around the globe will avail themselves to this opportunity and consider a career in architecture in Canada, and more specifically, New Brunswick. Attracting and retaining professionals is key to ensuring a vibrant, inclusive, and diverse profession in New Brunswick. Government and the private sector can support this effort by ensuring procurement best practices and demanding innovation in our built environment. This, along with long-term and stable infrastructure planning, will result in stability within our profession, thereby assisting in retaining creative minds in our province.

Looking forward, we will continue to support our members and collaborate with our industry colleagues and various client groups in our collective efforts to maintain and continue to build a better province for all New Brunswick residents. The projects showcased in this publication clearly demonstrate our practitioners' commitment in this regard.

The AANB wishes everyone continued health and safety during this time!

For more information, visit www.aanb.org. ↗

PROMPT PAYMENT LEGISLATION IN NEW BRUNSWICK NEEDS TO MOVE FORWARD

As the Government of New Brunswick begins to put together plans for the province's economic recovery, the CANB has launched a campaign to remind elected officials that the construction industry is ready to help but needs the government's confidence.

Over the past several years, multiple provinces and the federal government have taken steps to adopt prompt payment legislation. This legislation would ensure that all levels of contractors are paid on time by public and private owners building new infrastructure. The current system leaves general contractors, sub-contractors, and suppliers without payment for months after the completion of infrastructure projects. This causes delays in beginning new projects or companies to shut down due to the lack of payment.

As we begin to look at rebuilding our

economy, we must fix this system and the government must pass and adopt prompt payment legislation. To encourage elected officials to support the construction industry, the CANB has launched Better Infrastructure NB to activate members and the public. The campaign houses a tool that allows individuals to easily send an email to their local member of the legislative assembly through the click of a button.

The construction sector in New

Brunswick, which employs thousands across the province, is ready to partner with the government on rebuilding our economy. With prompt payment legislation, we can ensure that companies are paid on time and are ready to undertake the next project to build better infrastructure in New Brunswick.

Please visit Better Infrastructure NB at www.betterinfrastructurenb.ca to participate. ↗



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CANB-MONCTON NORTHEAST LAUNCHES TECH TALK SERIES TO PROMOTE INNOVATION AND TECHNOLOGY IN THE INDUSTRY

Construction is evolving into a tech-savvy industry, and innovation and attracting a younger workforce are top priorities for CANB-Moncton Northeast. In fact, innovation is one of five key strategic priorities that are part of the association's three-year strategic plan.

"Technology, including artificial intelligence, drones, and exoskeletons, are a few innovative ways our industry will be able to meet the challenges of constructing in the 21st century," says Nadine Fullarton, president of CANB-Moncton Northeast. "Not only are workforce shortages propelling the use of more innovative ways to deliver valuable assets to clients, but by adopting some of these new technologies, it can benefit members by improving safety, reducing waste, creating sustainable infrastructure, and increasing overall productivity."

The COVID-19 pandemic is playing an integral role in pushing members to think outside of the box while developing innovative ways to continue working despite the ongoing




health and safety guidelines due to the pandemic. While the pandemic has been tremendously difficult for everyone worldwide, the association sees it as an opportunity to propel the industry forward in using technology to better compete on the national and world stage.

Tech Talks are one way the association is educating members on what is out there for new technology and innovative practices. The inaugural Tech Talk featured James Benham, popular podcast host of "The ConTech Crew" was a successful foray for members into learning how AEC companies can implement technology into a real return on investment. From there, other Tech Talks have featured funding partners in New Brunswick who are there to support members' access to capital to develop new ideas

and practices. In addition, CANB-Moncton Northeast partnered with the CCA CONTACT Mentorship Program, which helps entrepreneurs and innovators launch, modify, and expand their products or service for industry adoption.

"Tech Talks are one way we are providing education and resources to our members on what is out there for them in terms of new technology. Beyond that we are looking to develop a resource section on our website to provide them with what they need to navigate all the opportunities out there when it comes to innovation," says Matthew Carreau, chair of the innovation committee.

Members can find information on upcoming Tech Talks at www.mneca.ca, as well as other resources for construction innovation. ↗



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BUILDING FOR THE FUTURE

CANB Fredericton Northwest helps local schools promote construction trades programs



COVID-19 didn't stop CANB-Fredericton Northwest Construction from delivering tools to Meduxenkeag Consolidated School and Oromocto High School on behalf of Building for the Future.

2020 has been a challenging year for everyone. COVID-19 has brought so many changes to our lives and it also had its effects on the construction industry. Some companies were forced to close while many had to adjust their facilities and job sites to operate, such as operational plans, signage, and protective equipment. CERB has helped most companies during this difficult time and it also had an impact on employees who opted to receive funds to stay home. This led to a shortage for some employers.

As a construction association in the Fredericton area, we were lucky to have held our membership. Overall, companies were busy during the pandemic and New Brunswick has been lucky enough to keep the case numbers under control. We are hopeful for a prosperous 2021.

CANB Fredericton Northwest is part of a program that supplies training equipment/materials to schools for students.

COVID-19 prevented us from making deliveries to these schools as they were shut down the first half of the year, but it was at the end of the year when we were able to start making deliveries to the 14 schools on our list, as part of the Building for the Future program. The program supports the teaching of construction trades in our local schools and the goal is to expose as many students to the construction trades as possible. It also ensures the teaching of new courses and the use of relevant technology, which is necessary in providing students with career options, as well as the basis of essential skills which can be applied in their everyday lives.

If you wish to apply to the fund, teachers or any school representative can apply as long as they are applying for a specific construction trade course provided by their school. For more information, please visit www.constructnb.ca/building-for-the-future-fund/.

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A LONG TIME COMING

Construction continues on the Dr. Everett Chalmers Regional Hospital project in Fredericton



The Dr. Everett Chalmers Regional Hospital in Fredericton is currently undergoing an expansion project which is set to be completed in 2027.



The project entails a three-storey addition on the south end of the building, a one-storey 1,693-square-metre addition on the west side, and a new east entrance vestibule addition.

A hospital in Fredericton is getting a much-needed upgrade.

Construction started on an expansion and modernization of the Dr. Everett Chalmers Regional Hospital (DECRH) in Fredericton in the summer of 2016 and is expected to be completed in 2027. The original hospital was built in the mid-'70s and is one of the various hospitals currently under renovation across the province.

"We are undergoing modernization and expansion of a few of our hospitals which are of the same vintage," says Bob Daigle, executive director of design and construction with the buildings division for the Department of Transportation and Infrastructure for the Government of New Brunswick. "There really is a need to expand that hospital; it's at capacity, and we need to grow it."

The project entails a three-storey addition on the south end of the building, a one-storey 1,693-square-metre addition on the west side, and a new east entrance vestibule addition. The expansion also includes adding more parking to the site, updating the emergency generator facility, and mechanical and electrical systems upgrades.

Construction for the project has been broken up into various tenders. To date, there have been 12 separate tender packages that have been issued and awarded. Currently under construction is a contract for the 14,993-square-metre south addition, including the foundations and steel, a contract for the building enclosure to finish the roof and exterior walls, and the main contract to do the entire fit up and completion of the building, which is expected to be completed in August

2023. There are three more tender packages yet to be issued.

The south addition development, which started construction in 2016, will provide a new surgical suite. There will be 10 new operating rooms, a new maternal newborn and gynecology services area, and a surgical daycare unit. On the bottom floor there will also be a medical device reprocessing department for cleaning and sterilization. In addition, vacated space due to departmental relocation to both additions will be renovated to accommodate ambulatory procedures, maternal gynecology assessment/triage and birthing areas, maternal newborn gynecology clinics, and therapeutic services. There will also be renovations for other existing hospital spaces and a new 287-square-metre standalone service building that will be constructed to accommodate the

generator requirements for the entire facility.

The project is budgeted at over \$200 million and is being funded by the Province of New Brunswick. Steen Knorr Architects designed the entire project. The three projects currently under construction, including the foundations and steel, building enclosure, and ICU units, are being done by Springhill Construction from Fredericton.

"We are adding onto the existing hospital and it's going to be integrated with the new hospital at all floor levels. We initially had a major excavation in that area to get the foundations in place since we are going down to a lower level," says Daigle, adding that it was a lengthy process to get this all done. "The building envelope is completed, including roof, windows, waterproofing, insulation, and metal cladding. All interior floors have been cast, so we are now ready to complete the interior of the expansion."

The expansion is being sustainably designed using the Green Globes rating system, and once completed, they will seek to attain certification in Green Globes Version 2.0. Some sustainable features include an energy-efficient exterior envelope, selecting materials with low VOC content, and materials that contain recycled content, energy-efficient lighting, and mechanical systems that recover and transfer energy. They will also seek to maximize daylight, especially inside patient rooms.

Once the project is completed in 2027, it will enhance patient care and create more much-needed space.

"They really are at capacity right now, and there is a need for more modern surgical suites," says Daigle. "It will be great for the community and will modernize that hospital." ✓



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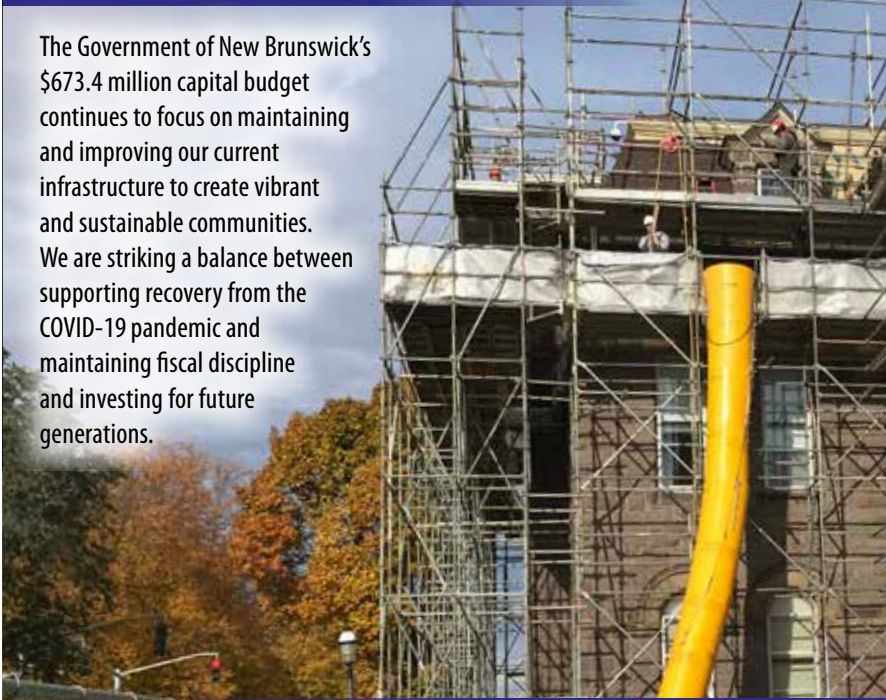
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The Government of New Brunswick's \$673.4 million capital budget continues to focus on maintaining and improving our current infrastructure to create vibrant and sustainable communities. We are striking a balance between supporting recovery from the COVID-19 pandemic and maintaining fiscal discipline and investing for future generations.





ROOM FOR GROWTH

Construction started on the Port of Saint John West Side Modernization Project in the winter of 2018. Once completed, it will provide for future growth. All photos courtesy of the Port of Saint John.

The Port of Saint John undergoes multi-million-dollar modernization project

By Shayna Wiwierski

The Port of Saint John is currently undergoing a modernization process that will provide for more future growth.

Construction started on the West Side Modernization Project in the winter of 2018 and consists of consolidating the westside terminals (Rodney and Navy Island Terminals) which will result in a facility that will have a greater container capacity, while at the same time, continuing to provide the flexibility of handling other cargoes. It will also have new operating systems, associated technologies, and modified supporting infrastructure to enhance cargo fluidity on the terminal and improve the export/import flows. Once completed, the Port of Saint John is expected to see cargo growth through a long-term business development partnership with DP World. It will also see the doubling of direct jobs related to container traffic from 500 to 1,000.

The commercial port, as we know it today, dates back to the settlement of the region in the 18th century and has continued to evolve with the changing times. It is a competitive shipping alternative on the eastern seaboard of North America. This is a generational project for the Port of Saint John as the last new wharf structure at this location was 40 years ago when the Rodney Container Terminal was built. The project, set to be completed in 2023, will set up the Port of Saint John and their supply chain partners for business growth. It will also allow for larger ships and more cargo annually thanks to both the new pier and the modernized intermodal gates and a deepening of the main channel and berth pocket.

The project is budgeted at \$205 million and is being funded by the Government of Canada, the Province of New Brunswick, and the Port of Saint John.

In 2020, the project saw eight large caissons created to support the consolidation of the Rodney and Navy Island terminals for a longer, stronger pier, as well as an increased lay down area.



The project, set to be completed in 2023, will set up the Port of Saint John and their supply chain partners for business growth.

“Since 2017, the West Side Modernization Project has already attracted private sector investment of over \$375 million to the region, primarily from DP World Saint John, CP Rail, and CN Rail,” says Jim Quinn, president & CEO of the Port of Saint John.

The project is a large, multi-year project consisting of three phases. The first phase was adding the new wharf, followed by the terminal upgrades, and then finally the deepening of the channel. The project was designed by Hatch Dillion JV with a number of prime contractors, including Alternative Concrete Technologies Ltd., Avondale Construction, Debly Enterprises Ltd., Galbraith Construction Ltd., Pennecon Heavy Civil Ltd., and Pomerleau-EBC Marine Works.

In 2020, the project saw eight large caissons created to support the consolidation of the Rodney and Navy Island terminals for a longer, stronger pier, as well as an increased lay down area. The caissons were 40-metres-long, 22.75-metres-wide, and 24-metres-high, and were floated into place one by one. They were flooded with water until they rested on a pre-placed rock mattress on the harbour



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The project is a large, multi-year project consisting of three phases.

floor. Once in place, the caisson structure will be weighed down by large quantities of rockfill and will settle before being firmly connected to the existing structure, which should happen in 2022. While building the eight caissons in 2020, four refrigerated container towers were also constructed, which added 288 plugs, allowing for vertical stocking of refrigerated units. Additionally, the corner of the Rodney container terminal was reinforced with a steel pipe and sheet pile wall at the point where the new and old wharf structures will be joined.

This year the project will mainly focus on the terminal improvements away from the pier while the caisson structure settles. Some of the improvements will include the consolidation of refrigerated container storage and maintenance operations, the deepening and widening

of the main channel, and the installation of the concrete copewall and backfill placement. In addition, as part of reconfiguring the terminal, Long Wharf Terminal across the harbour will see the start of construction in the form of a breakwater to protect Long Wharf slip from adverse impacts of tide, current, and weather. This area is being established for small craft port work boats, pilotage boats, and commercial fishers, all of whom are being displaced from the west side as a result of the modernization project.

Next year in 2022, they will reconfigure and improve the rail/intermodal layout, improve the terminal lighting and terminal paving, update the truck and rail access, as well as the terminal routing to include technology upgrades for cargo tracking and gate processes, and work on the construction of the intermediate pile wharf connecting the

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From start to finish, the project is expected to create 1,412 person years of employment, and once complete, the modernized terminal will stimulate an additional 500 employment opportunities across the region.

new terminal to Rodney terminal. The small craft facility at Long Wharf will also be completed in 2022.

Since this is a large marine project in the Bay of Fundy, the construction team did have a number of challenges they had to overcome. The area has extreme tide ranges, which resulted a number of complexities. They also had to put in place extra precautionary measures with respect to potential slippage on underwater slopes at the site. This required tests and analysis of the soil and mitigation in planning and design. In addition, since the port is operational 24 hours a day, seven days a week, they had to phase the construction work around the working port. COVID-19 also provided challenges, though these were overcome through rigorous operational plans.

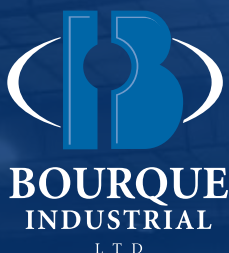
Once completed in 2023, this project will bring many benefits to the Port of Saint John and surrounding area. From start to finish, the project is expected to create



1,412-person years of employment, and once complete, the modernized terminal will stimulate an additional 500 employment opportunities across the region. In terms of economic advantages, it will provide widespread benefit to the supply chain and transportation and logistics sector, resulting in stimulated growth in the region.

For more information on the project, and to keep up to date on construction news, visit www.sjport.com/modernize/.

Thank you to Port Saint John and to the contractors currently on the project who turn to us for support and making Port Saint John and this project a huge success.



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Bourque Industrial is proud to be supporting Port Saint John's West Side Modernization Project. The Port plays an important part in the local economy and beyond and this project will help ensure that they remain vibrant and competitive well into the future. As a long time supplier of fabrication and repair services to the port and the companies who call on them we appreciate the opportunity to take part in any way we can.



A FIRST AND LAST IMPRESSION

The Fredericton International Airport opens new expansion earlier this year

By Shayna Wiwierski

Travelers coming to and from Fredericton by air will now be greeted in style.

The Fredericton International Airport completed their two-year expansion project this past February, several months ahead of schedule. The project

was a decade in the making, according to Kate O'Rourke, manager of PR and marketing for the Fredericton International Airport Authority.

"The Fredericton airport was built in the 1960s and has been added to here and there over the years, but

the building was designed to handle about 200,000 people a year and in 2019 we had 427,000 people. We were well over capacity and had been for about a decade," says O'Rourke. "So, the airport authority got creative and worked with our partners to find ways to move people through the building more efficiently, but there are limits to how much capacity you can add that way. We were desperately in need of an expansion and renovation."

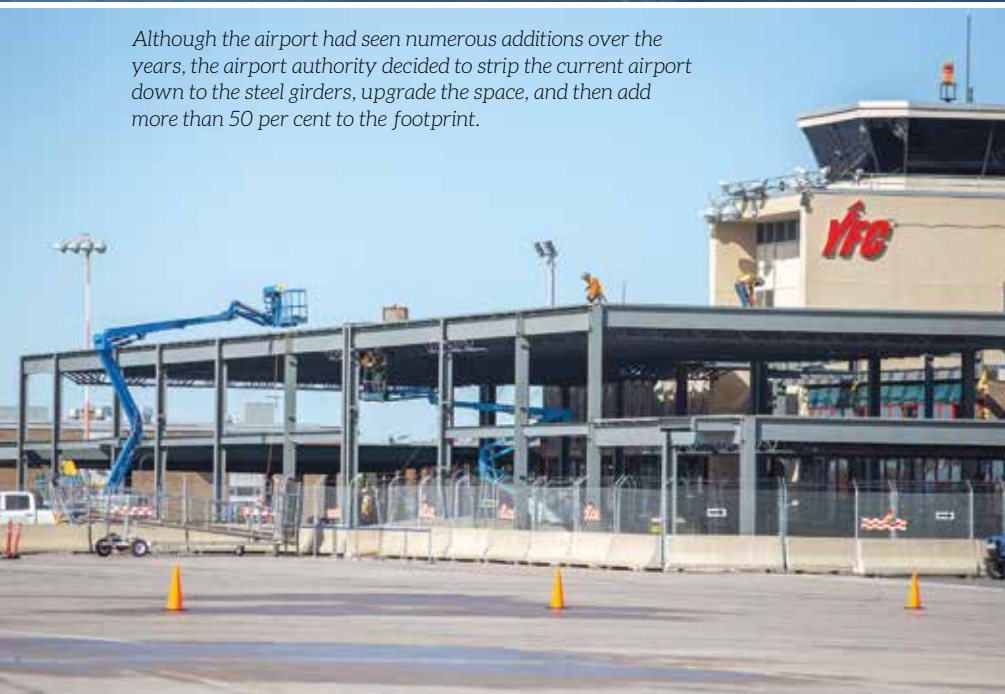
Although the airport had seen numerous additions over the years, the airport authority decided to strip the current airport down to the steel girders, upgrade the space, and then add more than 50 per cent to the footprint. The original building, which was built in 1963, was 14,000 square feet, and with the numerous additions over the years it was 38,000 square feet before this significant expansion. The new footprint of the airport is now 62,000 square feet.

Construction started in June 2019 on the \$32 million project, with \$9 million each being funded by the federal and provincial governments. The remainder of the cost was financed by the airport authority. The expansion includes new foundations on the air side of the building, high ceilings for a new hold room, a new baggage room, a new security screening area, and a new in-bound bag room. They also renovated the entire ticketing hall and baggage handling system. In addition to that, the expansion is aimed to accommodate traveler comfort and includes lots of natural light, new

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The expansion is aimed to accommodate traveler comfort and includes lots of natural light, new seating, new flooring, and new and upgraded washrooms.

seating, new flooring, and new and upgraded washrooms. It also has advanced technology that passengers come to expect when travelling, including plug-ins for every seat, free public Wi-Fi, as well as water fountains with the capacity to refill water bottles.

Bird Construction were the general contractors on the project, with the design done by Stantec. They also used upwards of 40 subtrades, most of which were local, including Dobbeltsteyn Service & Maintenance Ltd., Beaulieu Plumbing & Mechanical Inc., Brunswick Sheet Metal Ltd., KDB Engineers/Contractors Inc., and Viking Fire Protection Inc.

Since the project was ongoing while the existing airport space was open, they had to relocate and set up tenants in temporary locations. This allowed the contractors to go into the existing building and renovate as needed, says Kyle Mathers, project manager with Mathers Project Management Consulting. The expansion also features more sustainable features in the building, such as lots of natural lighting and less power usage.

"We made use of our natural gas heating system. In the winter, we use the excess heat from our natural gas boilers to preheat the domestic hot water with a heat exchange system," says Mathers. "When we aren't using all our natural gas heat, we are using that heat and transferring it to the hot

water system so we basically have free hot water."

The airport officially opened to travellers a few months ago and ironically, the COVID-19 pandemic actually helped speed the project up to completion months ahead of schedule. Since a lot of the contractors were from New Brunswick, they didn't have to rely on supplies or workers coming up from the other provinces or the United States. There was also less traffic in the airport itself, which allowed the project to move more efficiently.

Although the pandemic has affected the airline industry considerably, the airport authority is looking forward to welcoming a large number of passengers one day soon. In the meantime, those travelling to and from

the city will be greeted with an airport that features lots of space for physical distancing, advanced technology, and lots of natural light.

"Just to have the appropriate space for our travellers, the employees, and for all the security screening which has evolved since the 1960s when the building was first created. We will have the appropriate space for all of those pieces, as well as the physical distancing which I expect will be with us for quite some time," says O'Rourke. "It's an upgraded first and last impression. We now have an airport that represents our region. It's bright, it's modern, and it just does a much better job of telling our city's story to the visitors and investors who are coming in." ➔



The expansion also features more sustainable features in the building, such as lots of natural lighting and less power usage.

A BETTER EXPERIENCE

Chaleur Regional Hospital in Bathurst currently undergoing expansion project

A hospital in northern New Brunswick is currently undergoing an expansion and renovation project.

The Chaleur Regional Hospital in Bathurst, NB, is the largest hospital in the northern part of the province and is part of the Vitalité Health Network, the Francophone Health Authority in the province. As part of a long-term development plan for the hospital, construction for a six-storey expansion started in 2017 with a specified completion date of September 2021.

The project was first identified in 2013 as part of a long-term redevelopment strategy to incorporate changes and advancements in technology

and service delivery, with a focus on enhancing patient care. There were five key priorities that were addressed, including ambulatory care and outpatient offices, implementing an ambulatory procedure unit for outpatient procedures, creating an electrodiagnostic unit, creating a gynecology and maternal newborn unit, and addressing patient rooms and the number of beds in the hospital.

"There are 144 patient beds. The hospital has a lot of wards where there are four beds per room, and that's really the old way of doing things," says Bob Daigle, executive director of design and construction with the buildings

division with the Department of Transportation and Infrastructure for the Province of New Brunswick. "The new patient rooms will be primarily single occupancy."

The expansion is taking place on the west side of the building and comprises of six storeys spread over 16,000 square metres. Pomerleau Inc. is constructing the \$77 million project with Jacques Boucher Architect as the prime consultant. Several New Brunswick-based engineers are working on the project, including Roy Consultants.

Views of EXTERIOR
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Construction includes a structural-steel building envelope with metal siding on the outside and a flat roof. Once complete, the addition will feature a modern-looking entrance lobby and lots of natural lighting with proper wayfinding. The addition will also feature a 122-seat amphitheater for learning purposes, and the whole building is being sustainably designed to Green Globes Version 2.

Once the addition is completed next year, the existing hospital will undergo a complete renovation. The existing space is around 9,400 square metres spread over five storeys. As part of the project, the outside façade will be stripped off and replaced with a more energy-efficient modern one.

The existing hospital renovation will be going out to tender in 2022 and is planned to be a two-year construction project.

"The existing building is an older hospital, so the building is old and tired and needs to be modernized. It needs to be made more energy-efficient; the spaces aren't what a modern hospital would have," says Daigle. "The equipment and many of the systems required in a hospital need to be upgraded to meet current technical standards."

Although the project is nearing completion on the addition to the building, it hasn't come without challenges. Daigle says that this has been a challenging project since it's attached to the existing hospital. There are always concerns about infection control, noise, and its impact on staff and patients. Having debris and vibrations can affect both surgery and patient recovery, so the construction team has had to coordinate their schedule to accommodate the existing hospital and those in it.

Once this project is fully complete, it will enhance patient care and be a modern facility for those using and visiting the hospital.

"This will give enhanced care; there

is no question about it. Patients will recover quicker because of the single rooms, and the spaces, technology, and equipment will be modern," says Daigle. "It will just be an overall better experience for patients and staff." ↗



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NEW HANWELL K-8 SCHOOL PROCEEDING ON SCHEDULE

By Cathy Carter



When complete, the new K-8 school in Hanwell, NB will be 11,000 square metres and will accommodate up to 650 students and feature 36 classrooms and more. Rendering provided by Murdock & Boyd Architects.

General contractor Marco Group Limited reports that construction is proceeding on schedule for the new K-8 school in Hanwell, NB.

"Although building through a New Brunswick winter always presents some challenges, we're happy with the progress to date," says Martin Gillen, project manager.

When complete, the 11,000-square-metre building will accommodate up to 650 students and feature 36 classrooms, an early childhood room, an outdoor learning area, two gyms, music rooms, a performing arts room, technology labs and science rooms, art rooms, and open project work areas for groups.



Located on a large 20-acre site, the school is outside the city limits of water and sewer and contains its own water wells along with six septic tanks and a disposal field. Seen here is the school in January 2021.

Although the pandemic prevented project stakeholders from visiting the site as often as they would have preferred, Marco's progressive approach to technology ensured work could continue and be inspected without missing a beat.

"We really embrace technology in this company. Between our enhanced construction management software, 360-degree cameras, and mobile devices, we have been able to inspect the work while both on and off site," Gillen says.

Having previous experience with the architect, Michael Colpitts from Murdock & Boyd, and having a strong site superintendent on the project has also made a difference.



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“In order to work remotely, you have to have complete trust in the team. This is the second school in the province designed by Murdock & Boyd, that [Marco superintendent] Josh Chamberlain and I have built together so each of us knows how the other works and what is expected of us by the province,” says Gillen. “That helps a lot.”

Located on a large 20-acre site, the school is outside the city limits of water and sewer and contains its own water wells along with six septic tanks and a disposal field. The grounds tie-in to adjacent walking trails, so students can travel through green space while on the property. The existing trail has been incorporated into a walking track that surrounds the play field, and the playground has been positioned in such a way as to have the forest and nature trails provide a backdrop for play.

Architect Michael Colpitts says the design of the school takes its cues from the site, as well as the community in which it is located. Areas such as the cafeteria will focus views out toward the stream and forest inviting the natural setting into the building.

Colpitts states that “the school has also been designed to promote flexible learning. Operable partitions between

classrooms will allow classrooms to be reconfigured depending on the lessons being delivered. There are project work areas located throughout the school, adjacent to clusters of classrooms, which will allow students to leave the classrooms to regroup depending on needs for a particular lesson. Open spaces in the school have also been designed with more flexibility in mind. The learning stair [a large, open staircase in the building's cafeteria], for example, can be used for viewing performances on the stage below, for individual learning, for small group gatherings, or as an overflow space from the library. At lunch, it can also be used for eating and socializing.”

With its connection to the adjacent trails, the connecting interior views, and the open and flexible learning spaces, the school is poised to provide the students of Hanwell with a facility that promotes positive learning for all students and serves as an important resource for the community.

It is also hoped that the new facility will help ease the overcrowding in the Fredericton area schools, many of which have had to expand into modular classrooms to accommodate the growing numbers of students. The school is expected to open in September 2022. ↗



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The Atlantic Canada team at Stonhard have installed over five-million square feet to industrial and commercial markets across the region. Seen here is Irving Personal Care, where they used Stonclad GS & Stonkote GS4.

As Stonhard prepares to celebrate 100 years of manufacturing and installing seamless resinous flooring and lining systems, the Atlantic Canada team is proud to be a large contributor of the success of the company. The Atlantic Canada team have installed over five-million square feet to industrial and commercial markets across the region in addition to having installed the largest project in company history, totalling over 50 million square feet

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Unlike many other products, Stonhard's floors are part of the building's structure and are eco-friendly, water-based urethanes, and 100 per cent solid epoxy-based chemistry. Seen here is Richibucto Fire Hall, where they used Stonkote GS4.



Right: Stonhard's high-performance seamless epoxy floors provide exceptional value and low life-cycle costs – all in a variety of colours, styles, and textures to meet your needs. Seen here is OMG Produce, where they used Stontec EFC.

high-performance seamless epoxy floors provide exceptional value and low life-cycle costs – all in a variety of colours, styles, and textures to meet your needs.

The Stonhard team understands that safety is extremely important. When it comes to flooring, slips and falls shouldn't be a concern. Epoxy floor systems are available in a number of textured surfaces that help keep everybody safe, even when it's wet or muddy, and are specially formulated to stand up to heavy traffic and offer more flexibility under foot by providing far more comfort than many other hard surfaces. Unlike many other products, Stonhard's floors are part of the building's structure and are eco-friendly, water-based urethanes, and 100 per cent solid epoxy-based chemistry. Our products not only provide safer floor and coating products for all markets, they also reduce hazardous waste.

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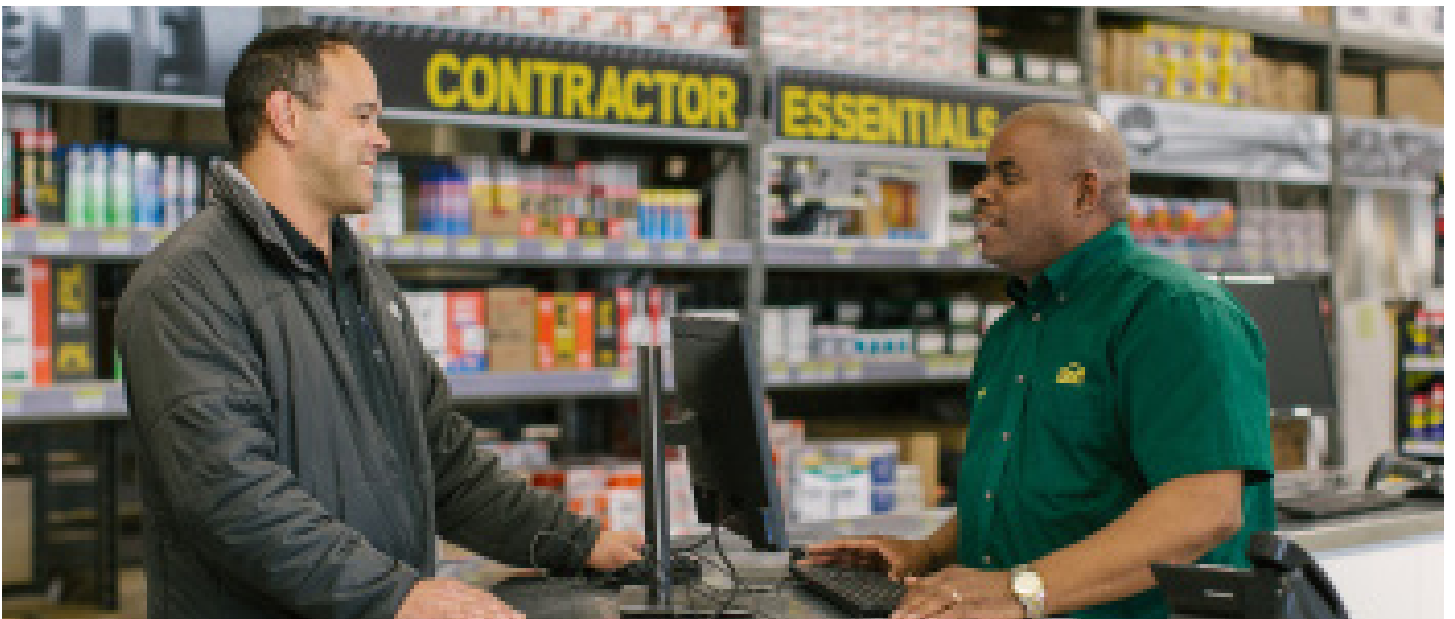
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