

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

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June 5, 2015

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

E-RGM and Commute Work

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

Origins of Commute Operations



Gulf of Mexico

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



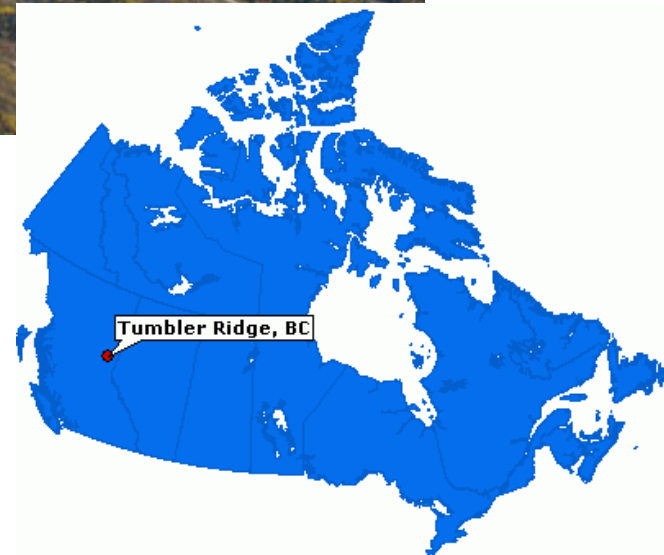
Asbestos Hill, Quesbe



on the move
partnership

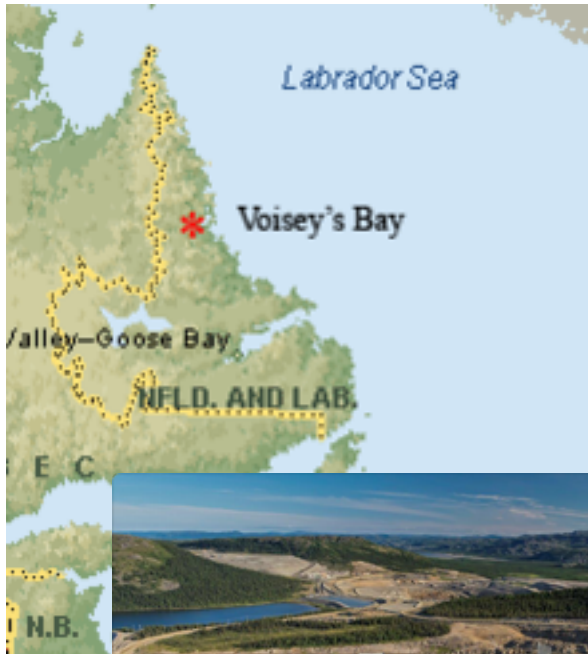
Traditional Model: Residential Resource Town

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



Tumbler Ridge, B.C.

'No Alternative' Model and Recent Trends



Voisey's Bay, NL

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



Fort McMurray, AB

On the Move Partnership



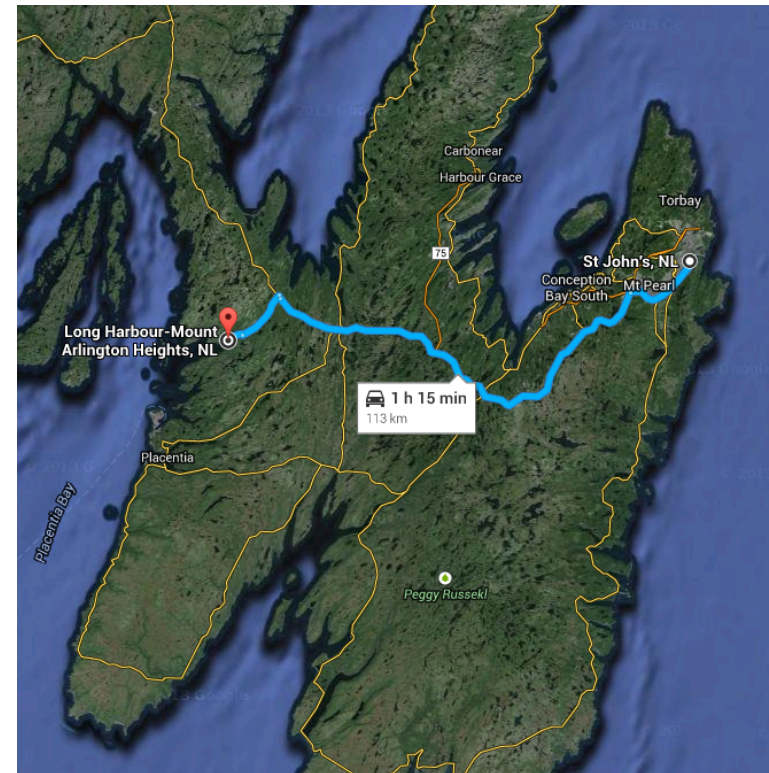
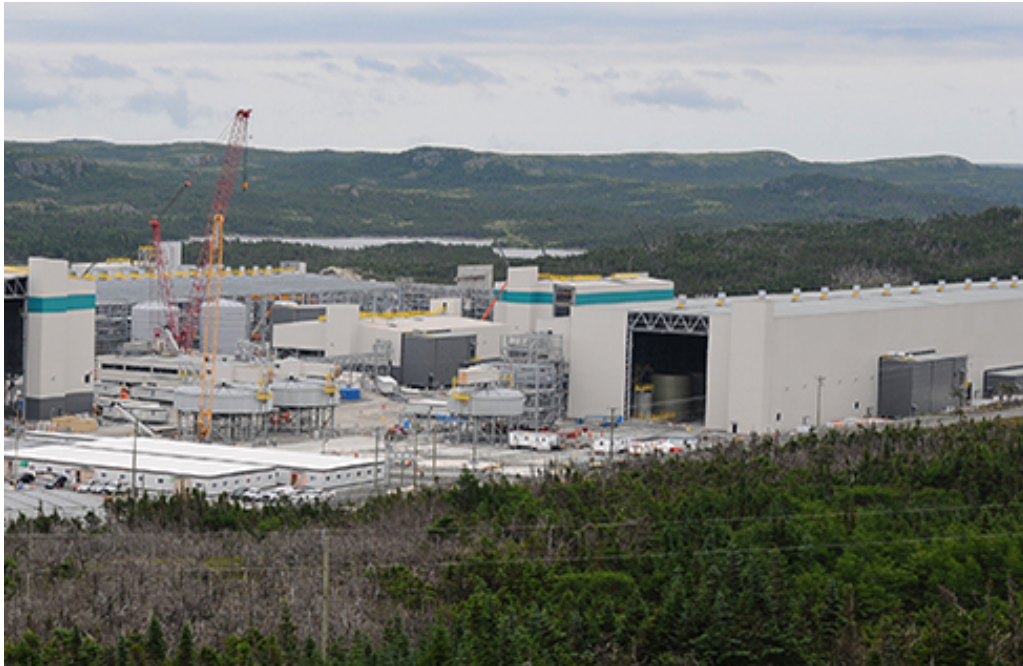
- Working in seven Canadian provinces and abroad
 - British Columbia
 - Alberta
 - Ontario
 - Quebec
 - Nova Scotia
 - Prince Edward Island
 - Newfoundland and Labrador
 - Norway, Iceland, the United Kingdom, the United States
- Multiple sectors
 - Oil and gas
 - Mining
 - Nickel processing
 - Retail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

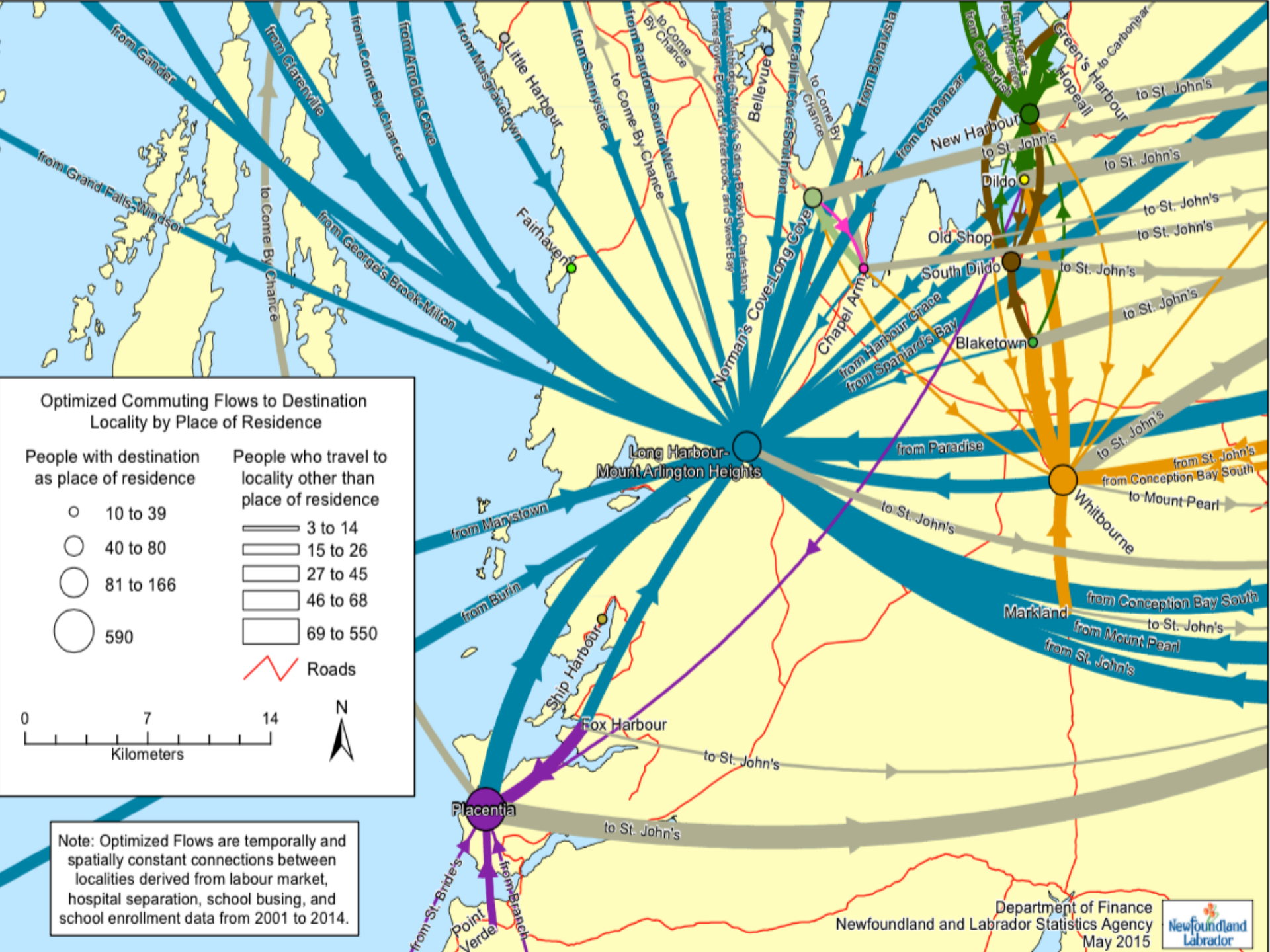
Research Objectives

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



Nickel Processing Facility Long Harbour, NL





Data Collection Methods

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

Preliminary Findings

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

Key Messages

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