



**CBTU SMCC**

CANADA'S BUILDING TRADES UNIONS  
LES SYNDICATS DES MÉTIERS DE LA CONSTRUCTION DU CANADA  
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**Submitted to:**

**Hon. Bill Morneau, Minister of Finance**

Minister's Office, Finance Canada  
90 Elgin St ,  
Ottawa ON

**Submission by: Canada's Building Trades Unions (CBTU)**

**Contact:**

**Christopher Smillie , Senior Advisor Government Relations and Public Affairs**

1902-130 Albert St  
Ottawa ON K1P 5G4

[Csmillie@buildingtrades.ca](mailto:Csmillie@buildingtrades.ca)

613-236-0653 x 25

### **Executive Summary**

Our submission to the Standing Committee on Finance/ Department of Finance for Budget 2016 calls for federal action on labour mobility. Canada's Building Trades Unions (CBTU) calls for either a labour-mobility tax measure or an EI travel voucher as a response to skills shortages, demographic changes and major infrastructure programs. Tumbling oil prices and economic uncertainty throughout 2015 strengthens this call for action. Helping the middle class secure employment in challenging economic times should be a high government priority. There are two major human-resources challenges facing the construction industry: **labour shortages and allocation, and barriers to labour mobility**. In this section we describe both, offer further details about our proposed solution, explain why now is the right time to implement such a proposal, and list some of the short- and long-term economic benefits that the Government of Canada will realize by taking action.

### **Canada's construction industry at a glance**

More than one million Canadians are employed in construction's diverse trades

Each year, construction workers install, repair and renovate more than \$150 billion worth of infrastructure.

Investment in construction accounts for 12 percent of Canada's GDP.

More than 260,000 businesses operate in the construction industry.

A vast majority of construction firms (90 percent of residential-focused businesses and 70 percent of non-residential businesses) employ five or fewer people.

By 2019, the construction industry will require 320,000 new workers to sustain activity and meet demand.

A worker's average mobility cost is approximately \$3,500.

### **CHALLENGE #1: LABOUR SHORTAGES AND ALLOCATION**

The 2015 edition of the BuildForce Canada (BFC) *Construction Looking Forward* report suggests that to replace retiring workers and maintain productivity, construction employers collectively must hire more than 300,000 new workers between now and 2019.<sup>i</sup> Of that total, the report projects that 132,000 workers must be recruited from non-traditional labour sources such as Aboriginal workers and new Canadians, while the remaining 167,000 must be taken from among new workforce entrants, and workers who relocate themselves from other regions of country. Women will form a growing part of the construction workforce. Clearly, these will result in significant labour shortages in the next decade.

Provinces, such as Ontario, will offer work opportunities between 2015 and 2019. Another group (among them, Quebec, Nova Scotia and Alberta) will offer consistently high numbers of opportunities.<sup>iii</sup> Construction is a transitory business. Jobs last from a few days several months at a time and no worker expects to move his or her family to new cities on a frequent and unpredictable basis. . The construction industry, therefore, can partially solve its skills shortages by encouraging workers to temporarily relocate to other parts of the country to pursue new work. In its report, BFC assumes that construction can recruit as many as 163,000 new workers from other provinces if “interprovincial labour mobility [is] maximized to take full advantage of the national workforce.”<sup>iv</sup> Unfortunately, labour mobility is not so unencumbered.

## **CHALLENGE #2: BARRIERS TO LABOUR MOBILITY**

Most workers in the construction industry are not strangers to mobility. There exists within our industry a large subset of people who retain homes or families in communities across the country, but who routinely work elsewhere in the country. In *Working Local, A Study of Labour Mobility in Canada's Industrial Construction Sector*, Build Force Canada demonstrated that nearly 70 percent of the more than 1,200 workers surveyed had travelled within Canada to find new work at one point in their careers. Most said they would entertain moves to other parts of the country for financial reasons, or if those were the only opportunities available to them. Respondents indicated that the cost to relocate was the second largest impediment to working mobile.<sup>v</sup>

Figures compiled on behalf of the CBTU suggest that the average mobile worker spends approximately \$3,500 of his or her own money to temporarily relocate.<sup>vi</sup> Because this cost is seldom reimbursed to the worker by his or her employer, it represents a significant barrier to the appeal of obtaining employment or completing an apprenticeship away from home.

## **THE SOLUTION**

The solution could be styled a number of ways including a tax measure or a revamp of EI benefit payments as outlined below:

*A solution to construction's labour supply and allocation challenges could be a labour-mobility tax measure that enables mobile workers to deduct the costs of expenses incurred for employment purposes—such as travel, meals and lodging— **less any money paid by the employer for these purposes.** Doing so would remove one of the largest stated barriers to labour mobility and pave the road for workers to move more freely between regions of the country where their skills are in most demand.*

*A solution to construction's labour supply and allocation challenges could be a restructuring of EI benefits, styled as a travel voucher. A travel grant at the beginning of the benefit period (after the waiting period) would help the Canadian economy. For example, the EI recipient could have a grant of \$2,000 dollars for travel costs to obtain employment sooner and in a region of Canada that is short of that worker's skillset, the economy ought to benefit. The travel voucher isn't new EI benefit, simply, it is an advance of future benefit payment. The voucher could be forgivable if the person worked for X weeks in the new location.*

**THE PAYBACK**

Our proposal for policy change makes eminent business sense for the Government of Canada. If Introduced in Budget 2016, we expect that a three- or four-year pilot project to test this initiative would yield significant benefits for workers, employers and government alike.

*Workers will benefit from a reduction in their temporary relocation costs and a reduction in time spent unemployed.*

*Employers will benefit from access to larger pools of qualified workers, and reduced costs relating to participation in programs such as the Temporary Foreign Worker program.*

*In exchange for modest, short-term per-worker losses of tax revenues, the Government of Canada will benefit from increased long-term income-tax revenues and reduced dependence on costly social programs.*

The data in the following scenario demonstrates how a labour-mobility tax credit will yield a return on the government's investment of nearly 5:1.

CBTU Budget 2016 Submission to Hon. Bill Morneau

Please Note: Further detailed projections are included in the Audit of Projections appendix of this submission.

**BUILDING AND CONSTRUCTION TRADES DEPARTMENT, AFL-CIO**

Bill C-227 Projections

Assumptions effective June 23, 2010

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**Scenario #2**

**Adopted in New Brunswick, Newfoundland/Labrador, Nova Scotia, & Prince Edward Island**

	Per worker	Total	
Total number of construction industry participants (Note 3)		80,000	
Affected workforce (Note 2)		10%	
Number of eligible travelling skilled trades workers		<u>8,000</u>	
Annual eligible travel expenditures (Note 2)	\$ 3,500	28,000,000	
Tax credit (Note 2)	15%	15%	
Total projected implementation cost	<u>(525)</u>	<u>(4,200,000)</u>	A
Projected savings in EI benefits paid per trades worker (Note 3)	1,572	12,576,000	
Marginal federal tax paid on EI benefits (Note 3)	22.00% 346	<u>2,768,000</u>	
After tax savings	<u>1,226</u>	<u>9,808,000</u>	B
Average weekly construction earnings (Note 3)	1,050	8,400,000	
Number of weeks unemployed during the year (Note 3)	6	<u>6</u>	
	<u>6,300</u>	<u>50,400,000</u>	
Marginal federal tax rate	22.00%	22.00%	
Additional tax revenue due to employment	<u>1,386</u>	<u>11,088,000</u>	C
Net savings (cost) of implementation	\$ 2,087	16,696,000	(A+B+C)

See Notes 5 and 6 demonstrating the sensitivity to the total projected implementation cost (Line A) and net savings (cost) of implementation (Line A+B+C), respectively, due to changes in percentage participation and annual eligible travel expenditures.

### **Tools to monitor compliance and measure success**

If policy change is to successfully entice construction workers to seek work outside of their home jurisdictions, its implementation must be closely monitored. CBTU recommends a number of tools to gauge the pilot program's quantitative success (to monitor compliance) and its qualitative success (measure its success).

#### **MEASUREMENTS OF QUANTITATIVE SUCCESS**

- 1. Through reporting statistics provided by the Canada Revenue Agency.*  
The adoption of current tax programs can be measured by compiling information gained through Canadians' T1 forms.
- 2. Through Employment Insurance program monitoring in target markets.*  
Measurement between periods will show (barring any major macro-employment improvements) a decreased reliance on the EI program. We anticipate that the average duration of any unemployment periods among pilot participants will also decrease.
- 3. Through reduced use of the Temporary Foreign Worker (TFW) program in pilot-program markets.*  
ESDC and Citizenship and Immigration Canada monitor and measure labour market opinions that will be fundamental to measuring the success of this program. Labour-market demand for TFWs will decline as the pilot ages and more Canadian workers are encouraged to move to new regions.
- 4. Through a Build Force-based monitoring initiative.*  
Buildforce could assume responsibility for matching program use and program need. Because it monitors construction labour-market data, the council is an obvious choice to monitor the uptake of such an initiative.
- 5. Through the horizontal monitoring of associated programs.*  
The Treasury Board Secretariat maintains a number of initiatives to measure or monitor the use of key government-administered programs. As the labour-mobility pilot ages, the costs to run associated programs (such as the TFW program) will decrease.

#### **MEASUREMENTS OF QUALITATIVE SUCCESS**

- 1. Through surveys of participating employers*  
The labour-mobility tax credit will provide employers with access to a larger pool of highly trained, skilled workers. Therefore, the feedback of construction employers will be essential to monitoring this program's success.  
  
Employer surveys will make companies aware of the fact that workers on their projects benefitted from the labour-mobility tax credit. The survey will ask employers to gauge the extent to which they believe the tax credit contributed to workforce planning and supply.
- 2. Through surveys of tax-benefit recipients.*  
The main beneficiaries of the labour-mobility tax credit will be individual workers. The data gathered from surveys of workers who participate in this program will therefore be essential to the program's further development.

### **Legislative background**

Policy change has been proposed to government before.

In April 2008, the Standing Committee of Human Resources, Social Development and the Status of Persons with Disabilities recommended that the federal government:

1. Examine the moving expenses provision of the *Income Tax Act* with a view to extending this provision to individuals who must leave their principal residence to work on a temporary basis, provided their primary residence is retained; and
2. Provide funding to assist individuals who agree to relocate to enter employment in occupations experiencing skills shortages.<sup>viii</sup>

It is with some disappointment that we report that the Conservative government ignored both previous attempts at tax reform.

The Standing Committee on Finance (as recently as May 2014)<sup>i</sup> has heard evidence from stakeholders highlighting the economic need for such incentives including changes how EI benefits are paid to eligible employment seekers. All stakeholders in construction and large industry (for example oil sands mining) are in favour of policy change. Canada would alleviate some strain on regional and structural skill shortages.

## Conclusion

As we move forward into the late middle years of this decade, construction again faces a crisis. If construction companies across Canada are unable to recruit tens of thousands of new workers in each of the next ten years, the businesses that literally build this nation will be unable to continue to do so. Productivity countrywide suffers as a result.

A partial solution to alleviating industry-wide regional labour shortages exists, however. By enacting a new tax-credit program that enables mobile construction workers to deduct the costs of their travel expenses from their income taxes, the government can encourage construction workers to fill regional employment gaps and sustain construction's performance as Canada's largest private-sector industry. In doing so, the government will not only keep construction working during a time of need, but also collect additional income-tax revenues and lessen workers' and employers' dependences on costly programs such as EI and the TFW program.

A labour-mobility pilot program makes eminent sense for workers, employers and government alike. CBTU urges this government to introduce such a measure in the 2016 federal budget.

*Assumptions in attached Financial Scenarios -10% of the construction workforce in any geographic area travels more than 80km from principal residence to obtain employment six weeks of the calendar year -\$3,500 is the average annual expense a skilled tradesperson incurs to obtain employment that is not reimbursed by the employer*

*(1 flight at 1,000, 4 vehicle trips at 300Km=1,200 km @.51/km = \$612, 10 hotel nights at 88/night = \$880) -the propensity to work is greater than the propensity to collect EI during those six weeks of unemployment -any tax benefit received from a pilot project would be in the form of a tax credit at 15% of any eligible monies spent -Figures which outline provincial employment by industry were obtained from Statistics Canada and the Construction Sector Council:*

## References

i

<http://www.buildforce.ca/en/products/national-summary-2014-highlights>

ii

*ibid.*

iii *ibid*

iv *ibid*, p.14.

v *Working Local: A Study of Labour Mobility in Canada's Industrial Construction Sector*. Construction Sector Council. 2007. P.7-8.

vi For a detailed description of these costs, see "Key Assumptions" in the Appendix to this submission.

vii *Build Force Report as above*

viii *Employability in Canada: Preparing for the Future. Standing Committee on Human Resources, Social Development and the Status of Persons with Disabilities.*

<http://www2.parl.gc.ca/CommitteeBusiness/StudyActivityHome.aspx?Cmte=HUMA&Language=E&Mode=1&Parl=39&Ses=2&Stac=2219738> Retrieved August 4, 2011

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Retrieved July 9, 2014

<http://www.parl.gc.ca/CommitteeBusiness/SearchBrowseEvidence.aspx?arpist=s&arpit=labour+mobility&arpidf=2011%2f10%2f16&arpidt=&arpid=False&arpj=False&arpice=True&arpicl=20179&arpicpd=6608971&ps=Parl41Ses2&arpisb=Publication&arpirpp=10&arpibs=False&Language=E&Mode=1&Parl=41&Ses=2#Para3748072>