









The Official Publication of the Ottawa Construction Association

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On site at the All Seniors Care Living Centre, Kingston, ON Photo courtesy of Pomerleau Inc.

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Upgrades to construction site toilet and washing services are long overdue



John DeVries
OCA President

It took a pandemic to do it, but the bar has been significantly raised as to sanitary and hygiene services for the construction workforce on sites.

Improvements in sanitary and wash stations combined with increased frequency of cleaning/sanitizing has happened swiftly in concert with a host of new on-site safety protocols to address the risks of COVID-19.

No doubt the workforce is appreciative of the improvements and I would venture to suggest that anything less will not be tolerated anymore.

Early into the pandemic, the Ottawa Building Trades Council and OCA came together calling on the industry to make the necessary health and safety adjustments to deal with COVID-19 in order to keep projects open. The message to the minority not wishing to safely proceed with work was "comply or say goodbye."

The collaboration with the building trades has continued as a task group has been formed with participation with the City of Ottawa to develop a new higher standard for sanitation and hygiene facilities on city construction sites. In the pre-COVID construction world, the entire matter of sanitation and hygiene would not normally be something a major public buyer such as the city would pay attention to within their construction bid documents. It would be a health and safety reg-

ulatory standard that all constructors would have to adhere to with the Ministry of Labour, Training and Skills Development as the enforcement body.

Now in the post-COVID environment I would strongly argue that this needs to change. Buyers must take more ownership of their role in raising the bar of sanitation and hygiene. That would include new specification requirements in all construction contracts and the corresponding site monitoring that the contractual requirements are being met.

Below is a commentary by one of the building trades representatives. It captures the view of the majority of the workforce who have toiled their careers on construction sites in all seasons and site conditions:

Which other industry in Canada would even attempt to get away with the kind of washroom facilities that are accepted as normal in construction? If we are serious about encouraging young people and women to work in the trades, do we really think third-world washrooms will help that process?

I have heard much innovation in the past several weeks and that includes finding ways to bring hot water and flush toilets to construction sites. I suspect the innovation will continue especially if the buyers take an active interest in specifying the highest of standards as opposed to leaving it to government inspectors.







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A trade's perspective on COVID-19



Paul Mayer Chair. Trades Section

We wake up every morning wondering, not how much will we get accomplished, but how many extra fires we will need to put out in order to get any work done. We all have instituted a number of office/shop/site protocols that take up any extra bit of time we had during our day. Office and shop personnel seem to be better able to adjust to the differences in their daily activities. This is probably due to the fact that altering their daily routine is more manageable because the alterations are simpler to implement and can remain consistently in effect. The major problem we face is site protocols for supervisory and on-site labour.

Everyone is aware that a site is a moving, living atmosphere that involves many different types of personnel from many different trades, with the main goal to be productive and efficient from the start to the end of the project. This is sometimes difficult even at the best of times. Throw in the disruptive element of a worldwide unknown virus and everyone becomes uncertain in their "normal" daily activities. Rules are questioned. Different protocols amongst trades, who need to work together as a team, become bones of contention. We are striving to provide a safe and comfortable working environment for all our workforces. Getting to a pre-COVID-like comfort level is an effort which we must continue and maintain.

Everyone relies on management for proper direction which is vital to get through these difficult times. Everyone must also understand that a simple procedure that is missed one day can cripple all the effort we have made on site to fight and win against this virus. Simple items like the provision of proper facilities for washing up is extremely important and should not be overlooked. Reminding your workforce to respect these facilities, and thereby showing respect for their brothers/sisters on site, is vital. Sanitation procedures should not be questioned; these procedures should be the norm. Third-party inspections might keep these facilities at a level that we all require and expect.

Other protocols can keep the site personnel safer in these trying times. Daily monitoring of the health of your workers; physical distancing; proper use of face shields, N95 masks, gloves, and safety glasses; use of face coverings; and sanitizing common equipment/tools to protect your fellow workers are all a must. Task monitoring of your crew and those around them would allow management to give notice to those in the vicinity if there is any outbreak. Staggering start/breaks and lunches are easy processes to implement. Scheduling shift work to reduce the number of site personnel in busy areas of the project would also be beneficial. These are time-consuming actions which are costly and, unfortunately, reduce the productivity of the tasks at hand.

Like Rufus Scrimgeour of *Harry Potter* said, "These are dark times, there is no denying." Yet, there is a glimmer of light in the distance. We will be stronger later knowing that we were able to be versatile in unknown and uncharted waters. But at what cost? The ongoing safety procedures implemented are costly. Reduced productivity is costly. Existing projects will definitely bear the weight of these costs until they become streamlined in our daily activities. Realistically, these protocols will need to remain in effect post-COVID and, therefore, their respective costs cannot be forgotten. For those of us who are working through these times, we are aware of the time, effort and cost required to keep functioning on a project. For those who are not, become informed on the CCA, OCA and your member-affiliated association websites. In this Information Age, there is no reason for any of us in this industry not to know or understand requirements to provide all our workers a comfortable and safe working environment.

Keep well and wash your hands!

THIS MONTH'S

Permits over **\$500,000**

\$500,000 Demolish a 3 storey office building 250 Besserer St.

\$500,000 Construct a 2 storey office addition to a 1 storey industrial building (Beacon Lite) 4070 Belgreen Dr.

\$700,000 Tenant fit-up in a 1 storey retail building (Unit Y07, Aqua Tots) (Swimming pool under separate permit) 145 Roland Michener Dr.

\$750,000 Tenant fit-up - 7th floor of a 22 storey office building 112 Kent St.

\$1,100,000 Construct a dairy barn 6832 Mansfield Rd.

\$1,300,000 Tenant fit-up in a 3 storey complex building (Bayshore Shopping Centre - combine 4 units into one, Unit T35A) 100 Bayshore Dr.

\$1,330,042 Interior alterations to a 4 storey insitutional building (renovate existing student lounge & update cafeteria) 451 Smyth Rd.

\$1,356,113 Interior alterations in a 21 storey office building (Health Canada) 200 Eglantine Drwy

\$1,600,000 Tenant fit-up on the 11th floor of a 14 storey office building (Government of Canada, CAS) 90 Sparks St.

\$3,516.274 Construct a 3 storey 14 unit residential condo with basement parking 140 Boundstone Way

\$3,866,769 Interior alterations to 4 storeys of a 8 storey office building 1430 Blair Towers Pl.

\$12,460,260 Interior alterations on all floors of a 5 storey office building 800 Palladium Dr.

\$19,789,948 Construct a 9 storey condominium building Phase 2 above grade (The River Terraces @ Greystone) 570 De Mazenod Avenue

\$21,966,400 Interior alterations on the 1st and 2nd floor of a 2 storey office building (Pharmaceutical Manufacturing) 447 March Rd.
\$30,996,287 Construct a 15 storey mixed use/apartment residence (1 retirement-use floor, seniors apartments non-retirement) and retail use) 2940 Baseline Rd.

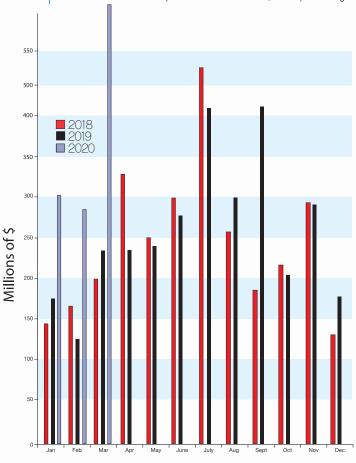
\$62,985,661 STRUCTURAL ONLY- Construct a 26 storey mixed use building 51 Chapel St.

\$66,578,643 Construct a 17 storey apartment building (including 3 levels of underground parking) 655 Anand Priv.

\$66,578,643 Construct a 17 storey apartment building (including 3 levels of underground parking) 755 Anand Priv.

\$176,300,000 Construct 2 additions, interior fit-up to basement -3rd floors, base building alterations to 4-7th floors in existing 7 storey office building

(West Memorial Rehabilitation, PWPSC) 344 Wellington Priv.



March 2020 Total: \$632.7 million
March 2019 Total: \$229.9 million

change: 175.2% increase compared to March 2019

Building permit values (\$ millions)

	2018	2019	2020
January	140.7	175.7	301.0
February	161.5	123.8	281.1
March	199.4	229.9	632.7
April	320.2	229.5	
May	252.7	240.8	
June	293.7	278.6	
July	533.8	413.5	
August	253.5	295.9	
September	178.1	411.9	
October	211.2	206.7	
November	296.2	285.4	
December	128.8	175.7	

Total: \$2,969.8 \$3,067.4 \$1,214.8
Year to date: 10.6% 3.28%

2020 year to date is 129.4% higher than the \$529.4 million in 2019

Housing starts: March 2020

	Single-	Detached		All others		Total			
	2019	2020	%	2019	2020	%	2019	2020	%
March	132	190	44	145	333	130	277	523	89
Year to date	287	446	55	859	1,233	44	1,146	1,679	47

NUMBERS

Building permit statistics: March 2020

(Please note that City of Ottawa building permit data now includes both new construction and renovation permit data.)

Numbe of permits				
Residential				
Apartment	23	185,674,775	1,254,410	
Det. Garage/Shed	10	272,145	9,469	
Duplex	2	43,092	493	
Rowhouse	70	53,683,019	422,918	
Semi - Detached	34	7,414,112	67,168	
Single	458	147,695,206	961,716	
Stacked Rowhouse	2	4,319,422	33,211	
Total	599	\$399,101,774	2,749,384	

Year to date: Residential: \$770,791,399

	Number of permits	Value of permits	Gross area of work (ft²)
Non-reside	ential		
Demolition	14	881,500	-43,430.00
Industrial	7	743,899	5,542
Institutional	10	2,281,307	27,959
Mixed	6	281,623	4,787
Office	43	223,917,241	1,179,064
Other	2	106,500	3,853
Retail	22	4,027,085	122,642
Total	104	\$232,239,157	1,300,417

Year to date: Non-residential: \$444,750,555

Material prices

	Commodity	Week ending 4/10/20	Week ending 4/17/20	% change 1 year ago	
	Oil (WTI, \$US/barrel)	24	20	-68.6	
	Natural Gas (\$US/MBtu)	1.77	1.72	-34.2	
	Copper (\$US/mt)	4978	5103	-21.0	
au A	Steel (\$US/mt)	234	249	-20.6	
	Electricity (PJMW, USD/MWH)	19	20	-28.2	
	Lumber composite (USD/1k bd ft)	285	317	-10.3	7

Source: data collected by and reprinted with permission from Export Development Canada's Weekly Commodity Update. For more information, please visit www.edc.ca



Ontario's Jobs Protection Office can help you navigate Quebec's regulatory system and prepare the necessary paperwork.

1.888.998.9959 or 613.288.3847 oqconstruction@ontario.ca

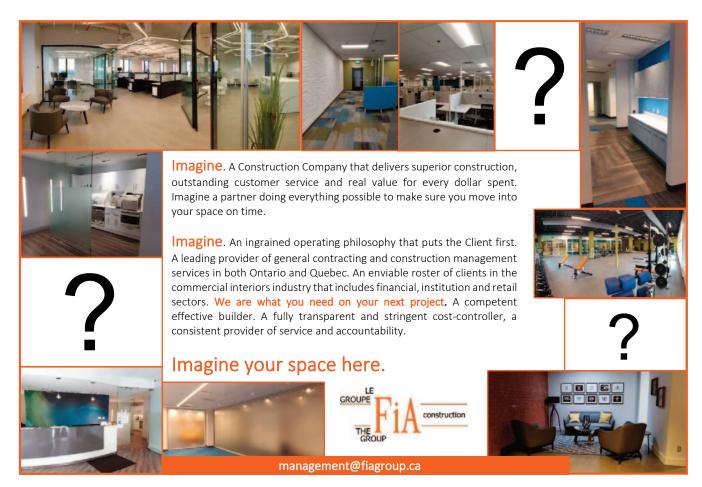


FORECASTED TENDERS

Infrastructure Services – Design and Construction Projects

June 2020 to September 2020 (Published: February 6, 2020)

Project Name	Project Type	Project Phase Status	Forecasted Date
Cyrville Station to Ogilvie Road MUP	Municipal	Design	Jun-20
Sidewalks & Roundabout	Municipal	Initiation	Jun-20
Bridge Structure: Hazeldean Bridges	Municipal	Design	Jun-20
Bell Arena Storage Bldg Replace Roof	Facilities	Initiation	Jun-20
Village Square playground replacement	Facilities	Planning	Jun-20
ROPEC- Elevated Platforms & Guardrails	Facilities	Design	Jun-20
Orleans Library Replace Fire Alarm Panel	Facilities	Design	Jun-20
2018 Misc Drainage East and West Phase 2	Municipal	Design	Jun-20
Carp Depot -Foundation Wall Remediation	Facilities	Design	Jun-20
CWWF-Lemieux Island WPP Intake	Municipal	Design	Jun-20
MUP: Belfast-Trainyards Corridor	Municipal	Design	Jun-20
Richmond Arena Dehumidifiers	Facilities	Design	Jun-20
Pump Station Upgrades: Harvard	Facilities	Design	Jun-20
Dickinson House Wood Siding Remediation	Facilities	Design	Jun-20
Richmond Accessible Viewing Platform	Facilities	Design	Jun-20
Multi-Use Pathway: Woodroffe	Municipal	Design	Jun-20
Bridge Replacement: Piperville Rd	Municipal	Design	Jun-20
Billings Gate House Exterior Restoration	Facilities	Planning	Jun-20
Nepean Sportsplex Sign Replacement	Facilities	Initiation	Jun-20
Hurdman Salt Dome - Concrete Foundation	Facilities	Planning	Jun-20
Exp.O/P Renewal: Carling Ave	Municipal	Planning	Jul-20
Traffic Calming: Amiens, Provence	Municipal	Design	Jul-20
Graham Creek Storm Renewal	Municipal	Design	Jul-20
Ottawa River Outfalls - More Complex	Municipal	Design	Jul-20
Exp Intergrated Huron Ave	Municipal	Planning	Jul-20
Queenswood Heights Replace 2 HVAC Units	Facilities	Planning	Jul-20
Kenmore Park -Playground Replacement	Facilities	Design	Jul-20
Splash Wave Pool - Entrance Remediation	Facilities	Design	Jul-20
Charlie Conacher Parking Lot Resurfacing	Facilities	Planning	Jul-20
OC St Laurent Stn Renovate Operator Area	Facilities	Design	Jul-20
Beryl Gaffney & Dog Park Improvements	Facilities	Planning	Jul-20
2018 Trenchless Sewer Program	Municipal	Design	Jul-20
Cycling Network: O'Connor Phase 2	Municipal	Design	Jul-20
Repairs: Prince of Wales Bridge	Municipal	Design	Jul-20
Fred Barrett Repl Roofs 3, 4, 5, 6 & 7	Facilities	Planning	Jul-20
Ottawa South Pumping Station Upgrade	Municipal	Design	Jul-20
Hurdman B. Water Pumping Ss. Upgrades	Municipal	Design	Jul-20
Small Culvert Replace: 21 Rural East	Municipal	Design	Aug-20
Huron Day Care -Shade Structures (3)	Facilities	Initiation	Aug-20
Fairmile View Park renewal	Facilities	Planning	Aug-20
Storm Sewer Rehab: 4th Line/Steven Creek	Municipal	Design	Aug-20
March Rd Wastewater PS Conversion	Municipal	Design	Aug-20
2018 Pipe Repairs: Non Critical Sites	Municipal	Design	Aug-20
Ray Friel Des-Customer Service Counter	Facilities	Design	Aug-20
Design-Replace Playground Equipment	Facilities	Design	Aug-20
Ruth Wildgen Comfort Stn Replace Roof	Facilities	Planning	Sep-20
Osgoode CC & Stuart Holmes Arena Rink	Facilities	Design	Sep-20
Richmond PS Rehab and Capacity Upgrade	Facilities		
		Design	Sep-20
Advance Design-Chiller Replacement	Facilities	Planning	Sep-20
Kizell Pond Trail System	Facilities	Planning	Sep-20





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IHSA Safety Talk: Driving—MSDs



Editor's note: This Safety Talk was published by the Infrastructure Health and Safety Association and appears in its original form on ihsa.ca. We reprint it here with permission.

A truck driver on a long trip across Canada started feeling discomfort in his lower back. He continued driving and made as few stops as possible in order to reach his destination quickly. His discomfort became worse but he tried to ignore it—the pain had always gone away in the past.

Once he reached his destination, he had trouble walking and was not able to get a restful sleep because of his back pain. The driver ended up missing a month of work and needed therapy to treat his back pain.

Explain dangers

Even when you're sitting still in a moving vehicle, your body is subjected to external forces that can increase your risk of developing lower back pain.

These forces include:

- the accelerations and decelerations of the vehicle
- the swaying of the vehicle from side to side
- the vibration from the engine and rough road conditions

Because your hands and feet are actively involved in the driving task, they are not able to support and stabilize your lower body to offset these external forces.

In order to stabilize the upper body, the lower back muscles have to be constantly active. As a result, these muscles become fatigued leading to muscle pain in the lower back.

Identify controls

- Adjust the seat for a comfortable sitting position that gives you full access to the vehicle controls. Sitting close to the steering wheel prevents you from slouching. Sitting too far away may cause you to stain to reach the pedals.
- Adjust the mirrors so that you have good visibility while maintaining a neutral neck position.
- Adjust the steering wheel for a comfortable arm position. Positioning your hands at 3 o'clock and 9 o'clock and supporting your elbows on the armrest is recommended.
- If the seat has an air suspension system, adjust it so that the seat is comfortable and provides support.



© Can Stock Photo / photograph

- Try to get out of your vehicle every hour or two to stand, stretch, and move around for a few minutes. Changing your posture will help reduce stiffness and fatigue.
- Don't do any heavy lifting immediately after a long period of driving. Take a few minutes to walk around until your back regains its structural integrity.
- Try not to drive with your wallet in your back pocket.
 This can put extra pressure on your sciatic nerve and cause your spine to become misaligned.
- Maintain a good sitting posture by putting a roll or cushion between your lower back and the seat to keep the natural curve in your lower back.
- Don't sit in one position for a long time. Change your position by arching your back to reduce muscle tension or adjusting the lumbar support on your seat.
- Use the cruise control function in your car if you have it and it's safe to do so. It allows you adjust the position of your feet and gives them a break from the driving task.
- Use heated seats if you have them, even in the warm months. Heat will help relax tight joints and muscles and ease back pain.

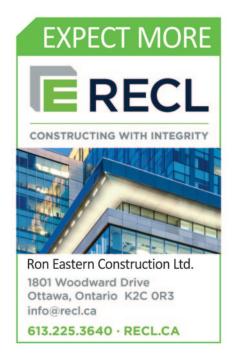
Demonstrate

Ask your workers to describe any back problems they have had while driving.

Show workers a comfortable sitting position while driving. With feet on the pedals, recline the seat to a 100 to 110-degree angle (shoulders will be slightly behind the hips) and move the seat backward or forwards until the knees are the same height as the hips.















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LEGACOMMENT

Black swans and the allocation of risk in construction contracts



In terms of discussions about the equitable allocation of risk in construction contracts, history is repeating itself.

Let's look at two works to provide the appropriate context. In his book, *The Black Swan: The Impact of the Highly Improbable*, Nassim Nicholas Taleb looked at "high-impact, unexpected" world events that take place when we assume that because all appears fine, everything will be fine. In other words, because we do not see any black swans, we presume all swans are white.

Conveniently enough, Taleb's book was published in 2007 – immediately prior to the recession of 2008. This in itself was a black swan event that dramatically impacted the construction industry in Canada.

In August 2007 – around the time of the release of *The Black Swan* – the Construction Industry Institute of the University of Texas at Austin (CII) produced a report titled *Contracting to Appropriately Allocate Risk*. That report's purpose was to examine the extent to which owners and contractors inappropriately re-allocated risks in their construction contracts. The report looked further into the downstream effects of these reallocations on project budgets.

One of the aftermaths of the 2008 recession was the increased propensity in which owners and then general contractors allocated risks to those below them in the contractual pyramid, thus perpetuating what the CII had cautioned as an ongoing inequitable allocation of risks in construction contracts.

In some cases, the allocation risk extended to payment terms. As a result, the industry experienced a proliferation of "pay when paid" clauses and the longest-aged receivables of any industry in Canada. Contractors responded by either qualifying their bids to address that inappropriate allocation, or — more often — by carrying contingencies in their prices to deal with what they deemed to be inappropriate allocations of risk.

Owners were generally unaware of the added contingency in pricing to address such risk re-allocation. They were equally unaware that in certain instances – such as when there is a tight schedule because of leasing commitments – that certain risks might be better left with the owner so that the owner controls the project schedule rather than the contractor, as an example.

What risks are we talking about? The CII prioritized several. Among them were delays, indemnities, ambiguous acceptance criteria, force majeure, schedule acceleration, and the cumulative impact of change orders.

So with the onset of a worldwide pandemic and its inextricable impact on the construction industry in Ontario and Canada, what lessons have we learned?

Not all contracts include force majeure provisions. For those that do not, how and why would the risk of mitigating the costs and schedule impacts of the pandemic rest solely on the contractor and subcontractors? For those that do, and where those projects were permitted to continue through the pandemic, why and how would the risk of having to continue construction with severely reduced productivity and other impacts fall squarely on contractors and subcontractors?

As I review a multitude of contracts for clients in an attempt to determine how the impact of COVID-19 can be mitigated and what recourses may be available, I see the issue of risk allocation returning to the forefront. This is a concern. Our industry needs to understand and appreciate the benefits of a better and more appropriate allocation of risk and how owners can benefit from such allocation contractually.

At this stage, I believe that we have failed to move forward from the warnings we were given in 2007. We assumed that the black swan event of a pandemic was never going to happen. Our failure was not in failing to predict the pandemic, but in how the risks associated with such a black swan event were to be appropriately allocated.

Dan Leduc is a partner at the law firm of Norton Rose Fulbright LLP and may be reached at dan.leduc@nortonrosefulbright.com.

Five key considerations for real estate businesses during COVID-19

If you are a landlord with residential or commercial tenants, you're likely facing difficult decisions to mitigate the economic impact of the COVID-19 pandemic. Management of your leases, financing and protecting your business all play into building your strategy.

The Canada Emergency Commercial Rent Assistance (CECRA) program announced on April 24 also needs to be considered for commercial leases. While the program is still evolving and details still emerging, a few of the highlights of the CECRA are listed below:

The program will provide forgivable loans to qualifying commercial property owners to cover 50 percent of three monthly rent payments that are payable by eligible small business tenants who are experiencing financial hardship during April, May and June.

The loans will be forgiven if the mortgaged property owner agrees to reduce the eligible small business tenants' rent by at least 75 percent for the three corresponding months under a rent forgiveness agreement, which will include a term not to evict the tenant while the agreement is in place. The small business tenant would cover the remainder, up to 25 percent of the rent.

Impacted small business tenants are businesses paying less than \$50,000 per month in rent and who have temporarily ceased operations or have experienced at least a 70 percent drop in pre-COVID-19 revenues. This support will also be available to non-profit and charitable organizations.

The Canada Mortgage and Housing Corporation will administer and deliver the CECRA, a collaboration between the federal government and provincial and territorial governments, which are responsible for property owner-tenant relationships.

With information about government incentives changing at a rapid pace and uncertainties still ahead, consider the following to help create a smoother transition to the new normal.

Leases

As a residential landlord, have you determined your strategy around tenant requests for a reduction of rent? Tenants will have been impacted differently by the current economic environment and a process will need to be in place to review their requests.

For commercial leases, in addition to the CECRA highlighted above, consideration should also be given to whether you are providing a deferral for the entire portion of rent owing or if only the base rent is deferred with the tenant continuing to pay their share of the operating costs. Your strategy will vary depending on the situation. A critical member of your team will be a lawyer who understands leases. They should be consulted to understand the obligations under the current lease and what documentation should be signed if a rent deferral is given.

Your accountant will also play a key part in helping you understand the changes to your cash flow if rent is deferred. Any changes in rental revenue or operating expenses should be incorporated into the cash flow with different scenarios included.

It is important to note for commercial leases, the goods and services and harmonized sales taxes (GST/HST) are still payable even if rent is deferred or the tenant does not pay on the scheduled date—unless the amount receivable is considered uncollectable. The most recent economic support announced by the government allows a deferral until June 30, 2020 for most HST payments. This should be monitored to ensure it applies to amounts you owe or if there will be a further deferral announced later.

If the due date for rental payments has been adjusted, there are measures that can be taken to defer the payment of the related GST/HST owing.

Financing implications

Communication with your lender is key in situations where your cash flow will be reduced. You may have difficulty meeting financial covenants or require additional financing. Upfront discussions on the reductions in revenue will be appreciated by your lender and avoid surprises later.

Financial institutions are offering extended mortgage deferrals. As a landlord, it would be in your best interest to explore those options on a proactive basis with your bank. You can then better assess what action would benefit you.

There also are new financing programs announced by the government and your lender may have details of how this could benefit you or your tenants/customers. Your advisor can help you evaluate your options.

MNP is committed to sending regular updates on government programs to address the pandemic. For more insights, visit the MNP COVID-19 Business Advice Centre at https://www.mnp.ca/en/covid-19.

For more information, contact your local MNP Advisor or visit MNP.ca.

This article was written by Peter Bangs, CPA, CA – a Partner, Taxation Services with MNP. He can be reached at Peter.bangs@mnp.ca and 613-691-4200.

TECHNOLOGY MENT

Working from home

Over the past couple of months, we have all suddenly become experts in working from home. Video chats used to be rare for most of us. Now we are experts in Zoom, Meet, Teams, Skype, Google Chat, Google Duo, Face Time—many of us have also finally been forced into using Slack extensively.

A good internet connection is critical when working from home. There can be certain technological challenges to doing this, and they all start with your router. The router is that little box with blinking lights that connects all the devices in your home to the internet. Many times, the router is built into the modem that comes from your internet provider but sometimes it can be separate. Slow and unstable internet is easy to blame on your internet provider, yet you have to check your router first to make sure that it is setup properly.

Many newer routers are multi-band. This is a geek term that allows you to break apart your overall wireless network into two but still having everything connected. You will be able to connect some devices to a network at 2.4 GHz and others at 5 GHz. Creating two networks will give more bandwidth which will make everything smoother. The 5 GHz network is newer, faster and has less interference making it ideal for your primary devices that need stability or have larger files. Check the instructions for your router to find out how to make this change.

Run an ethernet cable from your router to your computer if you can. All routers will have a couple of plugs on the back and your devices probably have an ethernet port to connect to your network. Sure, the cable is probably ugly and should be taped to the floor to make sure it is not a tripping hazard. Running the cable will dramatically increase the speed and stability of the internet. This is important if tools such as Log Me In or Zoom have been disconnecting. Remember that running a cable to your computer is often the quickest way to fix problems.

If you are still having problems getting a good WiFi signal at home, there are also devices you can buy such as range extenders, powerline networks and mesh networking. A range extender will fix a specific area in your home that has bad connectivity. Powerline networks will use your home's existing electrical wiring to create a reliable high-speed network



without running additional cables. And mesh networking is an expensive solution that places a series of nodes all around your house to create one big network.

Once you have a good network, it's important to think about a couple of basics so that you look good on one of your many video conferences. Simple clothes with solid darker colours are always best. Place a couple of softer lights around your camera to light up your face and make sure there is nothing bright behind you.

We all look a little bit better when the camera is looking down at us and not when the camera is looking up. A camera that is located low has the unfortunate up-the-nose view and will often show off a chin or two. A camera that is located just above eye level and looking down will create a much better angle of your pretty face.

Headphones with a microphone will have better sound than just using the basic microphone that is often built into a camera. A microphone that is closer to your mouth will make a big difference especially when you are hosting a meeting or giving a long presentation. Surrounding yourself with soft surfaces will absorb sound and get rid of strange echoes.

Take a moment to figure out your ergonomics. A lot of us are working at the kitchen table on a laptop. That will cause a hunched back and give problems over time. Consider changing your working position through the day. It is also worthwhile to invest in a good keyboard and mouse.

Last note, be sure to take a break when you need it. Many of us are finding a new problem that has become known as "Zoom fatigue." This is a feeling of being overwhelmed in these video conferences. It seems to be connected to our human need for social interaction. Our brain finds the lack of physical people and their body cues to be strange so it overworks itself trying to figure out what is going on. Sometimes it may be best to just turn off the computer and the camera to have a regular phone call.

David Schellenberg is an Ottawa-based technology consultant.

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StatsCan: February building permits fall

Statistics Canada reports that the total value of building permits issued by Canadian municipalities dropped more than 7 percent in February, and that preliminary numbers for March look worse.

The \$8.6-billion combined permit value in February was the product of declines in residential-sector activity. While demand for single-family homes recorded its largest monthly gain in nearly four years (up 8.3 percent to \$2.6 billion), a significant drop in demand for multi-family units (down 18.1 percent to \$2.8 billion) more than offset that gain.

As a result, the total value of residential permits decreased 7.3 percent to \$5.3 billion.

Nationally, the value of non-residential permits dropped more than 7 percent to \$2.3 billion in February. All three subcomponents experienced declines. The value of industrial permits dropped more than 25 percent to \$514 million. The value of institutional permits declined 4.5 percent to \$705 million, and the total value of commercial permits fell 2.2 percent to \$2.0 billion.

Although five provinces reported declines in their total permit values in February, Ontario was not among them. The province recorded an increase in total permit activity of 10.8 percent—to a monthly total of more than \$3.8 billion.

A strong gain in the province's residential sector (up 18.6 percent to \$2.4 billion) more than offset a slight drop in non-residential permit values (down 0.2 percent to \$1.4 billion). Both the single-family homes and multi-family homes markets showed strong gains in February. Single-family permits jumped more than \$200 million for the month, while multi-family permits jumped more than \$170 million.

Two of the three sub-components of Ontario's non-residential sector contracted. The value of industrial-sector permits dropped \$40 million to \$244 million. Commercial-sector permits dropped by more than \$45 million to \$859 million. The industrial sector, meanwhile, reported a gain of more than \$80 million—to \$303 million.

Large drops projected for March

On the heels of its permit activity report for February, Statistics Canada also issued a preliminary report for construction in March.

Its scan of open-source building permit reports for 23 of the country's municipalities—which combined represented about 29 percent of total building permit values in 2019—suggest that permit values could drop by more than 23 percent across the country when compared with totals from March 2019.

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NEWSIN BRIFF

Ontario, British Columbia and Quebec showed the strongest declines—likely evidence of measures put in place by each provincial government mid-month to slow the spread of COVID-19.

In Ontario, the value of permits dropped more than 50 percent compared with March 2019. The value of non-residential-sector permits dropped more than 44 percent and the value of non-residential permits dropped more than 54 percent.

Working at heights certifications extended for a year

The Ministry of Labour, Training and Skills Development announced on March 30 that those workers whose working-at-heights training expires in the next six months will have an additional year to complete their recertifications.

Ontario updated its training programs for those working on construction projects and who are required to use such personal protective equipment as travel restraint systems, fall restricting systems, fall arrest systems, safety nets, work belts and safety belts. The updated regulation came into effect on April 1, 2015.

The ministry reported that the certifications of more than 120,000 workers were set to expire in the next six months. Because many training providers have shut down their operations due to the COVID-19 pandemic, the ministry extended the validity of those workers' certifications. The mandatory training must be renewed every three years.

Those workers who completed their working-at-heights training between February 28, 2017 and August 31, 2017 would have been required to recertify their credentials. Their training will now end in 2021.



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NEWSIN BRIFF

Province names construction advisory panel members

The Government of Ontario released the names of the members of its Construction Advisory Panel on April 22.

Announced in September, the panel was created as a new forum for discussion between the construction industry and government. The group of 14, which comprises members of management and labour groups, is scheduled to meet three times annually to provide input and advice on a range of workplace issues, including labour and employment law, the rise of new equipment and technologies, workplace health and safety, and injury prevention.

The members are:

Management

- Wayne Peterson, Construction Employers Coordinating Council of Ontario
- Graeme Aitken, Electrical Contractors Association of Ontario
- Richard Lyall, Residential Construction Council of Ontario
- Tom Howell, EllisDon
- Karen Renkema, Progressive Contractors Association of Canada
- Sandra Skivksy, Canadian Masonry Centre Michael Gallardo, Merit Ontario

Labour

- Patrick Dillon, Provincial Building and Construction Trades Council of Ontario
- James Barry, International Brotherhood of Electrical Workers Construction Council of Ontario
- Bruno Mandic, International Union of Painters and Allied Trades
- James St. John, Central Ontario Building Trades
- Sean McCormick, Elevators' Union Local 50
- Joseph Mancinelli, Labourers' International Union of North America (LIUNA)
- Merissa Preston, LIUNA Local 506.

The panel will complement the work of other construction-related initiatives, including the Construction Health and Safety Action Plan Advisory Group, which developed and implemented an action plan on construction health and safety, as well as the and the Provincial Labour-Management Health and Safety Committee.

The key difference between those panels and the advisory panel is that where the above groups have specific mandates, the new advisory panel will build on these efforts while enabling construction partners to express their concerns directly to the minister.

Given the COVID-19 pandemic, it is not yet known when the group will convene its first in-person meeting.







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**

Working within six feet: not preferable, but not illegal

Physical distancing should be practiced as much as possible, but in some situations, it's impossible to keep construction workers six feet apart.

Construction often requires workers to work in close proximity to each other. And while site operators have put in place many measures to distance workers from one another during the COVID-19 pandemic, there are nonetheless situations where physical distancing is simply not possible.

The OCA reports that one of its members' sites was visited recently by inspectors from the Ministry of Labour, Training and Skills Development. The ministry was tipped off by an anonymous complaint that workers on the site were not respecting social-distancing guidelines.

In a letter to members, OCA president John De-Vries advised that while it is not preferable for workers to work within six feet of one another, it is not illegal for them to do so.

"The fact is, construction occurs in a number of dangerous situations on a daily basis," he said. "Thousands of Ontario construction workers regularly work with harmful products like asbestos or in workplaces like nuclear power plants where radiation is a risk. In each of these cases, employers are expected to consider the risks and take steps to mitigate them as much as possible. However, save for exceptional circumstances, construction in such situations is never banned."

Ontario's Chief Prevention Officer (CPO) took a similar approach to addressing the risks associated with COVID-19 in the construction industry. On March 29, the CPO published a guide on construction health and safety during COVID-19. The document contains a great deal of advice about how to promote physical distancing on site, but does not explicitly state a requirement that workers must maintain six feet apart from one another.

"Moreover," says DeVries, "there is nothing in any legislation or regulation that imposes this obligation on a constructor or employer." Guidance in the CPO document suggests that employers should consider adopting the following measures to promote physical distancing on site, including:

- staggering start times, breaks and lunches,
- restricting the number of people on site,
- controlling site movement,
- limiting the number of people who use elevators and hoists at one time,
- holding meetings in an outside or large space, and
- limiting unnecessary on-site contact between workers, and between workers and outside service providers.

Construction Comment spoke with several constructors about the safety measures they put in place to promote physical distancing on their sites, and to ensure worker safety when physical distancing is not possible.

Bruce Thomas, president of RECL, says his company is at work on two large high-rise residential buildings. The company has made it mandatory for workers to

wear masks while on the site. It has staggered shifts among workers, and desig-

nated hallways and stairwells for one-way traffic only.

"We've also given workers paper stop signs that they can tape to the door of a residential suite when they're inside," he says. "That helps to ensure someone else doesn't accidentally walk in."

Jim Smith, director of health and safety with Clean Water Works, explains that entry into confined spaces—which is a core part of the company's business—requires that workers be in close proximity to one another. In those situations, the company has

made personal protective equipment such as masks a requirement.

Curtis West, director of operations with Doran Contractors, also says his company has made personal protective equipment available to workers who may be required to be within six feet of others. His company is working on high-rise residential buildings, as well as a number of retirement homes that are in the finishing stages.





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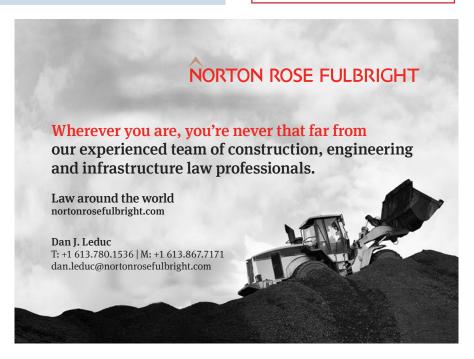
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COVID-19 and the construction industry a surety perspective



Information and answers to questions on surety issues affecting the construction industry during the COVID-19 pandemic.

The economic impact of COVID-19 on the construction industry is impossible to quantify, as circumstances are changing daily.

We recently engaged a significant number of surety colleagues and underwriters, with a view to assessing the impact of COVID-19 on the world of contractors and their sureties. What follows here is a series of questions and answers designed to help provide some insight as to the impact of COVID-19 on bonds and bonded contracts.

Are the performance bonds on our ongoing projects still in place and valid?

Once bonds have been issued, they cannot be cancelled. By nature, they are non-cancellable. The surety's obligation ceases once all the terms and conditions of the contract have been fulfilled, including the warranty period. If the project is cancelled or terminated by either party, this would have to be done in a manner that follows the strict conditions of the contract.

Can an owner claim on a performance bond if the project is delayed as a result of COVID-19?

It is important to appreciate that a performance bond guarantees the underlying contract, so the question of whether a bond may be called depends on the underlying contract.

Owners and contractors will no doubt be reviewing the merits of the contractual rights and obligations associated with the resulting damages. Cost overruns, delays, liquidated damages and other scheduling conflicts will all be on the table.

The hot topic right now is the concept of force majeure (FM), and whether the COVID-19 pandemic qualifies; and if it does, what relief does it offer the contractor. The short answer is that it depends on the specific wording in each contract, but if there is an FM provision under the contract that can be invoked by the prevailing pandemic (which we believe there is in most contracts, even though they're not referred to specifically as 'force majeure' or 'pandemic') then your obligations under the contract – and the surety's obligations under the bond – are amended, as is the project schedule.

Usually contracts will have a procedural mechanism to be followed when invoking the force majeure clause, including providing the other party with notice within a specified time frame. Failure to notify the other party of a force majeure event within the requisite time frame may result in an exclusion of such event from force majeure relief, so it is particularly important to be mindful of any specified timelines and other requirements to claim force majeure relief.

What happens to the bonds if a project gets cancelled?

This will be determined by the construction contract, not the bond. If the contract is cancelled, provided it follows the provisions of the contract, then likely the obligations have been met under the bond.

Is there any way to determine what financial impact of COVID-19 will have on private owners, contractors, subcontractors and suppliers from a liquidity perspective? How do we manage our credit risk? How do we get paid?

This is a serious question that should generate much discussion.

Looking up the contractual chain, there may or may not be any payment protection. A general contractor working for a private owner will have very little remedy, aside from lien rights or breach of contract claims. A subtrade or supplier may have the benefit of a payment bond provided by their customer to the party with whom they have a contract.

Be proactive, and ask questions. Each party has the right and the responsibility to understand the current situation. Easy answers won't be quickly forthcoming, but start the dialogue.

As you bill for work performed, now more than ever it is critical to be sure that this is accurate, complete and documented in a form that will allow for quick verification and processing, so payments are not stalled or impeded.

What advice do you have for general contractors dealing with private owners to ensure there is a steady flow of funds?

The payment waterfall generally begins at the owner level. General contractors are in a position to secure key information from their owners. Our recommendation is to obtain this information in a documented form, such as through bank letters or confirmation of financing.

Most unamended contracts entitle the general contractor to be provided satisfactory proof of project financing. Use it. That reference in the CCDC 2 contract form can be found at GC 5.1.

Push to get the information you need to make a decision on the project and be prepared to share that with the other contractors on the project.

What will this mean for my current bond facility, and my ability to get support going forward?

Prior to COVID-19, the surety market was relatively soft—at least compared to historical trends. That said, the COVID-19 pandemic will undoubtedly have a financial effect on the entire construction community—locally, nationally and globally.

As a result, it is reasonable to predict a cascading effect on the surety community, since economic strain on contractors leads to contractor defaults, which lead to surety claims.

While it is too early to see any material behavioural change from surety underwriters, be prepared for a tougher surety market over time. Be prepared to answer a wide range of questions to help the underwriter assess the impact on your business, such as:

- Do you have a COVID-19 strategy/safety protocol in place for your office and job sites?
- What is your working capital and balance sheet resiliency?
- What are your capital replenishment contingency plans?
- What is your business planning for getting through 2020, and how are you stress-testing your path forward?

This article was prepared by Petrela, Winter & Associates. For more information, they can be reached at www.petrela.com.



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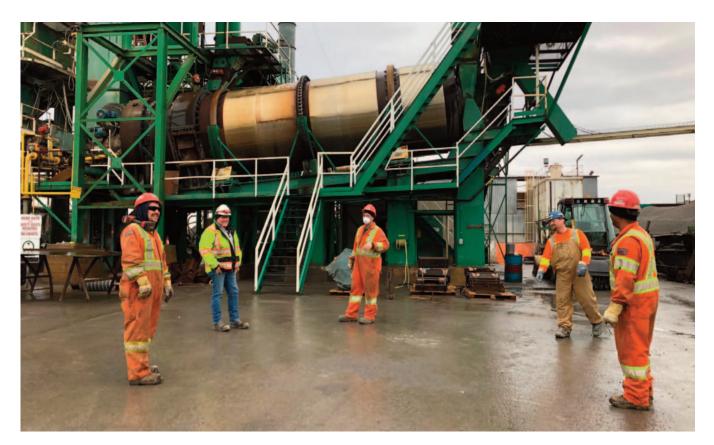


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How to prepare

for the post-COVID-19 world of construction



We are transitioning to a new normal. Being prepared for this will be essential to managing the outcome and minimizing negative impacts.

It has now been more than one month since several provincial governments declared varying degrees of states of emergency in an effort to contain the spread of COVID-19. Many governments across Canada extended those states of emergency, and the federal government has suggested that it will be several weeks before emergency measures can safely be lifted.

Pursuant to various orders promulgated under the authority of the *Emergency Management and Civil Protection Act* (EMCPA), most industries in Ontario have been impacted either by being required to close or at minimum altering oper-

ations. Although most construction activity in Ontario was permitted to continue initially, revised lists published on April 3, 2020 and on April 10, 2020 narrowed the projects that were deemed essential. Despite this, a significant amount of construction activity continues today although with measures to ensure social distancing and the safety of personnel on site. Outside Ontario, each of the provinces and territories have implemented similar measures to protect the health and safety of construction industry stakeholders.

There is no question that all participants in the construction industry have experienced, and will continue to experience, impacts on their operations because of COVID-19. These impacts include, among others, schedule delays, workforce disruptions, equipment and supply chain disruptions, reduced productivity due to on site health and safety measures (e.g., social distancing, staggering of work, enhanced sanitary measures, etc.), permit delays or restrictions on new permits, and financing restrictions or cash flow shortages.

These circumstances may trigger requirements under con-

struction contracts to provide delay notices, enforce force majeure clauses or in some cases claim that the contact has been frustrated.

Despite significant ongoing challenges, projects that were halted will eventually resume, projects that have been slowed will return to more regular schedules and projects that were to start but did not will mobilize. The construction industry and its participants should anticipate an eventual return to work—but this return will be to a new normal.

No one can predict what this new normal will look like, however, the end of the pandemic will undoubtedly lead to a significant increase in claims for delays or increased costs because of the COVID-19 outbreak, lead to changes in scheduling needs and reinforce the need to coordinate and cooperate at all levels of the construction pyramid.

Below we offer a few highlights of what we believe all construction industry stakeholders should expect, and tips to deal with the new normal in construction.

Claims for time and money

Construction industry stakeholders will continue to advance or respond to claims for time, money, or both resulting from the pandemic. A party's entitlement to time or money will be rooted in the construction contract, and each contract will need to be carefully analyzed to determine a party's specific entitlement.

The onus of proof for these time and money claims will rests with the contractor, and that onus includes proof of cause and effect. It is not sufficient to simply cite the pandemic and expect relief without demonstrating an actual impact sustained by the contractor that is directly linked to the pandemic. The contractor also has a legal obligation to mitigate. It is not enough to sit back, let the costs run, and then expect recovery. The contractor is obliged to take the reasonable steps necessary to mitigate the adverse consequences of the pandemic upon the project, which steps will vary depending on the circumstances of the project.

Scheduling

It is without any doubt that the pandemic and underlying measures implemented by the various authorities have impacted the schedule of most construction projects globally.

Once the pandemic ends, it will be important for all project stakeholders to evaluate the impact of the delay on all aspects of the project, including an evaluation of the baseline schedule, critical path delays, and impacts on near critical activities.

Owners will want to enforce the contract's scheduling requirements and carefully review any schedule updates to anticipate impacts to the schedule and mitigate where possible. Schedule updates often highlight critical information, which will affect all aspects of the project, including supply chain delays. Ensuring proper adherence to scheduling requirements under the terms of the contact will allow for re-sequencing of activities or re-distribution of the workforce,

when and where possible. Workforce coordination, including staggering of work, will likely continue even when projects resume as physical distancing requirements are likely to remain in place for the foreseeable future.

A careful review of the project scheduling will also allow parties to anticipate and mitigate where possible scheduling impacts on upcoming projects.

Coordination and cooperation

Just as making sure that the contractual scheduling requirements are adhered to, the implied or express terms of coordination and cooperation will need to be followed. The pandemic has demonstrated that any projections, modeling or best laid plans require constant attention, reevaluation and adjustment. All parties to a construction project will need to cooperatively work together for the common interest of completing the project.

The better strategy for parties is to treat this coordination and cooperation at least as importantly as strict insistence upon one's rights and remedies under the contract. Should a dispute end up before a judge or arbitrator, consider the likely attitude that will inform his or her approach, amid the highly unusual and pervasive disruption of the pandemic, to interpreting what may be ambiguous contractual terms or assessments as to the reasonableness of positions taken. A cooperative claimant, having demonstrated an empathetic approach to the circumstances, will do better.

Parties should establish and adhere to strict communication protocols with all participants involved in a project including insurers, lenders, landlords and suppliers. These efforts will likely bear fruit, even in the face of inevitable disputes.

Communication will be key with bonding and surety companies and insurance providers. Whether coverage will be available for COVID-19 will be dependent on the terms of the specific policy, however, proper and timely notice is required.

Document

It will be important to accurately document the cause and effect of each event in order to substantiate a party's position regarding an entitlement. This applies in all circumstances, including efforts undertaken to minimize the impacts of the pandemic – the key will be to document everything.

Takeaways

This pandemic was not foreseeable and unfortunately, its duration and fallout remain uncertain. What is certain is that we are transitioning to a new normal. Being prepared for this will be essential to managing the outcome and minimizing negative impacts.

This article was written by Jason J. Annibale, Geza R. Banfai, Jamieson D. Virgin and Patrick A. Thompson of McMillan LLP.

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Recap of COVID-19 business support programs



A short summary of some of the support programs available to businesses through the federal and provincial governments.

To help businesses manage their affairs during the COVID-19 pandemic, the federal and provincial governments have put in place a number of programs and support measures for businesses. An overview of the key programs appears below.

Canada Emergency Wage Subsidy

The Canada Emergency Wage Subsidy will cover 75 percent of an employee's wages on the first \$58,700 of their salaries—to a maximum of \$847 per week for 12 weeks. The program is retroactive from March 15 and runs through June 6. It also provides a 100-percent refund on employer contributions to EI and CPP.

This program is designed to help companies re-hire workers previously laid off as a result of COVID-19, help prevent further job losses, and better position businesses to resume normal operations following the crisis.

On April 21, the federal government announced that effective April 27, employers were able to apply online for the subsidy through their My Business Account pages on the Canada Revenue Agency (CRA) website.

Before applying, employers will have to calculate the estimated amount of the subsidy to be claimed. An online calculator appears on the CRA website to assist with this requirement.

Business Credit Availability Program

The Business Credit Availability Program (BCAP) was created to help businesses obtain financing during the COVID-19 pandemic.

Through the program, Export Development Canada (EDC) and the Business Development Bank (BDC) will provide \$65 billion in direct lending and other financial support. The organizations are working with financial institutions to co-lend term loans to small- and medium-sized enterprises for their operational cash flow requirements.

BCAP includes the following programs:

The Canada Emergency Business Account provides interest-free credit for small businesses to pay for immediate operating costs such as payroll, rent, utilities, insurance, property tax or debt service. The program is open to employers that recorded between \$20,000 and \$1.5 million in total payroll in 2019.

It offers loans of up to \$40,000. If that loan is repaid by December 31, 2022, up to \$10,000 of the balance will be forgiven.

The EDC Loan Guarantee for Small and Medium-Sized Enterprises provides credit and cash-flow term loans of up to \$6.25 million to existing clients, with 80 percent guaranteed by EDC.

This money is to be used for operational expenses only.

The BDC Co-Lending Program for Small and Medium Enterprises provides term loans for operational and liquidity needs—including interest payments on existing debt.

The program is designed in three segments to target support to different business sizes:

- loans of up to \$312,500 to businesses with revenues of less than \$1 million,
- up to \$3.125 million for businesses with revenues between \$1 million and \$50 million, and
- up to \$6.25 million for businesses with revenues in excess of \$50 million.

Loans are interest-only for the first 12 months, with a 10-year repayment period.

Workplace Safety and Insurance Board premiums

The Workplace Safety and Insurance Board (WSIB) has announced that it is allowing businesses to defer their premium payments for six months—until August 31, 2020.

All employers covered by the WSIB's workplace insurance are automatically eligible.

The following payments are eligible for deferral:

- Monthly: March 31, April 30, May 31, June 30, July 31, August 31
- Quarterly: April 30, July 31
- Annual: April 30

WSIB has announced that no outstanding premium payments for Schedule 1 businesses and no penalties will be charged during this six-month deferral period.

The board has also determined that costs associated with COVID-19 related claims will not be allocated at an employer or class level. Instead, they will be allocated on a schedule-wide basis and there will be no change in premium rates for 2020.

Income tax filing and payment dates

The federal government's COVID-19 Economic Response Plan allows businesses to defer until September 1, 2020, the payment of any income tax that becomes owing between March 18, 2020 and August 31, 2020. Penalties and interest will not be charged if the deferred payment requirements are met by September 1, 2020

Employer Health Tax exemptions

On March 25, the Ontario government announced it has increased the Employer Health Tax exemption for 2020 from \$490,000 to \$1 million. The exemption applies to businesses that are unable to file or remit their provincial taxes on time

The exemption returns to \$490,000 on January 1, 2021.







The Official Publication of the Ottawa Construction Association

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COVID-19:

How are our members responding?

We spoke with four OCA member companies about the strategies they have put in place to reduce the spread of COVID-19 on their worksites.

The COVID-19 pandemic has forced changes to the way we all live and work. Ideas that we previously took for granted—like where we work and the spaces we keep between one another—have been turned on their heads.

Every industry has been affected to different degrees. Some continue to operate at full capacity as essential services, while others have been shut down altogether for the foreseeable future.

Construction is no different. While certain sectors of the industry, have been allowed to remain open, a large portion of work in the industrial, commercial and institutional sector has been suspended.

For those sites that remain open, workplace health and safety is under even more scrutiny than before. The Government of Ontario has delivered a strong message to the industry to keep sites clean, and take all precautions to protect against further spread of the novel coronavirus.

We asked a number of local general contractors and heavy construction contractors about the measures they have put in place to adhere to these new rules, and to ensure the continued safety and well-being of their site workers. Here are their responses.

Jim Smith, Director of Health and Safety, Clean Water Works

As a sewer and watermain contractor that works across Ontario, Clean Water Works has been able to maintain much of its work during the pandemic.

The company has put in place a number of measures to help keep workers safe. Access to sites, for example, is strictly controlled. Each day, workers as well as subcontractor employees are required to complete an online self-assessment form that screens for possible exposure to, or symptoms of, COVID-19. Clean Water Works manages these assessments through its eCompliance software platform, and any worker that may have been affected by the virus is directed to self-



isolate.

Across its sites, it posts signage to remind workers of the need to maintain safe physical distances between one another. Job site safety talks lead with directions about COVID-19 awareness. Team leads reduce the number of people involved in each talk, while boosting the number of talks, to ensure everyone receives proper direction.

The company is also providing as much personal protective equipment (PPE) as possible to workers, including masks and face shields.

"The crews keep masks in their trucks, and we restrict access to the trucks to one person per day, with thorough cleaning of all the vehicles at the end of the day," says director of health and safety, Jim Smith. "And when people travel out of town for work, we book one hotel room per person."

Morale on the company's sites, says Smith, is strong.

"The work we do is highly specialized, and we're fortunate to have these guys working for us," he says. "We're doing everything we can to keep them working."

"I tell everyone that if the measures we're taking to promote health and safety feel like they're over top, we're doing the right thing."

Bruce Thomas, President, RECL

General contractors RECL continue work on two high-rise residential projects. President Bruce Thomas explains that the company benefitted significantly in the early stage of the pandemic from discussions with other industry partners. The companies spoke at least weekly, and shared ideas and resources on how to ensure their sites continued to operate safely.



One of the resources RECL took away from those discussions was a comprehensive questionnaire that all jobsite employees and visitors had to complete before entering the site. That questionnaire remains in use to this day. RECL has taken the additional step of ensuring not only that it has comprehensive protocols in place for managing the risk on site, but also that its subtrades have similar plans in place.

"Our protocol lists the steps we will take if someone on one of our jobsite tests positive for COVID-19 or is in direct contact with someone who has tested positive," he says. "If that were to happen, we would have that person, as well as anyone in direct contact with him or her, leave the jobsite immediately. Our procedure also calls for us to barricade off the area where the worker was working so it can be contained



and sanitized, and to inform everyone on the jobsite of what's happened and the actions we've taken."

Further to that, RECL has designated hallways and stair-wells in its under-construction buildings for one-way traffic only. The company has also issued paper stop signs to workers. Workers can tape their stop signs to the doors of the residential suites in which they are working so that others know to keep safe distances.

"We are refining our protocols as the situation develops," says Thomas. "One of the most important things we can do is to continue to communicate with the workers. The more we talk to them and keep them up to date on what we're doing, the more we show that we're hearing their concerns, and we're taking steps to protect them."

Ryan Downing, Vice-President, Operations Support, R. W. Tomlinson

R. W. Tomlinson's response to the COVID pandemic started in early March—the week before the Government of Ontario declared a state of emergency. The company built binders with information about safe-work practices and procedures for how to handle COVID cases within their workforces. Those binders, says vice-president of operations support Ryan Downing, are still very much in use today, although they have since been refined significantly.



has generously donated supplies of personal protective equipment to healthcare organizations. To date, the company has provided hospitals and care homes with

more than 20,000 N95 face masks.







Tomlinson's offices are closed, but the company continues to operate on heavy civil construction sites across the region. In much the same way as other contractors, Tomlinson has been mindful to ensure workers understand the risks of COVID-19 and the measures that need to be put in place to minimize risk.

"All our sites have hand-washing stations, and we bought 1,000 litres of hand sanitizer from a distillery in Almonte to use across our sites," says Downing. "We also converted the cafeteria at our head office to a station where we make our own food-based disinfectant spray."

All of Tomlinson's sites feature posters reminding workers of the need for physical distancing, and job-site safety talks are conducted with fewer people than usual, all of whom maintain safe distances apart from one another. Workers are also encouraged to wear bandana-style face coverings, and in cases where particular tasks require people to work in close proximity to one another, Tomlinson provides masks and face shields.

"We set the bar as high as possible when it comes to COVID safety, and the guys have embraced the measures," says Downing. "In much the same way as the 9/11 attacks changed airline security, I think this pandemic will be a watershed moment for our industry. I can't see us backing down from all these enhanced safety measures once this pandemic ends."

Curtis West, Director of Operations, Doran Contractors

Doran Contractors is currently working on the early stages of multi-unit residential projects and in the finishing stages of several retirement homes.

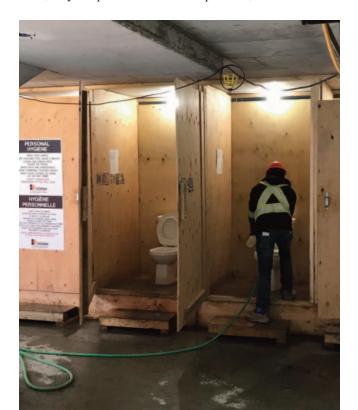
Director of operations Curtis West reports that the company has put in place a number of new protocols to manage the spread of COVID-19, including reminders about physical distancing, and a pre-site entry questionnaire that screens workers and visitors before allowing access.



"We have put in place orientations for new workers, and at the end of those sessions, they are given stickers to place on their hard hats," he says. "That helps everyone on site know that the people they're working with understand the protocols we have in place."

Like RECL, Doran has limited traffic flow on building staircases and hallways to one-way traffic only. In addition, trades on site are working from their own site trailers, crews take staggered breaks, and access to scissor lifts is restricted to one person only.

"We're also providing as much PPE as we can, so that if the workers cannot stay six feet or more apart from one another, they are protected as well as possible," he said.



CCA resolved to keep industry resilient for post-COVID-19 recovery



by Mary Van Buren President, Canadian Construction Association

No one could have imagined the challenges COVID-19 would bring to Canadians. This pandemic is not only threatening the health and well-being of our population, but it is also changing the way we live our daily lives and how we work.

Our industry is rising to the occasion – putting the safety and well-being of our workers, their families and friends, and the communities in which we operate as our first priority. We can all take pride in the generosity of our many firms who have donated urgently needed personal protective equipment (PPE) in support of our front-line workers across the country. It is just one example of how construction cares.

Working together has never been more important than it is today. As your national association, the Canadian Construction Association (CCA) is relentlessly pursuing programs, resources and tools to help the industry during and post-COVID-19. And we do this in collaboration with our Board of Directors, our National Advisory Councils and our local construction association partners.

We have written letters to Prime Minister Trudeau, Minister Ng, Minister Anand and Minister Morneau to express the support construction needs now and in the future; and have called for clearer measures to protect our workers and the well-being of our industry.

We have had continuous dialogue with Public Services and Procurement Canada, Defence Construction Canada, Health Canada, the departments of Finance, Global Affairs and the Prime Minister's Office. We have sent letters, issued press releases and given multiple interviews to expand the reach of our message and have engaged in discussions with likeminded organizations, including the Chamber of Commerce, the Association of Consulting Engineering Companies (ACEC), Export Development Canada and the Canadian Council for Public-Private Partnerships to align and strengthen our position with the federal government.

All of this outreach has led to some important wins for our members:

- The 75 per cent wage subsidy program, available to all businesses, on a cash or accrual revenue basis, who can show a decline of 15 per cent in revenue;
- A national COVID-19 protocol and resource centre, sharing best practices to help all member firms meet or exceed health requirements. These measures are extensive and include new safety and hygiene procedures and checklists as well as guidelines on employee monitoring, physical distancing, sanitization stations, frequent sanitization of sites, and reduced personnel on sites;
- Extended financing available from BDC and Export Development Canada; normally only available to exporting firms; and
- A free webinar series featuring experts offering insight to help businesses navigate COVID-19.

More recently, CCA has issued a call to action, asking members and colleagues to support a request to the federal government to create an Emergency COVID-19 Construction Cost Relief Program. Construction has been hit hard by the pandemic. Many operations have been impacted by supply chain disruptions, staff shortages, increased cost of materials, and loss of productivity. The program would alleviate the financial pressure the industry is facing due to the pandemic and ensure these companies are operational when it's time to mobilize for economic recovery. CCA is recommending eligible costs be reimbursed up to five per cent of the contract value as a starting point, subject to adjustment as the duration and full impact of COVID-19 becomes clearer.

I urge you to support our efforts by sending a letter to your own MP at <u>pushpolitics.ca/clients/construction</u>

Canada will be counting on the construction industry to lead us out of the COVID-19-induced recession. You can count on CCA to be your voice with the federal government, to provide helpful tools and to share best practices across the country. We are working passionately on your behalf and will continue to put Canada's institutional, commercial and industrial construction industry first in everything that we do.



CCA urges support for construction-cost reimbursement program



The national association is asking for the federal government to create a program to provide relief to contractors for up to 5 percent of contract values as a result of extra costs relating to COVID-19.

The Canadian Construction Association (CCA) is calling for the federal government to create an emergency program to provide contractors with financial relief for costs incurred due to the COVID-19 pandemic.

In a letter to members, CCA president Mary Van Buren called for the association's 20,000 members to write letters to government requesting that governments at all levels take steps to relieve the financial impacts of the pandemic, and ensure industry has the capacity and can mobilize quickly to build once the pandemic ends.

"Operations have been impacted by supply chain disruptions, staff shortages, increased cost of materials, as well as governmental ordinances requiring partial or complete work stoppages which vary across provinces," wrote Van Buren. "The industry needs fair consideration from federal, provincial

and municipal governments when these unprecedented circumstances have an impact on contractual agreements."

CCA is asking contractors to put their names to form letters to be sent to local members of Parliament. The letter explains the extent to which construction contributes to Canada's economy, and to national infrastructure priorities—including those that support the defence of Canada, that maintain and enhance transportation infrastructure, and that support the delivery of justice and public administration.

"The highest focus of the construction industry is on the health and safety of our workforce, their families, colleagues and communities," says the letter. "Provided sites remain compliant with the requirements and guidance of public health authorities we urge you to continue with these projects, as well as continue with the tendering and awarding process. Should this construction activity come to a halt, given the scale of employment of our sector and the impact on quality of life daily of Canadians, there would be an immediate impact on the social and economic development of the country."

The association is recommending that eligible costs be reimbursed up to 5 percent of the contract value as a starting point, subject to the program being adjusted as the duration and full impact of COVID-19 become more clear over time.

Eligible costs under the proposed Emergency COVID-19 Construction Cost Reimbursement Program would include those incurred after March 15 for such expenses as:

- · additional health and safety costs,
- site security and maintenance costs,
- general conditions,
- extra insurance and bonding costs,
- demobilization costs.
- costs incurred to maintain reasonable delivery dates for project materials and equipment,
- · additional costs to make up lost and reduced productivity,
- extended project and site rentals,
- project-related overhead costs, and
- · reasonable remobilization costs.

The letter also reminds the federal government of the need to issue a clear statement of policy that addresses how it will treat delays, project disruptions and other COVID-19 related costs.

Subtrade associations lend support

The CCA initiative is gaining support across the country. Shortly after the letter was released, two national trade contractor groups threw their support behind the call.

The Mechanical Contractors Association of Canada (MCAC) announced that it has asked the federal government to provide financial support for those construction firms affected site closures and project delays.

"As with industries across Canada, the construction industry and the mechanical contracting sector have been faced with unforeseen challenges and issues arising from the COVID-19 pandemic," said MCAC President and Chair Dave Holek. "Whether it is the necessary but added costs of health and safety to protect workers, losses in productivity as we adapt to the changing requirements for job sites, or supply chain and payment problems as a result of shutdowns or delays, the

COVID-19 pandemic has already proven to have far-reaching consequences. Our association supports any measures to help contractors access liquidity or financial support to help contractors work through this crisis."

MCAC sent a letter to Prime Minister Justin Trudeau on March 30 indicating some of the ways its nearly 1,000 member firms have been affected by the pandemic. In it, the association also called for financial relief for affected companies.

"The request to establish an Emergency COVID-19 Construction Cost Relief Program reinforces the fact that contractors across Canada are facing unprecedented challenges," said Holek. "We are pleased to see any efforts that will help our members through this crisis and beyond, and we look forward to working with governments at all levels to ensure our industry is fully prepared to help rebuild the Canadian economy when the dust settles on COVID-19. We are all in this together."

The National Trade Contractors Coalition of Canada (NTCCC) wrote a similar letter to the Prime Minister. In it, NTCCC Chair Sandra Skivsky called for the continued operation of construction projects of national importance during the pandemic. In order to keep working, she advised, contractors need relief from unforeseen costs.

"What is equally important to keeping any construction active during these times is assurance of financial support to account for the conditions faced by trade contractors and their workers," Skivsky wrote. "In the course of construction, disruption and delays add costs for every party throughout the construction chain, which is ultimately borne, in the case of federal projects, by taxpayers."

Trade contractors in particular are most vulnerable to escalating costs and payment pressures, says the NTCCC. They have costs that cannot be deferred, and will not be able to sustain working without financial relief.





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PHOTOS BY POMERLEAU INC.









All Seniors Care Living Centre

Project Address: 1027 Midland Avenue, Kingston, ON General Contractor: Pomerleau Inc.

Consultants and OCA member participants

Achitect IBI Group

Mechanical and HH Angus & Associates Ltd.*

Electrical Engineering

Structural Engineering Jablonsky, Ast And Partners*
Civil Engineering Forefront Engineering*
Excavation, Backfill Akman Construction Inc.

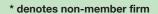
and Site Services

Formwork Bellai Brothers Construction Ltd.
Reinforcing Steel Harris Rebar (Div of Harris Steel Ltd.)
Concrete Canada Building Materials (CBM)

Structural Steel Fabmetal Welding
Electrical Lamarche Electric Inc.
Drywall Serco Construction Ltd.

Doors and Frames ARJ (Les Agences Robert Janvier Ltee)

Elevator Kone Inc.









1976 Building Renovation, **Queensway-Carleton Hospital**

Project Address: 3045 Baseline Road General Contractor: HEIN

Consultants and OCA member participants

Architectural Structural Consultant Mechanical & Electrical Consultant Vanderwesten Rutherford* **Asbestos Abatement Architectural Woodwork Sliding Doors and Frames** Finish Hardware **Painting Fire Suppression** Plumbing, HVAC and Controls

Parkin Architects Limited* Adjeleian Allen Rubeli Ltd. Asbex Ltd. Gaston Lavoie Cabinet Shop Ltd. **Active Automated Doors** Upper Canada Specialty Hardware Ltd. **Piamonte Painting and Wall Covering** Lowe Fire Protection Inc. Modern Niagara Ottawa Inc.

R & R Electric (1427546 Ontario Ltd.)

* denotes non-member firm

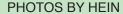
Electrical















AROUND APHOTOSPREAD

PHOTOS BY RON EASTERN CONSTRUCTION LTD.











Lunen Haus

Project Address: 1161 Heron Road
Construction Manager: Ron Eastern Construction Ltd.

Consultants and OCA member participants

Architect
Structural Consultant
Mechanical &
Electrical Consultant
Civil Consultant and
Landscape Designer
Geotechnical Consultant
Interior Designer
Excavation & Backfill
Site Services
Formwork
Reinforcing Steel
Concrete

Masonry Structural Steel Roofing

Plumbing and HVAC

Electrical

Sprinkler Systems Doors and Frames

Drywall Painting Elevator Woodman Architect & Associates Ltd.* Goodeve Structural Inc.*

Jain Sustainability Consultants Inc.*

WSP Canada Inc.

Paterson Group Inc. Constr Geotechnical & Envir

Carver & Associates Inc.*
Dufresne Piling Co. (1967) Ltd.
Bradley Kelly Construction Ltd.
Coffrages Synergy Formwork
ABF Reinforcing Steel Inc.
Hanson Ready Mix

George & Asmussen Limited - G & A Masonry

Ontario Iron Works Ltd.

Raymond & Associates Roofing Inc.

Lar-Mex Inc.

Day-View Electric Inc.

Ottawa Sprinkler Installations Limited ARJ (Les Agences Robert Janvier Ltee)

Sapacon Drywall Limited

ATC-Advanced Technology Coatings Ltd.

Thyssenkrupp Elevator

^{*} denotes non-member firm



2018-4024 CPR O-Train Bridge

Project Address: Highway 417 at Rochester Street General Contractor: R.W. Tomlinson Ltd.

Consultants and OCA member participants

Consultant McIntosh Perry Consulting Engineers Ltd.

Vibration Monitoring DST Consulting Engineers Inc.

and Well Decommissioning

Consulting Engineers REMISZ Consulting Engineers Ltd.*

Art Engineering Inc.* Alpha Structural Engineers*

Asphalt R.W. Tomlinson Ltd.
Landscaping D&G Landscaping (2015) Inc.
Temporary Concrete/ Hughson Fencing & Guiderail

emporary Concrete/ Hughson Fencing & Guiderall Noise Barriers

Concrete Curbs & Sidewalk LDC Precision Concrete Inc.

Designer WSP Canada Inc.
Project Manager Rob Dollimont

Piling & Excavation Dufresne Piling Co. (1967) Ltd.R.W. Tomlinson Ltd.
Site Services Tomlinson Sewer and Watermain Services

Formwork R.W. Tomlinson Ltd.Aluma Systems Inc.
Reinforcing Steel Harris Rebar (Div of Harris Steel Ltd.)

Concrete Tomlinson Ready Mix Electrical Black & McDonald Ltd.

* denotes non-member firm







PHOTOS BY R.W. TOMLINSON LTD.





National Day of Mourning ceremonies go online

Photos by Ron de Vries Photography



Last year's National Day of Mourning ceremony in Ottawa was attended by more than 150 people. The COVID-19 pandemic brought this year's tributes online.

April 28 is the National Day of Mourning—the day that workers and employers gather to pay tribute to those who lost their lives at work, or whose lives were forever changed through workplaces injuries or illnesses.

Typically, the event is marked with solemn vigils attended by thousands of workers and the friends and families of fallen workers in communities across the country. The COVID-19 pandemic, however, moved many of those events online.

Canada's Building Trades Unions (CBTU), for example, participated in an event hosted by the Ottawa and District Labour Council. Normally the council hosts a vigil at Vincent Massey Park for dozens of workers and their family members. This year's event was coordinated through a video conference, and drew about 150 participants.

"This year, April 28 comes at a time when Canada is facing an unprecedented time, and the need to protect the health and safety of frontline workers is paramount to stopping the spread of COVID-19," said CBTU chairman Robert Kucheran.

"The National Day of Mourning gives us all an opportunity to remember those we lost, and to strongly, and unequivocally reinforce our commitment to raise our collective voice for the health and safety of our workers today. This includes the courageous frontline workers still going to the job site – be it in a hospital, delivering goods, or on our many construction sites from coast to coast. Safety precautions need to be upheld and enforced so no one has to face the tragedy of their

father, mother, sister or brother not returning from work."

Also participating in the Ottawa virtual event were Mayor Jim Watson, Linda Silas, president of Canadian Federation of Nurses, and Ottawa and District Labour Council president Sean McKenney.

The event was particularly noteworthy for Watson. In August 2019, a worker from the City of Ottawa's Public Works and Environmental Services Department died when he was struck by a garbage truck.

"We're all working to achieve our goal of making workplaces safer, but that only comes as a result of a collective effort," said the mayor.

Three workplace deaths per day

The latest statistics from workplace safety boards across the country show that 1,027 workers lost their lives to workplace accidents or illnesses in 2018—an average of about three per day. Data from the Workplace Safety and Insurance Board (WSIB) also suggests that 190 workers died on the job in Ontario in 2019.

"None of us should take for granted our own health and safety, and that of our family, friends, co-workers and communities," said WSIB president Tom Teahen. "We all need to know how to recognize health and safety risks in our workplace and understand our right to safe and healthy work. Because awareness is the most important safety equipment there is."



Although many agree that Canada and Ontario are among the safest jurisdictions in the world which to work, critics have their concerns. The Provincial Building and Construction Trades Council of Ontario (PBCTCO), for example, says that workplace deaths are statistically overrepresented in construction. While the industry accounts for about 7 percent of Ontario's economy, it counts about a third of the province's workplace fatalities.

"Together with employers and government, we need to strive to improve workplace safety so that *no* workers are injured or killed while at work," said PBCTCO business manager Patrick Dillon. "Sadly, workers continue to be intimidated when they should give voice to their concerns on safety, and that needs to change now."

Other organizations suggest that the number of workplace accidents, deaths and illnesses recorded in the country annually are significantly underreported.

The Canadian Union of Public Employees (CUPE), for example, suggests that there may be 10 to 13 times as many people dying because of work in Canada than are officially accepted in the workplace compensation system.

A study released last year, entitled *Work-related deaths in Canada*, suggests that fatality statistics provided by the Association of Workers' Compensation Board of Canada count only those illnesses and injuries that are approved through compensation claims. The reality, says the report, is that thousands of additional deaths and injuries—such as those suffered by workers who are exempt from coverage, or who are killed by commuting fatalities or stress-induced suicides—go unreported in occupational health and safety statistics.

"This situation is akin to crime statistics only ever including solved homicides, therein leaving the impression that attempted murders, unsolved murders or suspicious deaths are not a concern," says the study.

CUPE is calling for governments and employers to invest in accident and illness prevention through strong health and safety committees, and to create a stronger health and safety enforcement regime that conducts more vigorous inspections, and punishes those employers that refuse to fulfill their duties to ensure safe workplaces.

The National Day of Mourning was proclaimed in Canada by the Canadian Labour Congress in 1984. It is now recognized by approximately 100 countries around the world.

City provides update on Stage 2 LRT east extension

Construction of the entire light rail extension is underway and is expected to be completed by 2025. The City of Ottawa recently revealed detailed plans about construction of the east line extension.



This image is an artistic representation of the Montreal Station design.

Construction is very much under way on the eastern extension of the City of Ottawa's Stage 2 light rail project, despite the COVID-19 pandemic.

The entire project, which is valued at \$4.6 billion, will see the light rail network expanded to the east, west and south. The project is being split into three separate initiatives—the Confederation Line West Extension, Confederation Line East Extension and the Trillium Line South Extension. Once complete, it will add 44 kilometres of track and 24 stations to the city's light rail network.

The Confederation Line East extension will add 12 kilometres to the line from Blair Road to Place d'Orléans Station and then extend to Trim Roadprincipally along the median of Highway 174.

It will have five stations—at Montreal Road, Jeanne d'Arc Boulevard. Orléans Boulevard, Place d'Orléans Shopping Centre and Trim Road. Construction of that portion of the project, as well as the extension in the west end of the city, is being led by East-West Connectors (EWC), a consortium that includes Kiewit, Eurovia, VINCI and Bird Construction.

The extension is expected to come into service in 2024.

A report from the City of Ottawa outlines several of the aspects of construction that are expected to occur throughout this year.

New bridges at Montreal Road interchange

Work on two new bridges at the Highway 174-Montreal Road interchange is one of the most significant components of the east extension. Since the line's Montreal Station will be located above Montreal Road within the



Highway 174 median, the project requires construction of two new bridges over the highway, as well as a reconfiguration of the interchange to shift ramps, traffic, utilities and pathways away from the site of the future station.

Through March, crews had relocated the existing ramps and installed excavation support on both sides of the highway. Beginning in April and continuing through the summer, crews will prepare for construction of the bridge and lay its superstructure and decking.

East Rail Flyover Bridge

The rail line extension also calls for a flyover rail bridge to be built 800 metres east of the interchange between Highway 174 and Blair Road. The East Flyover Rail Bridge will bring the Confederation Line East from the north side of the highway into the Highway 174 median.

Before the bridge can be built, crews must build new lanes on the south side of Highway 174 to divert traffic. Once that is complete, they will demolish the existing bus rapid transit bridge, and prepare for construction of the flyover bridge.

Construction of the new lanes on the south side of Highway 174 is expected to start this spring. By the end of this year, all traffic on Highway 174 will be shifted to its new alignment.

Highway 174 roadworks and utility works

Major roadworks are also planned for Highway 174 to accommodate the rail project. In addition to shifting lanes to allow for the construction of the flyover bridge, works are also underway to reconfigure highway ramps at the interchange with Jeanne d'Arc Boulevard, and at the intersection of Trim Road and Highway 174. Both will begin this spring.

A significant amount of utility relocation and replacement work between Blair Road and Trim Road will also occur through the remainder of this year and next.

Station construction

The project schedule calls for only moderate work on stations along the line extension. The focus of construc-



tion through this year includes road, utility and bridge work. Most station construction will occur in 2021 and beyond.

Preparatory work is, however, planned for the Place d'Orléans Station. Excavation and site preparation will begin in early fall 2020. Following this, concrete will be placed for the start of foundation, wall and platforms.

Meanwhile, several phases of work are required to create the newly realigned Trim Road and intersection. Construction of a new eastbound ramp, along with the relocation of Highway 174 eastbound and westbound lanes will allow for excavation of the realigned Trim Road to occur.

Construction of a new bus facility will also begin late in the year.

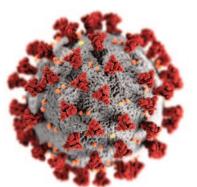
Sound attenuation walls

Finally, the project calls for sound attenuation walls will be installed at five locations along the line:

- East Acres Road to the existing wall at the Montreal Interchange
- Jeanne d'Arc Boulevard to Orleans Boulevard
- Orléans Boulevard to Champlain Street
- Champlain Street to Tenth Line Road
- Tenth Line Road to Trim Road Site grading and other preparatory works for installation will begin at select locations late in 2021, while installation of the walls is scheduled for 2022.



This image is an artistic representation of the Place D'Orleans Station design



IHSA issues new COVID-19 resources for construction

Infrastructure Health
& Safety Association

Work Safe for Life

In conjunction with the Ministry of Labour, Training and Skills Development, the association has published a series of posters, guides and best practices documents—all of which are available as free downloads.

As part of its plan to restart the economy during and after the COVID-19 pandemic, the Government of Ontario has released a series of more than 50 technical, sector-specific guidance documents to help employers and employees remain safe in the workplace.

Announced on April 30, the documents were prepared by the Ministry of Labour, Training and Skills Development in conjunction with the province's four health and safety associations.

Those pertaining to the construction sector were released by the Infrastructure Health and Safety Association (IHSA). They include:

- Best Practices for the Employer Responding to a Suspected COVID-19 Exposure
- Best Practices for the Constructor Responding to a Suspected COVID-19 Exposure
- Guidance on Construction Facility Hygiene During COVID-19
- Guidance on Construction Supervisor Responsibilities (COVID-19 Symptoms or Exposure)
- Guidance on Fuelling of Vehicles During COVID-19
- Guidance on Handling and Receiving Packages (All Persons at Work or at Home) During COVID-19
- Guidance on Tool Sharing (Hand Tools)
 Constructor/Employer Procedure During COVID-19
- Guidance on Worker Procedures Handling Paperwork During COVID-19
- Guidance on Cleaning and Sanitizing Inside Your Vehicle During COVID-19
- Guidance on PPE (Cleaning Respirators) During COVID-19
- Guidance on Lunchroom Practices During COVID-19
- Guidance on COVID-19 Screening (Checklist)
- Guidance on Construction Site Trailers During COVID-19

Protect against COVID-19





Conduct meetings outdoors



Protect against COVID-19





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Ontario

V

A number of other resources are also available on the site, including the latest provincial government news pertaining to the construction sector, such as current lists of essential businesses, guidance from the Chief Prevention Officer, as well as announcements from the province about measures being taken to protect worker health and limiting the transmission of COVID-19 on jobsites.

The IHSA and the province have also released a series of free posters for use in the workplace that remind all site staff about proper practices to prevent the spread of COVID-19. Available in English and French, the posters address such subjects as:

- practicing physical distancing,
- conducting meetings outdoors,
- · cleaning tools,
- washing clothing,
- cleaning work surfaces,
- staggering breaks,
- · cleaning regularly touched items, and
- wiping equipment before and after each use.

The posters and documents are available on the *COVID-19 Update* page of ihsa.ca, and by clicking through to the *Sector-specific COVID-19 Links & Resources* page.

NEW MEMBERS MARCH 2020

Bytown Fences and Decks

Chris Martin - Operations Manager 1401 Cyrville Road Ottawa, ON K1B 3L7 T: 613-744-3352

chrism@bytownfence.com

Section: TRA

EOS Holdings Inc.

Gerry Daalder - President P.O. Box 369 Woodlawn, ON K0A 3M0 T: 613-866-3747 gerrydaalder@yahoo.com

Section: MSS

Ferguson Construction and Renovations

Dan Ferguson - Owner 2288 Champlain Street Clarence Creek, ON K0A 1N0 T: 613-220-4744 fergusondan@hotmail.com

Section: TRA

Justice Construction Ltd.

Paul Justice - President 2160 Old Prescott Road, P.O. Box 201

Greely, ON K4P 1N5 T: 613-821-2147 F: 613-821-1459 paul@justiceconstruction.ca

Section: GEN

Memtek Inc.

Shawn Hennessey - President 1590 Des Serins Ottawa, ON K1C 5A8 T: 613-229-0329 F: 613-424-4567 shawn@memtek.ca

Section: TRA

Tuvico / Redi-Rock

Rejean Vallee -Representative Redi-Rock 4620 Boul, Talbot Saquenay, Québec G7N 1V1 T: 418-696-0696 r.vallee@fortier2000.com

Section: RB&HC

OCA training schedule May 25 Working at Heights - Fundamentals of Fall Protection 8:30 a.m. May 29 WSIB Health and Safety Excellence Program 9:00 am June 8 Working at Heights - Fundamentals of Fall Protection 8:30 a.m. June 9 Working at Heights - Refresher Training 8:30 a.m. June 19 Gold Seal Certification Information Session 9:00 a.m. June 22 Working at Heights - Fundamentals of Fall Protection 8:30 a.m. June 23 Working at Heights - Refresher Training 8:30 a.m. July 9 Working at Heights - Fundamentals of Fall Protection 8:30 a.m. July 10 Working at Heights - Refresher Training 8:30 a.m. August 6 Working at Heights - Fundamentals of Fall Protection 8:30 a.m. August 7 Working at Heights - Refresher Training 8:30 a.m. August 17 Working at Heights - Fundamentals of Fall Protection 8:30 a.m.

KELLY SANTINI

lawyers avocats

Resolving Construction Disputes

Working at Heights - Refresher Training

- · Liens & breach of trust
- Mediation & arbitration
 - Employment
- Delay claims

• OHSA

August 18

WSIB

· Debt recovery

Eric Appotive

613-670-8002 Stephen Kelly 613-238-6321 Shawn O'Connor Allison Russell

613-231-2532 613-670-8008

8:30 a.m.

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Membership has its privileges.

Find out about all the advantages of joining the Ottawa Construction Association.

Visit www.oca.ca



UPDATE:

PPE donations

Thank you to those members that have generously donated personal protective equipment to local hospitals and nursing homes and retirement communities.

It's no secret that the frontline workers in these environments are in dire need of these materials to ensure they can continue to save lives. If your company has surplus equipment it can donate to any organization in need, please consider doing so.



Calling for donations of unused electronics!

The United Way of Eastern Ontario and peerto-peer rental start-up Ruckify have partnered to bring technology to social service workers to enable them to go fully virtual for their appointments, outreach and programming. But they need your help.

The organizations are calling for donations of unused electronics: tablets, smartphones, laptops, desktops and webcams.

Thanks to the donations they have already received, United Way and Ruckify have helped many groups with technology needs and have also been able to put devices directly in the hands of many isolated individuals.

To be transparent, there is no profit or revenue in this for Ruckify. The team has waived all platform fees and delivers items within the Ottawa area at no cost.

Please reach out to Paul Howard at paul@ruckify.com or 613-325-0519 or to Kimberly Raycroft at kraycroft@ruckify.com or 613-218-7788.

Unofficial bid results over \$500,000: March 2020

JOB# DESCRIPTION			
OCA-20-0530	2020 Central Rural Resurfacing	Aecon Construction Ontario East Limited	\$4,819,000.00
OCA-20-0524	Torbolton Ridge Road Rehabilitation	Goldie Mohr Ltd.	\$555,500.00
OCA-20-0506	2020 West Rural 2 Asphaltic Overlay	Thomas Cavanagh Construction Limited	\$5,505,505.50
OCA-20-0499	Rehabilitation of County Road 52 (Burnstown Road)	B.R. Fulton Construction Ltd	\$679,058.00
OCA-20-0496	Rehabilitation of County Road 1 (River Road)	B.R. Fulton Construction Ltd	\$678,055.00
OCA-20-0493	2020 East Urban 1 Asphaltic Overlay	Coco Paving Inc.	\$5,158,000.00
OCA-20-0438	Eight Small Rural Culverts -	W.H. MacSweyn	\$573,900.00
OCA-20-0409	Cold In Place (CIREAM) Rehabilitation of County Road 1, County Road 3 and, County Road 42	G. Tackaberry & Sons Construction Company Ltd.	
OCA-20-0405	Replacement of County Structure B234 (Coles Creek Bridge)	Corington Engineering Inc.	\$1,947,058.00
OCA-20-0404	Rehabilitation Of County Road 7 (Foresters Falls Road) and County Structure C159 (Gutz Culvert) Replacement	H&H Construction Inc.	\$1,375,111.78
0CA-20-0372	Ottawa Hospital Mens Health Clinic	Massicotte	\$553,132.00
0CA-20-0367	2019/2020 West End Small Culvert Replacements	Ottawa D-Squared	\$1,174,725.00
0CA-20-0356	Tree Planting Services	Tree Compass	\$663,900.00
0CA-20-0340	2019-2020 - Medium Culvert Renewals - West	Goldie Mohr Ltd.	\$1,976,000.00
OCA-20-0326	Eagleson Road Valve Chambers	Aecon Construction Ontario East Limited	\$1,468,500.00
OCA-20-0324	Replacement of Dehumidifiers & Evaporative Cooler - Nepean Sportsplex	1000 Island Mechanical	\$448,412.00
OCA-20-0319	Parkway Park Revitalization	DB Contracting	\$814,820.00
OCA-20-0317	Supply and Delivery of Granular Materials	Thomas Cavanagh Construction Limited	\$1,032,850.00
0CA-20-0314	Civic Campus - Backflow Prevention Project	Modern Niagara Ottawa	\$1,206,773.00
OCA-20-0302	Rehabilitation of County Structure B101 - (Bonnechere River Bridge) - Located on County Rd 58 - (Round Lake Rd)	Corington Engineering Incorporated	\$1,331,727.00
OCA-20-0295	2020 Riverside Drive Resurfacing	R.W. Tomlinson Limited	\$5,489,238.00
OCA-20-0244	2020 West Rural Asphaltic Overlay	Thomas Cavanagh Construction Limited	\$5,988,846.83
OCA-20-0203	Vanier Parkway and Presland Road - Storm Sewer and Watermain Replacement	Cornwall Gravel Company Limited	\$5,690,957.50
		•	

PCL/EllisDon Joint Venture supply chain donates over \$200,000 in support of a mental health urgent care clinic at The Royal



Projects listed in March 2020

Project # 0429-0663 Owner/Agency	March 2020	Year to date
City of Ottawa	38	94
PWGSC & Other Federal Depts.	10	49
NRC	1	1
DCC	2	12
NCC	1	4
Provincial & Other Municipalities	80	225
Private Owners & Developers	8	11
Community Housing	6	16
Museums	2	6
Health Care Facilities	3	17
Schools	7	21
Universities & Colleges	8	17
Brookfield	23	75
Prequalifications *	14	43
Notice Only *	32	72
Duplicate	0	0
March 2019 Total % change	305 235 -23	853 663 -22.3

*Prequalifications and Notice Only were previously combined in the same category.

In response to COVID-19 and an increased need to support those struggling with mental health issues, The Royal opened an urgent prompt care clinic. Many donors responded to the initial call for support despite the very challenging economic times. Amongst the donors were a group of leaders more than 40 companies and organizations within the construction sector working with the PCL/EllisDon Joint Venture on the Centre Block of Parliament Hill. They banded together at a critical time to help propel the fundraising effort.

"The Royal has been the mental health pillar in our community," says Matthew Rinfret, PCL/ED Project Director for the Centre Block Rehabilitation project. "We understand the strain that the pandemic situation is putting on The Royal and recognized supporting the creation of the special clinic was a way to help people – and we wanted to do our part."

"All of us who are able to continue to work on major projects during this time feel proud and privileged to be able to give," he added. "Despite a difficult business landscape, I found that our partners have been generous and I am immensely thankful."

Located at The Royal, the C-PROMPT Clinic is made up of a multidisciplinary team of mental health nurses, psychiatrists, psychologists and social workers who are providing assessments, treatment and coordinating access to further care. The C-PROMPT Clinic team is using a combination of inperson, virtual and mobile consultation to provide mental health services.

"In total, the PCL/ED supply chain raised in excess of \$200,000 for this important cause, all of this in about 72 hours," says Rinfret. "The electrical contractors working on the Centre Block project were central to this effort. Between the three main contractors (Ziebarth Electrical, Wired Synergy and Toban Electric), the electrical contractors associations of Ottawa and Ontario and local union, approximately \$100,000 of the total was raised. It was thanks to the leadership of these firms and associations, in addition to our supplier and union partners, that we were able to push ourselves further than we thought possible. The decision to give in this environment of uncertainty is not easy; we are blessed to have leaders throughout our industry."

"The generosity from the construction sector is nothing short of inspirational," says Royal Ottawa Foundation for Mental Health president and CEO, Mitchell Bellman. "With their support, our C-PROMPT will be able to help so many more people in our community who are struggling."

Over the past 10 years, the Ottawa Construction Association and its members have been generous supporters of The Royal. They were leaders during The Royal's most recent Campaign which saw the opening of the only Brain Imaging Centre in Canada focused on mental health research.

To learn more about The Royal's C-PROMPT Clinic, please visit https://www.theroyal.ca/CPROMPT

Guess the photo

Congratulations to Shawn O'Connor of Kelly Santini LLP who was quickest to tell us that the building we featured in last month's issue was the old City of Ottawa land registry office on Nicholas Street.

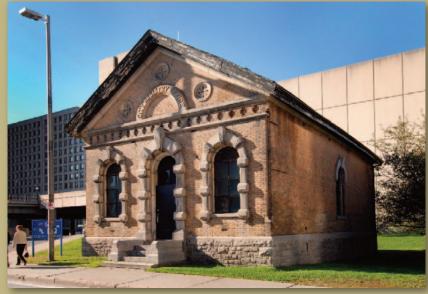


Photo by Ron de Vries Photography

Now tell us which building is picture here.



If you think you know, send us a note at editor@oca.ca.



Link2Build.ca is a new construction-industry portal owned and operated by seven of Ontario's local construction associations, including OCA. In addition to publishing daily news articles about goings-on in and around our industry, Link2Build will be a hub for plans and specifications posted across the province, and will offer contractors and owners a new forum to publish mandatory legal notices, such as Certificates of Substantial Performance—at a price of less than half of what other publications charge.

All the fees charged for publishing CSPs on our site are returned directly to the seven members of the Link2Build alliance.

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