

From: Zacharatos, Phil FOR:EX
Sent: Thursday, May 14, 2009 11:12 AM
To: Warner, Bill FOR:EX; Peitzsche, Larry FOR:EX; Gowriluk, Jim FOR:EX
Cc: Slydell, Caroline FOR:EX; Wyatt, Peter FOR:EX; Stewart, Doug B FOR:EX; Chow, Brian FOR:EX; Langridge, Jim FOR:EX
Subject: FW: Day Labour

In keeping with our goal of targeting approximately 25% of its road funding through day labour. The objective is to get work started quickly, promote local employment opportunities, and inject funds directly into local economies.

To facilitate day labour hiring the following options exist (not in any order of priority):

1. The use of Ministry of Transportation and Infrastructure's (MOT) Hired Equipment (HE) Process;
2. The award of direct equipment hire and consulting services consistent with corporate policy; and
3. The use of open invite for equipment hire and the use of the engineering equipment selection (EES) directory for consulting services consistent with corporate policy.

In determining delivery options, work should be equitable and fairly distributed among service providers as much as possible. Details on these options are contained in the attached document. This document will be updated as we work out the details of implementation.



MFR Project
Delivery Via Day L...

Day labour implementation will require knowledgeable staff and field supervisors for successful implementation. It is important to understand that the ministry must act as the prime contractor for all aspects of the works and assumes all of the requirements for the management and delivery of projects including:

- Risk;
- Planning (design and construction surveys, environmental requirements, equipment capability/utlization, etc.);
- Providing all related materials through direct purchase or additional contracts;
- Administration and cost control;
- Stakeholder communications, including notices to public;
- Obtaining required approvals from all agencies;
- Health and safety activities as the Prime Contractor (i.e. Worksafe BC requirements); responsible for all safety concerns, services and requirements related to workers on the works site as well as travel to and from the site including all required plans and safety meetings
- Traffic management (24 hours a day);
- Site supervision and direction.

To help the MFR in meeting its day labour goals, MOT has agreed to provide access to their experienced staff for advice. This represents a tremendous opportunity for staff to

gain knowledge and experience in project management and supervision, WorkSafe BC requirements, equipment considerations, road maintenance and construction practices.

Further guidance is being developed, and will be available in the next week for completing day labour projects including the provision of local level MOTI contacts for assistance and collaboration. In the meantime, please begin to implement plans to meet the objective to deliver 25% of your road funding through day labour.

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