



Technical Standards and Safety Authority

Minutes of the Elevating Devices Advisory Council

Meeting on November 24, 2022

Minutes of the Elevating Devices Advisory Council meeting of the Technical Standards and Safety Authority (TSSA) held by teleconference at 8:00 a.m. on the 24th day of November, 2022.

Present: Cliff Ayling, PCL Constructors Canada Inc; Mack Czaszar, UCEL; Trevor Doell, TK Elevator (Canada) Ltd; Doug Guderian, CECA; Ahmad Husseini, TSSA's Consumers Advisory Council; Rob Isabelle, KJA Consultants Inc; Stan Jones, BOMA & Northam Realty; Lisa Konnry, Schindler Elevator Corporation; Kelly Leitch (Chair), Kone Inc.; Jim Miller, IUEC; Haroon Nuri, Toronto Transit Commission; Derek Petri, York Region District School Board; Hugh Richards alt. for Patrick Yeung, Otis Canada Inc., Michael Sentenai, AMCO & Del Property Management.

Alexandra Campbell, Vice-President, Communications and Stakeholder Relations; Kristian Kennedy, Manager, Government Relations; Rob Kremer, Manager, Engineering, Elevating Devices Safety Program; Dean McLellan, Regional Supervisor, Elevating Devices Safety Program; Roger Neate, Director, Elevating Devices Safety Program; Phil Simeon, Director, Regulatory Policy

1. Welcome & Constitution of Meeting

The Chair called the meeting to order at 8:00 a.m.

a) Safety Moment

For the safety moment, Council was shown a short video on the safety implications of ice storms.

2. Adoption of the November 24, 2022 agenda

Council adopted the agenda as presented.

3. Approval of March 16, 2022 minutes

Council approved the minutes as presented.

4. Review of Action items from last meeting

R. Neate spoke to pending action items, noting that all action items are complete.

5. Chair's Update

The Chair treated his annual report to TSSA's CEO and Board as read.

There were no questions or comments from council.

6. Council Administration

a. Membership Renewal – Trevor Doell

K. Kennedy confirmed the membership renewal of T. Doell.

Action: K. Kennedy to update the membership

7. TSSA Labour Disruption Update

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R. Neate indicated that the strike is over and TSSA is caught up on a backlog of initial inspections. Rebooking of initials is important. The call-in line was essential during the strike and TSSA is continuing with that process, especially for rebooking initial inspections.

The Chair asked if there were any lessons learned from the strike. R. Neate commented that the dispatching model was effective. It gave the director a better feel of the types of inspections are being requested and their frequency. That is prompting a rethink about how inspections are done.

C. Ayling asked about the time period of the collective agreement. R. Neate replied that it is a two-year contract.

D. Guderian asked about the implications of the strike backlog on periodic inspections. R. Neate said there is a backlog on periodic inspections right now.

8. Elevator Availability Update

R. Karavas delivered an update on elevator availability.

A. Hussein asked about data trends related to manufacturers. R. Karavas indicated that while there are original equipment manufacturers' equipment (OEM), devices are often altered but through modernizations, OEM equipment may no longer be on site as a result. So it can be misleading to point to manufacturers as the responsible party for availability challenges.

The Chair advised that the data collection requirements should not be open-ended and require an end-state and a timeline for completion. If not, data is merely an administrative burden to owners. Traffic studies are needed to determine root causes.

C. Ayling commented that there was no connection between the kinds of data being collected and the problem of under-elevating. Currently there is no action being taken to revisit under-elevating. The likelihood of under-elevating in buildings is probably even higher now. R. Karavas confirmed that it does not answer the question of whether a building is or is not under-elevated.

P. Simeon commented that TSSA advocated for traffic studies from a Planning Act perspective. He added that while he is not aware of the Ontario Building Code consultation cycle, but there may be an opportunity to advocate for change through that forum. He asked if the council has engaged with developers on traffic studies. D. Guderian said industry could use TSSA's help with advocacy, since industry has a conflict of interest. Council members urged that TSSA needs to show support for the action and advise on how to interact with government.

R. Isabelle suggested a sense of urgency considering the ever-growing list of multi-story buildings in the planning phase that will be grossly under-elevated. He added that there is a global standard with requirements that can be used in Ontario, so the province does not need to "reinvent the wheel."

A. Campbell cautioned about expectations management around the number and scope of projects that TSSA can take on. She detailed the prioritization process used in advisory council meetings and urged members to follow it so that TSSA can adequately assess its ability to resource projects.

Action: TSSA to undertake a discussion with the Ministry and report back to the advisory council on an advisable path

9. Code Adoption Document Update

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R. Kremer spoke to the item. He noted that the Elevating Devices Code Adoption Document amendments were published in February, 2022 with four separate effective dates: February 1: June 1, August 1 and January 1. He enumerated submissions received as per the new CAD amendments for construction hoists, wind tower elevators, parking garage lifts, man-lifts, ski lifts, B355 lifts and new and major alterations for elevators. January 1 is the effective date for all elevators and other devices requiring new logbooks. Overall, there have been some questions about the CAD amendments but nothing significant.

10. Council Prioritization

Council members spoke to M. Czazsar's agenda item request forms in his absence. M. Czazsar did not join the meeting during the discussion on this agenda item. K. Kennedy recommended deferring the agenda items to the next advisory council meeting in the Spring. R. Kremer advised that M. Czazsar's agenda item request forms need to be addressed in a technical format. The Chair suggested Mack have a dialogue with R. Kremer before the next meeting.

C. Ayling commented that mandatory and equivalent training is worthwhile but advised that union representatives would need to be consulted. It should be addressed by the Field Advisory Committee (FAC). K. Kennedy suggested that the advisory council is being asked to advise on the appropriate forum to address these and other issues raised on the agenda. D. Guderian commented that the FAC deals with construction hoists. The Chair mentioned that he had connected with J. Egan, who had chaired the FAC, and he expressed the need for the FAC to resume its meetings. He added that FAC is probably the best advisory committee to bring topics from the field and to present them in a way EDAC can process. The Chair stressed that the FAC can delve into technical matters for better than the advisory council. He suggested the FAC may continue to meet without TSSA.

D. Guderian agreed the FAC was a function group that ought to continue. He suggested the advisory council and TSSA could manage agenda issue proliferation by empowering the advisory council to recommend the FAC remove items from its list of priorities. A. Campbell cautioned that it is difficult to handle a proliferation of topics when expectations are raised that TSSA will deliver. One TSSA priority is to harmonize across the organization, since it currently has eight advisory councils meeting several times a year and only one set of staff to manage it all.

H. Richards commented that FAC helped with day-to-day friction between industry and TSSA and it was beneficial.

J. Miller does not have a seat at the FAC and would like to contribute if there is a meeting in December. He stated that he has issues to raise.

A. Campbell issued a reminder as to why TSSA halted the work of the FAC and Risk Reduction Groups (RRGs). She commented that issues were coming to TSSA in far too many forums, including RRGs and FAC, but also Training and Certification Advisory Boards, ad hoc working groups and task groups. TSSA revised the council format so that the councils could play a role in helping TSSA prioritize issues. Standing committees often led to TSSA taking on too many issues that were not seen through to completion.

D. Guderian commented that he was made aware of a host of different committees being set up by TSSA. A. Campbell and R. Neate commented that he must have been referring to the period before 2019 when TSSA began prioritizing and halting the volume of meetings. Since then, the main committee work has revolved around the compliance standards, which are a core TSSA strategic priority.

R. Neate spoke to the March 1 go-live date for TSSA's new CRM system. He informed the meeting that in advance of that date TSSA needs to train staff so there will be a black out mid-February so the data

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transfer can happen along with inspector training. Inspections will be available during that time. Instructions for inspections will be on the website. Compliance standards are going live at the same time.

P. Simeon provided details on the compliance standard, which is planned to go live at the same time as the new CRM system. The compliance standard outlines high-risk “showstoppers” from a compliance perspective. The compliance standards are available on the website.

Action: EDAC to communicate to TSSA when the FAC meets.

Action: The future format of the FAC is to be discussed at the next EDAC meeting.

Adjournment

The Chair adjourned the meeting at 9:10 a.m.