



# Technical Standards and Safety Authority

## Minutes of the Boilers, Pressure Vessels, and Operating Engineers Advisory Council

Thursday, April 17, 2025

Minutes of the Boilers, Pressure Vessels, and Operating Engineers Advisory Council meeting for the Technical Standards and Safety Authority (TSSA) held by teleconference at **9:00 am** on Thursday, April 17, 2025

<b>Present</b>	
Mark Lambert, Chair	Brian Taylor
Yan Huang	Greg Black
Justin Awoyomi – online	Dave Little
Ryan McLachlan - online	Jason Brimble
Jamie Webb	Ralf Klopff
Randy Purves	Ryan Jones
<b>TSSA</b>	
Olga Sousa-Dias	Iuliana Afanase
Alexandra Campbell	Kim Semper
Sue Hadley	Viola Dessanti
Monifa Barnes	
<b>Regrets</b>	
John Milton	Justin Clappison
Mario Gogic	Peter Michieli
Ronald Morrison	

### Action Items

**Action:** I. Afanase to share C. Fernando's email contact information with the advisory council. (Complete)

**Action:** V. Dessanti to share targeted information about Risk Scores via upcoming advisory council meetings. (Complete)

**Action:** TSSA to share information on Expiring COIs with the insurer working group. (S. Montano) (This action is considered complete as it will be reviewed as part of the BPV COI Strategic Initiative for FY26)

**Action:** K. Semper to review Y. Huang's Notices to Owners advice for future communications/messaging improvements. (This action is considered complete as it will be reviewed as part of the BPV COI Strategic Initiative for FY26)

### 1. Constitution of Meeting

#### 1.1. Safety Moment

1.1.1. A safety moment presented by the Chair on Spring Safety Tips



# **Technical Standards and Safety Authority**

## **Minutes of the Boilers, Pressure Vessels, and Operating Engineers Advisory Council**

Thursday, April 17, 2025

### **2. Adoption of the Agenda**

**2.1.** The agenda was adopted as presented.

#### **2.2. Council Administration**

2.2.1. Membership renewal – John Milton – Confirmed

2.2.2. Membership renewal – Brian Taylor – Confirmed

2.2.3. Membership Renewal – Hillar Prits – Declined. An open category exists for Manufacturers in Refrigeration.

### **3. Approval of Minutes**

**3.1.** The council approved the minutes as presented.

### **4. Chair's Report**

The Chair, M. Lambert, opened the item by expressing appreciation for the Council's contributions to date but spoke to the rapid pace of change and the heavy reliance on data to drive decision-making. Concerns were raised regarding the quality, maturity, and integrity of the data currently being used, with members cautioning that much of the data is relatively new and may lack the historical depth required for sound trend analysis or confident decision-making.

It was observed that recent public safety reports show an upward trend in incident rates. The Chair emphasized that this could either reflect a true increase in incidents or be the result of improved incident reporting and stakeholder awareness. While data-driven strategies are valued, he urged the importance of ensuring data is validated, complete, and collected with adequate resources.

The Chair also called for improved communication between TSSA and Council members, particularly when initiatives are being introduced. He noted that while consultation often occurs, Council feedback is not always clearly reflected in the final decisions or communications, leading to a perception that input is not fully considered. To support a functional and transparent advisory environment, he recommended clearer communication practices and a modest slowing of the implementation pace to allow more deliberate analysis and engagement.

An additional concern was raised by the Chair and supported by other Council members regarding inconsistencies between TSSA's Steam Traction document (released February 2025) and current regulatory requirements. Specifically, the document appears to suggest that individuals may write certification exams



# **Technical Standards and Safety Authority**

## **Minutes of the Boilers, Pressure Vessels, and Operating Engineers Advisory Council**

Thursday, April 17, 2025

partway through their required practical hours, which contradicts the regulation that requires all hours to be completed beforehand. This discrepancy was in a footnote in Table 8 and was flagged as potentially misleading for stakeholders, particularly those unfamiliar with the regulatory framework. TSSA staff acknowledged the concern and confirmed that a review process is in place to ensure that published materials align with current regulations. The importance of clarity and accessibility in public communications was emphasized.

Lastly, clarification was sought on whether the Boiler and Pressure Vessel (BPV) inspection data collection initiative was the same as the file concerning approximately 14,000 unverified devices. It was confirmed that these are two distinct initiatives. Further clarification was provided regarding the involvement of Operating Engineers in these contexts. While the 14K unverified devices file was not included on the meeting agenda, staff noted they could briefly address it if the Council wished.

### **5. Boilers & Pressure Vessels: Inspection Data Collection Update**

V. Dessanti presented an update on the BPV Inspection Data Collection project, which went live on April 14, 2025. She outlined that the project aims to strengthen TSSA's ability to make risk-based decisions by collecting more consistent inspection data, particularly from insurers, who conduct most inspections in this sector. The initiative focuses on collecting high-risk and medium-risk violation data. High-risk violations result in immediate electronic notification to the owner/operator and are linked directly to the boiler record. Medium-risk violations are collected for data analysis purposes only and do not prevent issuance of a Certificate of Inspection (COI). This recordkeeping is also intended to create a lasting record of violations even if an owner changes insurers.

B. Taylor inquired how users are notified of orders and inspection reports. V. Dessanti responded that notifications are sent via email to the listed owner/operator, insurer, and any additional contacts provided in the submission.

R. Klopf raised concerns regarding notifications for out-of-province or international owners. It was clarified that whoever is listed as the responsible party will receive the notification.



# Technical Standards and Safety Authority

## Minutes of the Boilers, Pressure Vessels, and Operating Engineers Advisory Council

Thursday, April 17, 2025

R. Purves emphasized that responsibility rests with owners and insurers to ensure accurate and up-to-date contact information is provided and used.

J. Webb requested clarification on the timeline for escalating non-compliance. K. Semper indicated that TSSA expects owners and insurers to resolve violations collaboratively. The initial email notification when high risk violations are reported acts as a shutdown order, and further enforcement or site visits occur as needed. J. Webb asked whether penalties are issued in addition to shutdowns; staff confirmed that operation without a valid COI constitutes non-compliance and could be subject to further action.

R. Jones and R. Purves noted a lack of clarity in current communications and highlighted a disconnect between TSSA, owners, and insurers. It was emphasized that the language in notifications must be clear about what actions are required to avoid shutdowns.

Y. Huang acknowledged recent changes to the BPV data reporting program in response to insurer feedback and welcomed the decision to introduce a transitional period rather than a hard cutover.

R. Klopf raised concerns regarding the need for a clear manual, especially for operators of small or volunteer-run facilities, who may lack familiarity with compliance expectations. V. Dessanti confirmed a document could be created and will be shared with Advisory Council members for comment.

**Action:** V. Dessanti to produce a document providing an overview of the new data reporting initiative.

B. Taylor shared an example of audit notices lacking clarity, stating that owners may receive short-notice emails without identifying which program area is involved fuels or BPV. The importance of clarity in all TSSA communications was reinforced. M. Lambert recommended that orders be sent directly to the registered plant address to avoid administrative delays, especially when owners have multiple facilities. K. Semper noted that email remains the most effective communication method, and in most cases, plant-specific email contacts can be identified in the portal.

R. Purves and J. Webb highlighted the need for maintenance plans, especially for ice-surface facilities. It was noted that volunteer-run facilities may not have



# Technical Standards and Safety Authority

## Minutes of the Boilers, Pressure Vessels, and Operating Engineers Advisory Council

Thursday, April 17, 2025

staff with the expertise to meet technical requirements. R. Klopf and others emphasized the importance of plant-level training and guidance documents, suggesting TSSA consider offering training sessions like those previously offered in the 1990s.

J. Awoyomi asked about the deadline to provide feedback on templates and orders. It was confirmed that the deadline for the Compliance Advisory Document (CAD) is April 28, 2025. Orders are already in use and no longer open for formal consultation.

K. Semper and V. Dessanti emphasized that the next few months will serve as a transition period for insurer reporting, with education and support prioritized. While a small number of shutdowns are expected (estimated at ~30), compliance is anticipated to improve rapidly as awareness spreads.

Y. Huang confirmed that feedback from the insurance industry has already led to changes in the draft letters and inspection process. It was reiterated that changes to TSSA documentation and stakeholder systems must be introduced gradually to allow time for insurers and operators to align with national board requirements and internal quality systems.

M. Lambert concluded by stating that, while TSSA operates under defined timelines, members should continue to advocate for a balanced approach and ongoing collaboration to ensure the system works in practice for all involved

### 6. Inspection Frequencies for OE Plants

V. Dessanti provided an update on the predictive inspection frequency model for Operating Engineers. A more detailed overview had been presented at the Fall 2024 BPVOE Advisory Council meeting; this update highlighted refinements made during that time.

D. Little asked whether any correlation had been identified between specific plants and the issuance of very high-risk orders. V. Dessanti will follow up with data to show if there are any potential correlation trends between plants and high-risk orders.

**Action:** V. Dessanti to follow up on potential correlation trends.



## **Technical Standards and Safety Authority**

### **Minutes of the Boilers, Pressure Vessels, and Operating Engineers Advisory Council**

Thursday, April 17, 2025

D. Little also raised the issue of operator knowledge and asked to what extent lack of education may be contributing to non-compliance. R. Purves added that time, financial constraints, and staffing limitations are also contributing factors.

G. Black expressed concern regarding data completeness, noting that insurers may resolve high-risk issues internally without reporting them to TSSA, which could limit the reliability of the model. He also noted the distinction between BPV and OE inspections—BPV focuses on the device, while OE inspections are focused on behaviour and operations at the plant level. He asked whether this would affect inspection frequency and how historical context is being considered. V. Dessanti noted that the model attempts to identify patterns across data, rather than relying on isolated data points.

B. Taylor inquired whether TSSA would continue conducting inspections at unattended plants. K. Semper responded that TSSA will continue to inspect registered unattended plants to ensure compliance with applicable regulatory requirements. R. Purves highlighted challenges when long-standing plant managers question the need for recent changes, asking what efforts are in place to educate operators unfamiliar with the current approach. K. Semper responded that insurers also play a role in educating plant operators.

M. Lambert remarked on the past value of cross-sector learning and engagement, noting that such opportunities are now limited. R. Klopf emphasized that user education is a shared responsibility. S. Hadley added that TSSA has qualified personnel available to support implementation. R. Klopf noted that small and midsize plants are particularly vulnerable due to limited availability of trained personnel. He emphasized the need for proactive education to avoid serious incidents, which reinforces the rationale for the shift toward compliance standards.

D. Little requested more notice in advance of inspections, noting that receiving the Request for Information (RFI) earlier would allow for better preparation and more productive inspections. While two weeks may not allow sufficient time for corrective action, it does allow time to prepare documentation and responses. K. Semper confirmed that TSSA intends to send a notice that inspections may take place within the following 30 days, to give facilities time to prepare and understand expectations.



# **Technical Standards and Safety Authority**

## **Minutes of the Boilers, Pressure Vessels, and Operating Engineers Advisory Council**

Thursday, April 17, 2025

B. Taylor asked whether there would be minimum qualifications established for operators in unattended plants. S. Hadley noted that existing tools such as the Green Book may provide a framework, but reinforced that education and qualifications are essential. J. Webb added that there should be formal sign-off on the qualifications of individuals holding responsibility.

Y. Huang emphasized the need to evaluate situations on a case-by-case basis and consider conditions at the local level. G. Black suggested that TSSA should track generic equipment types requiring annual inspection to improve data quality and oversight.

V. Dessanti noted a correction to the presentation—inspection frequency should range between 6 months and 3 years.

**Action:** I. Afanase to resend the presentation with the correction applied.

### **7. Industry Prioritization Discussion**

K. Semper provided a summary of open industry priorities. A more in-depth discussion was held at the Plenary session on March 27, 2025.

**Action:** I. Afanase to circulate the slide deck summarizing open priorities.

#### **7.1. Greg Black – Portal & Exam Applications on Mobile Devices**

G. Black raised concerns regarding the functionality of the online portal and exam booking process, especially on mobile devices also noting that it doesn't work on Safari. M. Barnes responded that while the system works on mobile and tablet devices, Safari is less compatible than Chrome or Edge.

TSSA plans to review whether the portal can be changed to also work with safari.

D. Little noted that June 30 is the last date for current exam locations. TSSA is working to publish July exam dates and locations shortly.

R. Purves inquired about ownership of examination booklets from the Ministry (e.g., SOPEEC). A. Campbell clarified that the Ministry will return these booklets



# **Technical Standards and Safety Authority**

## **Minutes of the Boilers, Pressure Vessels, and Operating Engineers Advisory Council**

Thursday, April 17, 2025

to TSSA at the end of June, and they will be relocated to the new examination locations.

D. Little asked why the current locations were being discontinued. A. Campbell noted that Skilled Trades Ontario has moved to an online platform and the Ministry is stepping away from its exam delivery role.

Y. Huang raised concerns regarding the Certificate of Competency (COC) examination booking process, citing high costs and limited availability of expedited exam seats.

M. Barnes noted that TSSA does not directly administer the exams but has a set allocation of seats. The organization is exploring faster result turnaround options. A. Campbell added that improving the exam process is a major initiative for TSSA this year.

G. Black noted that students who have completed exams cannot book further activities through the portal due to licensing limitations. G. Leng had advised that colleges with similar concerns should contact M. Barnes directly.

**Action:** I. Afanase to send M. Barnes' contact information to G. Black.

R. Klopf asked whether consideration had been given to the IPE proposal for exam delivery. M. Barnes confirmed this would go through the standard procurement process.

### **7.2. Justin Awoyomi – Requirement for Insurers to Report Violations**

J. Awoyomi addressed concerns raised through the Advisory Council Agenda Item Request form. He acknowledged that while the BPV data initiative is still in a transition phase, insurers are already expected to comply with process requirements. He requested a firm release date for the training manual and clarification on when the draft order will be finalized.

J. Awoyomi also inquired whether the Certificate of Inspection (COI) and Report of Inspection (ROI) will continue to be required following medium-risk violations, now that TSSA has removed the 90-day escalation requirement.



**Technical Standards and Safety Authority**  
Minutes of the Boilers, Pressure Vessels, and  
Operating Engineers Advisory Council  
Thursday, April 17, 2025

V. Dessanti noted that TSSA has received requests for more detailed training materials, and that some documentation has already been distributed.

Y. Huang clarified that while medium-risk violations no longer require resolution within a set timeframe, they must still be reported. Inspectors may report resolution when complete, at which point the COI can be issued.

J. Awoyomi confirmed that a single ROI update is still required for medium-risk items.

## **8. Adjournment**

**8.1.** The meeting adjourned at approximately 11:35 a.m.