Technical Standards and Safety Authority

Minutes of the Elevating Device Advisory Council
Friday, October 10, 2025

Minutes of the Elevating Device Advisory Council meeting for the Technical Standards and Safety Authority (TSSA) held by teleconference at **9:05 a.m.** on Friday, October 10, 2025

Attendance

Present	
Matthew Do Cuoto	Rob Isabelle
Doug Guderian	Stan Jones
Jay Jackson	Mack Csaszar
Lisa Konnry	Jim Miller
Ray Eleid	Brent Wisswell
TSSA	
Gaya Nair	Chris Thompson
Iuliana Afanase	Dean McLellan
Alexandra Campbell	Joelle Javier
AJ Kadirgamar	Neil Fitzgerald
Rizgar Omar	Sonny Silva
Scott Saint	
Guests	
Sean Cowen	

Action Items

There were no open action items from the last meeting.

1. Constitution of Meeting

1.1. *The Safety Moment presented by the Chair focused on severe injuries sustained in the workplace and strategies to avoid serious injuries at work. It emphasized awareness and preventive measures to ensure safety during operations.*

2. Adoption of the Agenda

2.1. *Council Administration*

2.1.1. New member for Manufacturers & Contractors – Institutions: Matthew Do Cuoto, TTC

2.1.2. New member for Associations representing Contractors – Brent Wisswell, Quality Allied

2.2. *The agenda was adopted as presented.*

3. Adoption of Minutes of April 9, 2025

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

4. Chair's Report

The Chair reported on discussions held with the Board of Directors prior to the Annual Public Meeting, emphasizing the importance of consistency in inspections and the value of the Field Advisory Committee (FAC). He highlighted concerns regarding the current decline in construction activity and the potential impact of the decline on the availability of skilled labor in the coming years, noting attrition and insufficient training of new apprentices as key challenges. The Chair stressed the need to plan for resource gaps and to maintain industry stability.

5. Summary of Field Advisory Council (FAC) meeting

S. Cowen reported that the committee is still seeking members for open sectors. He reviewed issues related to Smart Rise controls, noting that TSSA had issued a bulletin and was awaiting further input from Smart Rise Engineering on whether revisions were required. Discussion focused on cost implications, with clarification that contractors bear the cost of software updates and typically pass these costs to owners. Concerns were raised about failures during testing; if a failure is due to normal wear, replacement can occur without reporting, but component-related failures should be reported to TSSA as incidents.

The council discussed monthly FEO testing requirements and questioned how inspectors verify compliance during periodic inspections. TSSA confirmed inspectors check the MCP log only. Members expressed concern about the lack of publicly available testing procedures since ASME copyright restrictions prevent TSSA from posting them online.

Questions arose about inspection reports and the inability to remove low-risk orders once completed. TSSA confirmed no changes are planned to do follow up inspections for lower risk safety tasks. D. Guderian emphasized that unresolved safety tasks create significant challenges during building sales and refinancing, suggesting a mechanism to clear completed tasks. TSSA noted that contractors can confirm with the owner that they've addressed safety tasks.

Clarification was provided that major alterations reset the dates for periodic inspections.

J. Javier noted Smart Rise has not provided full guidance on software compatibility, and new versions are not compatible with older boards. TSSA does not yet have a complete solution and may need to update and extend the Director's Order.

The next FAC meeting is scheduled for February/March 2026.

6. Contractor Audits for Elevating Devices

C. Thompson provided an overview of TSSA's strategic plan initiative to develop a contractor audit program for the elevating devices sector, harmonizing aspects of existing audits in other regulated sectors. The proposed program would initially focus on general and owner contractors, with audits conducted on a three-year cycle (approximately 60 contractors per year) and interactions managed through the online portal. Prior to the first audit cycle, TSSA will issue advisories outlining minimum requirements and notice of impending audits. Program development is underway, with stakeholder engagement planned for fall 2026 and launch anticipated in fall 2027 or winter 2028.

R. Isabelle asked what triggered the new requirement. C. Thompson explained the intent is to harmonize audit practices across all regulated sectors. R. Isabelle expressed concern that Ontario contractors already face extensive audits compared to other provinces, noting that the industry may not welcome additional requirements.

D. Guderian questioned the value of audits without clear evidence of existing issues, asking what problems are being solved and whether specific examples

exist. D. Guderian also requested details on the activities subject to audit; C. Thompson advised these are still under development and will be shared later.

AJ. Kadirgamar noted that this update is intended as an early heads-up for the industry of what is to come but more consultation will occur prior to launching the initiative. A. Campbell added that, as an example, fuels contractor audits include checks to ensure employees hold valid certificates and contractors maintain oversight and supervision programs, though ED audit criteria are not yet finalized.

D. Guderian expressed concern that the program could become a "make-work" initiative, urging TSSA to provide justification given the costs that will be borne by industry. He suggested exploring alternative solutions to address labor issues without adding administrative burden.

M. Csaszar asked whether TSSA would ensure consistency in enforcement, noting past disparities based on contractor size and complexity. He echoed concerns about the need for audits and their potential impact on industry. A. Campbell confirmed the topic will remain in future agendas as development continues. S. Jones supported ongoing discussion, citing the existing differences between programs across sectors that he sees.

7. Escalator Inspection Pilot Project: Work Force Planning

AJ. Kadirgamar outlined challenges with incomplete escalator inspections, often due to the inability to coordinate with mechanics on-site. This pilot project will focus on approximately 400 devices in downtown Toronto, targeting high-density areas and major contractors to maximize impact. Email communication will be sent to device owners requesting coordination with contractors to confirm inspection dates and times.

R. Eleid suggested TSSA lock in inspection dates by emailing both owners and contractors with a proposed date and requiring confirmation or an alternative date, ensuring all stakeholders are aligned. AJ. Kadirgamar agreed that this is a good approach but noted contractor information is often inaccurate or outdated, which complicates scheduling. He confirmed the pilot will start with downtown devices and acknowledged the shortage of escalator mechanics as

a challenge. R. Eleid emphasized that two weeks' notice should allow contractors to accommodate inspections.

S. Cowen requested clarity on what inspectors' plan to check and the expected duration of inspections, noting variability and inconsistency in past practices. D. McLellan confirmed inspections are standard periodic checks, typically lasting two to four hours.

S. Jones asked about inspection frequency and whether the pilot is based on existing schedules. AJ. Kadirgamar explained the pilot will use a new risk-based frequency model and will prioritize escalators with the largest backlog in the GTA. When asked about timing, AJ. Kadirgamar confirmed the initiative will likely begin in January 2026 following initial email notifications. S. Jones suggested coordinating inspections with scheduled maintenance shutdowns to minimize downtime for tenants. D. McLellan noted this could be a challenge.

J. Miller asked what the main changes were under the pilot. AJ. Kadirgamar clarified that involving owners in scheduling and improving coordination with contractors is the key behavioural change. J. Miller expressed concern about increased inspection frequency and associated costs for owners and contractors. He also noted that directives related to high-risk escalators are not always clear. AJ. Kadirgamar confirmed that TSSA does not currently inform customers when a device is classified as high risk but acknowledged that some devices remain on the high-risk list even after multiple visits.

J. Miller added that escalator incidents often involve human error, making them distinct from elevator issues. R. Isabelle suggested TSSA consider using scheduling software instead of manual processes to improve efficiency.

8. Elevating Devices Engraving Service

J. Javier advised that TSSA will phase out the engraving service previously offered to large building owners, which allowed them to obtain installation numbers before submitting design plans. This decision was made because the service is not safety-related and has very low usage. As an alternative, installation numbers will be available immediately upon submission through the new portal.

The council had no comments or questions on this matter.

9. Issue Prioritization Update

9.1. *Ray Eleid: Clearing deficiencies for Building Owners*

R. Eleid raised concerns about clearing deficiencies for building owners, asking whether someone other than TSSA could verify that safety tasks have been completed when TSSA declines to do so. AJ. Kadirgamar explained that TSSA is focused on orders, not safety tasks, and reiterated that closing safety tasks remains the responsibility of owners and contractors.

R. Eleid noted that lawyers and banks often do not understand the distinction between orders and safety tasks, creating issues during property transactions. He suggested allowing a certified third party to verify completion. A. Campbell confirmed that TSSA will only follow up on orders and does not close safety tasks.

J. Miller highlighted that this approach places a significant administrative burden on contractors, who must communicate status updates to owners. He also raised concerns about inspectors adding new safety tasks during follow-up visits without clearly indicating that they are new, making it easy for contractors to miss them. AJ. Kadirgamar acknowledged this should not occur and noted that some new inspectors have done this, but corrective steps are being taken to improve transparency and inspector consistency.

Council members agreed that unresolved safety tasks create major challenges during building sales and refinancing and suggested for TSSA to explore mechanisms to allow voluntary compliance reporting or third-party verification of safety tasks.

9.1.1. ***Action:*** *Issue remaining on the next meeting agenda.*

10. Adjournment

10.1. *The meeting adjourned at approximately 10:12 a.m.*