



Technical Standards and Safety Authority

Minutes of Ski Lifts Advisory Council Meeting on October 15, 2014

Minutes of the Ski Lift Advisory Council (SLAC) meeting of the Technical Standards and Safety Authority (TSSA) held in Boardrooms 1433 and 1434, 14th Floor, Centre Tower, 3300 Bloor Street West, Toronto, Ontario at 09:30 a.m. on the 27th of March 2014.

Present: Bruce Haynes (Chair) Ontario Snow Resorts Association (OSRA); John Ball, Canadian Ski Instructors Alliance (CSIA); Ward Bond, Bond Ski Lift Installations/Loch Lomond Ski Ares; Murray Frankcom, Leitner-Poma Canada Inc.; Dolly Gerrior, Consumers Advisory Council (CAC); Craig MacDonald, Caledon Ski Club; Dave Mathewson, Mount Pakenham Ski Area; Kevin Nichol, Gougeon Insurance Brokers; Mark Rutherford, Brimacombe; Rob Sheridan, Blue Mountain Resort; & Guy Stewart, Canadian Ski Patrol System – Ontario Division.

In attendance: Michael Beard, President and CEO (all items except 12, 13-16, 19); Sandra Cooke, Compliance Manager (item 7); Roland Hadaller, Director (all items except 19); Maram Khalif, Council Coordinator (all items except item 19); Rob Kremer, Engineer (item 9-11); Jim Palmer, Regional Supervisor (except item 19); Dwight Read, Risk Management Advisor (item 12); David Scriven, VP Research and Corporate Secretary (except item 19); Joshua Sorman, Advisor, Training and Certification (item 15); Rozeeta Tombran-Jarvis, Coordinator (item 14); Ellen White, Policy Advisor (all items except 19); & Peter Wong, VP Operations (except item 19).

Guests: Richard Hustwick, Senior Policy Advisor, Ministry of Government and Consumer Services (all items except 19)

Regrets: Radu Petrut, Teora Engineering and Services Ltd.

1. Constitution of Meeting

B. Haynes, Chair, called the meeting to order at 9:34 A.M.

As part of the safety moment, a distracted driving video was shown at the meeting.

2. Council Chair's Report

The Chair highlighted some of the current issues facing the industry, including collecting data on a national level. The challenges of collecting data from small resort owners was highlighted.

The Chair also reminded council that the Snow Show 2014 was scheduled for this coming weekend.

3. Approval of Agenda

Council approved the agenda of October 15, 2014 meeting as presented.

4. Approval of the Minutes

Council approved the minutes of the March 27, 2014 Ski Lift Advisory Council meeting as presented, as a true and correct record of said meeting.



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5. Review Action Items from Last Meeting

J. Palmer reviewed the outstanding action items from previous meetings with council, noting that some were completed as highlighted.

The outstanding items were updated as follows:

- An update regarding BM Chairs will be provided under item 8
- The outstanding item around the total number of riders in Ontario will be an ongoing issue until it is resolved. It was also noted that the data was an ongoing issue for the industry at the national level
- An update regarding top of the hill survey as well as RideSmart Safety Program will be provided under item 14

6. TSSA President & CEO's Report

As part of the advanced materials for this meeting, which will be part of the record of the meeting, council received a report from the President and CEO, regarding TSSA's key activities over the last quarter, which was treated as read.

TSSA's safety award initiative was highlighted. This initiative is to recognize a person or organization that has demonstrated a commitment to public safety education and prevention.

7. Introduction of TSSA's External Ombudsman

As part of the advanced material for this meeting, which will be part of the record of the meeting, council received the ombudsman's charter, which was treated as read.

With the aid of a PowerPoint presentation, which forms part of the record of the meeting, S. Cooke presented the background information on how the ombudsman's office was developed; and provided examples of how the office assists the industry; along with her contact information. She noted that so far she had received 50% contacts from the public and 50% contacts from the industry served by TSSA. She reiterated the confidentiality of the ombudsman's office.

8. Engineers/Submissions Process

Engineering submissions task group update: R. Kremer reported to council that the submission process now included having an initial meeting to discuss the merits of each submission and noted that this extra step was working well.

Discussion ensued around pending aging lift assessments and the large numbers still due prior to start of this coming season. Industry asked about submitting partially completed assessments prior to the start of the season and following up with supplemental reports, including the results of the 5-year load test report. TSSA agreed with this approach on the basis that the aging assessment submission include communications that provide anticipated timelines for receiving the remaining information.

In cases of no follow up to the anticipated timelines, the council recommended initiating communication with the owners or the submitting engineers.

In regards to TSSA's internal process, TSSA engineering needs to communicate to field staff (inspectors) whether aging assessments (those due prior to the start of the operating season) were in fact received, and whether the lifts are therefore permitted to operate. TSSA has sent specific emails to operators advising of



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the pending aging assessments and will continue to resend communications to operators and field inspectors to ensure all parties are aware of these pending due dates.

The possibility of solving some of these issues using online tools was noted.

Blue Mountain (BM) chairs: As a follow up to a question from the last meeting regarding BM chairs and whether they were still operating under variance permissions, R. Kremer provided the historical issues on the BM chairs. There were three lifts that operated in the province under a granted variance. To permit operation in the coming season, the remaining lifts would either need to have the chairs replaced; get a new permission to operate under the risk mitigation means discussed in a variance; or the inclusion of risk mitigation strategies for the chairs in an aging ski lift assessment report.

9. Z89 Code Adoption

A new code for 2014 was published. Council discussed when the new codes will be adopted by TSSA and TSSA's involvement in the new code process with other organizations.

R. Kremer informed council that a revised Code Adoption Document (CAD) would need to be circulated to council prior to adopting. The process and timelines for adopting a code varies depending on the changes involved. Council was encouraged to consult the CAD since it contained additional requirements to supplement the text of the current code. Since the 2014 code did not introduce significant changes, many of the supplemental CAD requirements would still apply.

Council requested timelines for adopting the new code and the specific steps taken by TSSA to achieve this.

ACTION: R. Kremer will prepare a document summarizing the process for code adoption at TSSA, which will contain deadlines for the industry as per their request.

10. Priority Safety Issue: Aging Equipment

The aging equipment was approaching its 15th year in 2015. This will trigger the need to develop a plan prior to the next deadline at 25th year. The council was encouraged to communicate the upcoming deadline for the aging equipment and its assessment expectations with their respective industries.

11. Ministry of Government and Consumer Services (MGCS)

R. Hustwick reported to council the changes from the Ministry since the provincial election in the summer, including the appointments of the Honourable Minister David Oraziotti, and Deputy Minister, Wendy Tilford.

TSSA and MGCS have undertaken a regulatory renewal project, in which a systematic regulation review process will be developed.

12. Annual State of Public Safety Report (ASPR) and Ski Lifts Safety Compliance

As part of the advanced material for this meeting, council received the ASPR, which was treated as read.



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With the aid of a PowerPoint presentation, P. Wong provided an update regarding the organizational safety report followed by R. Hadaller who shared the specifics of the ski lift safety compliance.

The presentation will be included with the minutes.

13. Enforcement, Inspection, or Reporting

D. Mathewson reported to council the impact of the mechanic shortage on the industry. He referred to the existence of the interprovincial trade agreement, which was available in both English and French. He highlighted the possibility of provincial cross border trade to deal with the shortage.

It was confirmed that TSSA's Act was available in French; however, council requested to confirm if TSSA provides exams in French.

The inconsistency of inspection in regards to the use of Dcade Snowscoots devices (a hybrid of cross snowboard and mountain bike) was discussed. There were some concerns from council that some resorts allowed the above-mentioned devices and some did not as it was deemed that it did not meet with the regulations. The concerns centred on the weight of the device and how it loads or unloads around the slopes.

Further discussions ensued around the difference between mechanics and millwrights and their credentials in relation to this industry.

ACTION: R. Hadaller to follow up with J. Sorman on the availability of French exams at TSSA.

ACTION: J. Palmer and R. Kremer will follow up on the information regarding the Dcade devices manufacturing guidelines.

14. Priority Safety Issues: Ski lifts safety public education program end of season update – Top of the hill data analysis

With the aide of PowerPoint presentation, which forms part of the record of the meeting, R. Tombran-Jarvis, on behalf of D. Lisle, provided an update around the result of data analysis for top of the hill and the RideSmart Safety Program.

TSSA and Canadian Ski Instructors Alliance (CSIA) produced a video together. This video will be used in the training of ski instructors to highlight the RideSmart Safety Program. The video, embedded in the presentation, will be posted separately on the Advisory Council Portal.

The final report from RideSmart Safety Program was shared with the council.

B. Haynes requested including the result of the top of the hill in Ontario Ski Resort Association's (OSRA) industry newsletter for December.

ACTION: R. Tombran-Jarvis to follow up on sharing the result of the top of the hill with B. Haynes for OSRA's newsletter December issue.

ACTION: TSSA and CSIA training video to be posted on the Advisory Council Portal.



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15. Training and Certification Advisory Board (TCAB)

As part of the advanced materials for this meeting, council received a briefing note highlighting recent activities around TCAB, which was treated as read.

Frequently Asked Questions (FAQ) for the industry was published and posted on TSSA's website.

TCAB had established a subcommittee to focus on finding ways to improve the Ski Lifts Mechanic (SLM) continuing education. Different format of training mechanics in comparison to methods used in some states in US were discussed. J. Sorman noted that the TCAB is to follow up on the issues raised by the council at the next Ski Lifts Mechanic (SLM) Continuing Education Subcommittee, which he and K. Nichol were members. The subcommittee will also be looking into other models of similar nature within TSSA.

16. Mechanics/Licensing/Training /Education

K. Nichol reported to council that the industry was concerned about the changes made to the registrations by the Ontario Colleges of Trades (OCOT), which was shared at their industry meeting in September. He noted that some workers were advised to register as mechanic-in-training. The industry had a deficit of trade skilled personnel to do the supervision needed for mechanic-in-training and some of the workers were not interested in becoming mechanics and were hired to do temporary/labour jobs.

Further discussion ensued around OCOT's view on this issue and its impact on the industry, especially the areas of mechanics-in-training. This issue needed further clarifications around TSSA and OCOT jurisdiction oversight in regards to the Ski Lifts regulation.

The industry will consider conducting its own survey to gauge more information around this issue.

ACTION: J. Sorman and E. White to follow up off line on the issue of TSSA's and OCOT's oversight on the ski lifts mechanic-in-training.

17. Contractors' Registration

A member raised an issue relating to the contractor renewal process at TSSA's contact centre. The lack of information, confusion about data, and the amount of time to follow up were some of the issues brought forward. A. Brown joined the meeting for this item. Since the issues were brought up, she informed the council changes were implemented. The data issue was corrected and new processes were implemented including directing all complex enquires to TSSA's Head Office staff rather than the contact centre. She also informed council that each program has dedicated staff who are more knowledgeable and can provide the right information to the contractors.

She acknowledged the communication problems and advised council that the management of contractors' renewal will be reviewed periodically to ensure customer satisfaction. She encouraged council to contact her directly if they needed further assistance in this matter.

18. Questions on Information and Other Businesses

There was an update under this item.



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19. In Camera

Council members met *in camera* without TSSA's staff and guests.

20. Termination

The meeting was terminated at 12:40 p.m. The next meeting is scheduled for March 26, 2015.