



Technical Standards and Safety Authority

Minutes of the Liquid Fuels Advisory Council

Friday, November 29, 2024

Minutes of the Liquid Fuels Advisory Council meeting for the Technical Standards and Safety Authority (TSSA) held by teleconference at **9:45 am** on Friday, November 29, 2024

| Present | |
|--------------------|-----------------------|
| Terry Ablett | Brent Francis (Chair) |
| Steve Kuzmanovic | David Sobel |
| Jim Wood | Dereck Northcotte |
| Brian McBain | |
| TSSA | |
| Gary Highfield | Owen Kennedy |
| Kristian Kennedy | Danielle Fernandes |
| Iuliana Afanase | Ajay Raval |
| Alexandra Campbell | Frank Pallotta |
| Kelly Hart | |
| Regrets | |
| Jennifer Stewart | Laurie Marcil |
| Theresa Espejo | |

Action Items

There were no action items.

1. Constitution of Meeting

1.1. Safety Moment

The Chair showed a brief video on holiday safety issues.

1.2. Open Vacancy – Contractors (1)

D. Sobel introduced himself as the new member representing the Consumers Advisory Council.

2. Adoption of the November 29, 2024, Agenda

2.1. The agenda was adopted as presented.

3. Approval of April 29, 2024, Minutes

3.1. The council approved the minutes as presented.

4. Chair's Report



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The Chair spoke to accomplishments around the implementation of OASIS, TSSA's information technology transformation. He raised the impending Liquid Fuels Handling Code update and certificate training issues.

5. Engineering Service Level Agreements

F. Pallotta provided an update on proposals for service levels, including:

- Standardized work status and completion
- Pre-requisites for engineering applications
- On hold standards
- Expedited requests

J. Wood asked what the notification and communication methods are when clients are non-responsive. F. Pallotta replied that it is email, however the intent would be to make use of the customer service portal. In addition, emails would be sent to customers for another means of communication. Nothing is finalized and TSSA is looking into what is feasible. F. Pallotta said other councils raised what happens when issues are beyond the applicant's control. F. Pallotta communicated that customers should reach out to TSSA in these circumstances so that there is ample opportunity to provide the requested information as soon as possible.

T. Ablett asked about variances for liquid fuels if there is a way to communicate issues around the mandatory 30 days for the Environmental Registry posting. G. Highfield clarified that the approval level communicates that the variance is approved but must go through the thirty-day posting period on the Environmental Registry. T. Ablett said industry can then manage its processes accordingly knowing things are in a holding pattern on the Registry for thirty days.

6. Jim Wood: Engineering Process Review

J. Wood noted this is a reoccurring issue that he is raising again because it is an opportune time to raise it with the fuel oil CAD amendment and the engineering journey mapping happening presently. In the clause in question of the CAD amendment, the clause clearly states that the design of the vent for the auxiliary supply tank requires a review. What is happening is that this is being handled through the variance process resulting in an inspection of the complete installation when it is in fact a variance for a specific element. Because of TSSA's regulatory overreach on this item, it has led to costs that are not required and a delay in work approvals.



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G. Highfield noted that the clause in question, clause 1.1.17, refers to piping in general. The clause refers the “authority having jurisdiction,” which is why TSSA must resort to its variance process in the absence of an alternate process. TSSA is looking to simplify the process to free up capacity and reduce regulatory burden so that there is not a variance requirement. G. Highfield indicated that there are other AHJ requirements that will be adjusted along similar lines.

T. Ablett said there are other areas where the variance process is getting bogged down. He will connect with TSSA about other proposals to reduce backlogs and streamline.

7. Liquid Fuels Handling Code Update

D. Fernandes provided an update on the review of the Liquid Fuels Handling Code. The code work will be starting next week. Draft code implementation for broader stakeholder engagement is planned for autumn 2025.

J. Wood asked how it will coincide with the licensing modernization initiative private outlet authorization proposal. There could be changes in the code necessary because of the regulation change. G. Highfield suggested that there is enough scope in both projects to align them. The LMI should be fundamentally done in terms of regulation drafting by the time to code needs review.

J. Wood asked about CSA publication processes timing. D. Fernandes said it is before the effective period that TSSA gives notice, usually 90 days.

J. Wood asked about new equipment not governed in the 2017 code. T. Ablett gave the example of mining nozzles, which use a specific fuel connection, which are used across the world but require three variances in Ontario. G. Highfield noted that TSSA can adopt standards in the code for specific types of new equipment.

J. Wood asked if there is a schedule to add this code to a five-year cycle. D. Fernandes indicated that TSSA is looking to align the code to CSA review cycles on a five-year timeline.

B. McBain asked if any Ontario items that should be on the national side of the Fire Code are being considered. D. Fernandes said it will be part of the initial review process. TSSA can share more once the process kicks off.



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T. Ablett asked if the same will hold true of the CCME petroleum tank standard for federal lands. D. Fernandes noted that she was not familiar with the process but would take it under advisement as part of the code review.

8. Industry Prioritization Discussion

8.1. Recap of Priorities

J. Wood asked for a status update on the reactivation of the B138 working group. K. Hart said there is nothing to report back on at this time, but she will follow up. T. Ablett commented that there is overlap on generator installation for stationary equipment and B138 matters around inspection of mobile equipment. It is a significant resource strain for the industry. The number of available OBT-1s is much smaller than even the numbers suggest. A younger demographic does not want to enter the field. Demand must be shed somewhere to free up resources.

8.2. Action: K. Hart has a meeting booked with M. Rae on this matter.

8.3. Action: Switch status of the priority ongoing to on-hold if resources are allocated to it.

9. Adjournment

9.1. The meeting adjourned at approximately 10:50 AM.