



UPDATE

Fuels Safety Edition

Message from the Director

By John Marshall, BA, CIGC, Director of Fuels Safety Program

I joined the Technical Standards and Safety Authority (TSSA) in December 2006 after working at Enbridge Inc. for over 30 years in many facets of the gas industry. In the past as an industry member and representative, I had worked with TSSA's Fuels Safety Program to bring industry's view point to the table when considering changes to standards, codes, regulations and the *Technical Standards and Safety Act, 2000* affecting both the industry and public we all serve. Since joining the organization, I continue to bring industry perspective forward when implementing TSSA's public safety mandate.

We accomplish this at TSSA through consultation with industry experts and other regulators as well as understanding the causal factors of incidents and occurrences within the fuels sector. Some of our most recent collaborative efforts have made important strides in fuel safety, such as our participation in national codes and standards development. Codes and standards have balanced committees, and TSSA's input reflects the concerns of both the public and our certificate holders.

Additionally, when new codes and standards are adopted or when safety issues arise, TSSA forms risk reduction groups (RRGs), industry committees composed of impacted partners and technical experts to advise on code implementation or safety issue resolution in the most cooperative manner possible.

We also gain input from industry advisory councils, which assists TSSA's pursuit of public safety in a strategically effective manner.

Throughout my professional career, I have found that the best way to achieve any goal was to work together in an open cooperative manner. When I moved to TSSA, I saw in quite a complementary way that many safety initiatives were the result of successful industry partnerships, and the most effective achievements were gained together in this manner. I will continue to strongly support these efforts and ask you, the members of the fuels industry, to bring issues forward so we can continue to allocate our resources to tackle the issues that will have the greatest positive impact on safety for Ontario.



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Effective September 1st

ONTARIO ADOPTS LIQUID FUELS HANDLING CODE 2007

With a responsibility to maintain and improve safety for all Ontarians, TSSA is officially designated by Ontario's Ministry of Government Services to implement and enforce the *Technical Standards and Safety Act, 2000* which governs fuels safety in Ontario.

As part of its safety mandate and continuous improvement program, TSSA adopts the most current applicable codes with specific amendments for Ontario. Unlike other codes, the *Liquid Fuels Handling Code, 2007* is not a national standard. It was developed by TSSA in consultation with industry.

The five major changes between the 2001 and the 2007 codes

1. Leak Detection: A new section on leak detection contains information derived from Section 4.4 of the

National Fire Code of Canada 2005, used with permission of the National Research Council Canada.

2. Environmental Management:

A revised environmental section makes reference to the *Environmental Management Protocol for Operating Fuel Handling Sites in Ontario* and requires that assessment reports be submitted to TSSA when removing underground tanks or large aboveground tanks.

3. Single-Wall Piping: Single-wall piping will have to be replaced within 12 months of discovering a leak in the pipe.

4. Highway Tanks: The section on highway tanks has been reorganized and harmonized with the Canadian Standards Association (CSA) B620.

5. Remotely Monitored Retail

Sites: A new section to regulate the operation of remotely monitored retail sites has been added.

The *Liquid Fuels Handling Code, 2007* has been adopted under Director's Order FS-107-07, and is effective September 1, 2007. Please note as a point of clarification, this Director's Order amends the previous code adoption document issued in 2001.

How to order a copy of the new code

The *Liquid Fuels Handling Code, 2007* is not available from TSSA; it is available from CSA. Order inquiries should be directed to CSA at 1-800-463-6727 or shop online at www.ShopCSA.ca.



REGULATORY REVIEW UNDER WAY

As part of TSSA's commitment to continuous improvement, the Fuels Safety Program, in consultation with industry, is currently revising all fuels regulations.

Changes will include:

- > making requirements consistent wherever possible between the fuels regulations;
- > clarifying grandfathering status;

- > striving for consistency between industry practice and the regulation wherever possible, provided that safety is not compromised; and
- > eliminating conflicting requirements.

The Fuels Safety Program will start to bring proposed changes forward for industry consultation in the fall and is looking forward to the input.

TSSA Plays an Important Role in Codes and Standards Development

Standards to certify equipment and codes for proper installation are fundamental to TSSA's safety system. They set the minimum requirements.

Standards and codes are developed by committee in a consensus forum that balances the views of manufacturers, test agencies, contractors, certificate holders, the public and other interested parties. After consultation with industry, TSSA adopts codes (with amendments where necessary) as legal requirements in Ontario.

TSSA represents Ontario for the following national regulator councils: the Fire Council regarding liquid fuels such as gasoline, and the Interprovincial Gas Advisory Council (IGAC) for natural gas and propane. As the Ontario representative on IGAC, TSSA reviews and approves all modifications to existing standards and codes, new national

standards and codes, and new technology requirements for all equipment from gas valves to industrial boilers.

TSSA also participates in or chairs the development and modification of major national installation codes for each fuels sector. In addition, TSSA is active in the continuing development of specific critical equipment standards such as heavy duty heating equipment and tanks, to name two examples. For equipment such as fireplaces or water heaters, TSSA is active in technical committees that oversee the development of equipment standards.

TSSA BRINGS YOUR ISSUES TO THE TABLE

In the development and approval of codes and standards, the general public, contractors and certificate holders are often not present to represent themselves.

While codes and standards should balance the views of everyone, committees tend to consist of manufacturers, test agencies and interested parties. TSSA acts as the representative for the public, contractors and certificate holders, and brings their issues to the table. As such, TSSA investigates incidents, hears issues from all perspectives and, through its inspection regime, keeps abreast of industry practice.

The public, contractors and certificate holders often have neither time nor resources to participate in these activities, relying on TSSA to represent their safety interests in the development and approval of standards and codes. It is a responsibility that TSSA fulfills with both commitment and diligence.

UNCERTIFIED TECHNICIAN FINED \$3,000 FOR PROVIDING FALSE INFORMATION

A Fergus man recently pled guilty to a serious public safety violation, contrary to *Ontario Regulation 215/01* for Fuel Industry Certificates under the *Technical Standards and Safety Act, 2000* (the Act).

With the maximum personal penalty of \$50,000 or imprisonment for a term of not more than one year or both, the Ontario Court of Justice in Fergus fined the defendant \$3,000 given the circumstances of the case.

During his employment between August, 21, 2001 and February 24, 2005, he regularly performed service and installation work on gas-fired equipment for which a gas technician certificate is required under the *Ontario Regulation 215/01*. During this term of employment, he did not possess a valid gas technician certificate.

Under subsection 5(1) of *Ontario Regulation 215/01* made under the Act, an applicant only qualifies for a certificate after

successfully completing an approved program, conducted by an accredited training organization that is approved by the Director and registered with the designated administrative authority.

He pled guilty to providing false information on an application for a Gas Technician I Certificate. In the application review meeting with TSSA, he additionally made false statements, claiming he was a holder of a gas technician certificate.

"When you hire a technician," says TSSA's Training and Certification Advisor Greg Harbridge, "be certain that a legitimate certificate covers the scope of work to be performed. If uncertain, contact TSSA for verification."

Just recently, a Picton man pled guilty to installing a gas furnace without holding a certificate for that express purpose, and was subsequently fined \$3,000 with the standard 25% Victim Surcharge on August 3, 2007.

"When you hire technician, be certain that a legitimate certificate covers the scope of work to be performed. If uncertain, contact TSSA for verification."

Bringing charges against individuals for working without an appropriate certificate, falsifying information, or failing to follow proper procedures and regulations, is part of TSSA's safety mandate, and strongly reinforces prosecution objectives — to deter violators and increase public safety.

While TSSA has a progressive discipline enforcement policy, the organization works with industry stakeholders to achieve positive safety outcomes against a backdrop of compliance and cooperation.

UNAPPROVED HOT WATER HEATERS, BOILERS AND COMBINATION UNITS INSTALLED IN ONTARIO

On May 30, 2007, a Director's Order was issued prohibiting the sale and use of unapproved gas, propane and oil-fired hot water heaters, combination units and boilers manufactured by Tirino Corporation. The fuels regulations under the *Technical Standards and Safety Act, 2000* (the Act) require all appliances to be approved before they can be sold or installed in Ontario.

UNITS AFFECTED:

Tirino Northern series, Models TN100WH, TN100WHC

- may bear a rating plate containing an Underwriters' Laboratories Canada (ULC) logo;
- Northern series was certified from 1998 to March 2000; and
- units with serial numbers greater than 100 are not approved.

Tirino Genesis series – Model HTM-100

- may bear a rating plate containing an Electrical Testing Laboratory (ELT) logo; and
- Genesis series has not been certified.

TSSA INSPECTORS DISCOVERED UNAPPROVED UNITS

On February 21, 2007, a fuel distributor requested TSSA attend an installation in Toronto where 24 combination water heaters – Northern series manufactured by Tirino – were installed in a newly built condominium. The fuel distributor had concerns with the installation. Though the heaters had

a rating plate with a ULC logo, it was discovered the units were not approved. The ULC certification had been withdrawn in March 2000.

ULC has since confirmed that a total of 100 certification labels/rating plates were issued to Tirino Corporation during the certified time period. The rating plates included serial numbers from 1 to 100. Further investigation has revealed that the unapproved units had unauthorized rating plates with serial numbers greater than 100 and there were discrepancies with clearances to combustibles.

A second condominium currently under construction in Toronto was also visited. It was discovered that 13 Genesis series boilers were installed. These boilers had a rating plate with an ETL logo. On February 28, ETL confirmed there was no listing for Tirino Corporation.

As third-party approval to national standards for fuel-fired appliances is a fundamental basis for assuring safe use, TSSA has to assume that the unapproved units may be a potential risk.

WHAT IS BEING DONE?

TSSA has been proactively informing known owners/users of the unapproved units, including contractors, developers, fuel distributors, trade associations such as the Canadian Oil Heat Association, ULC, ETL (Intertek Testing) and the Ministry of Government Services, and:

- TSSA has issued a Director's Order prohibiting the above appliances to be sold, leased, rented, installed or used in Ontario;
- under certain conditions, the

Director may consider issuing a variance to allow the operation of an affected heater, until such time as it can be replaced with an approved heater; and

- certificate holders, contractors and fuel suppliers by regulation must terminate the fuel supply upon discovering unapproved equipment.

THE FOLLOWING TIRINO PRODUCTS ARE NOT AFFECTED AND ARE APPROVED FOR USE:

- oil-fired hot water heaters, "Northern" TN100WH, manufactured January 1, 1988 to March 9, 2000;
- gas-fired hot water heaters, "Northern" TN100WHC, manufactured December 1, 1988 to March 9, 2000;
- oil-fired combination units, "Northern" TN100WHC, manufactured January 1, 1988 to March 9, 2000; and
- gas-fired combination units, "Northern" TN100WHC, manufactured December 1, 1988 to March 9, 2000.

These products contain a rating plate which is serialized between 1 and 100, located in the top portion of the label, bearing a ULC logo. The rating plate must include the following clearances to combustible materials:

- Rear 610 mm (24");
- Flue 230 mm (9"); and
- Floor non-combustible.

Gas and Propane Fired REFRIGERATORS

UN-VENTED PROPANE AND GAS-FIRED REFRIGERATORS INSTALLED IN A RESIDENTIAL DWELLING

Section 7.33.2 of the *Natural Gas and Propane Installation Code* requires all un-vented refrigerators installed in a residential dwelling to be certified with a carbon monoxide (CO) detector interlocked to shut off the gas supply to the burner in the event of high CO levels. Currently there are no certified CO detectors available to the general public, only CO alarms. This is the result, in part, of a lack of certification standard.

An alarm is a self-contained device that sounds a warning when exposed to CO. A detector is a device which is interlocked to another device, such as a refrigerator, and will shut that device down when it is exposed to high CO levels. As a result, the CO detector is certified as an integral component and supplied with the refrigerator.

It is illegal to operate or supply fuel to an un-vented refrigerator installed in a dwelling not certified with a CO detector.

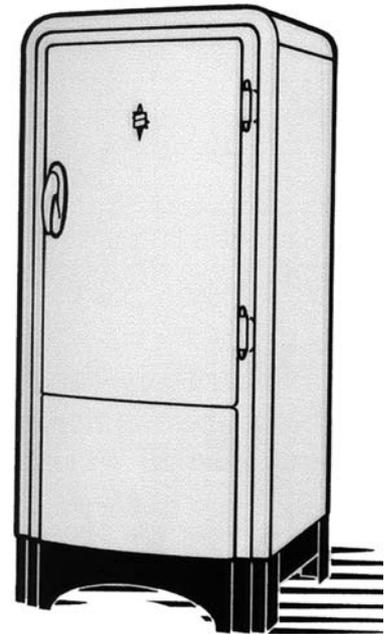
Children playing with refrigerators may become trapped inside and possibly suffocate. It is recommended that unattended refrigerators, installed outside or in a separate shed, be equipped with a child-proof latching system.

Installation and maintenance will be specified in the refrigerator's certified instructions.

Section 4.1.3 of the *Natural Gas and Propane Installation Code* requires all appliances, accessories, components and equipment to be installed in accordance to the manufacturer certified instructions and this code. It is illegal to operate or supply fuel to an un-vented refrigerator installed in a dwelling not certified with a CO detector.

SERVEL REFRIGERATORS

In March 2006, a Director's Order was issued requiring all gas and propane-fired Servel refrigerators built between 1933 and 1957 installed within any premise or any part of a premise that is a dwelling be removed and safely



rendered inoperative or removed and relocated to an area that is isolated from the living space.

TSSA would like to remind readers of the potential danger of relocating unattended refrigerators outdoors. Children playing with refrigerators may become trapped inside and possibly suffocate. It is recommended that unattended refrigerators, installed outside or in a separate shed, be equipped with a child-proof latching system.

MAJOR INCIDENTS REPORT

You Can Learn From Others' Mistakes

TSSA HAS BEEN ASKED BY INDUSTRY TO SHARE EXPERIENCES, IDENTIFY HAZARDS AND CREATE GREATER SAFETY AWARENESS THROUGH CAUSAL ANALYSIS. SAFETY THROUGH COMMUNICATION IN THIS REGARD IS ESSENTIAL IN PREVENTING INCIDENTS BEFORE THEY OCCUR. THIS ITEM WILL BE ADDED AS A PERMANENT ARTICLE IN OUR NEWSLETTERS.

A recent **explosion at a trailer park** resulted from a cracked flex connector hose for the stove. The hose was not approved for use in Canada. Approvals of equipment mean that accredited agencies have rigorously tested the equipment for its anticipated use. In this case, the connector cracked and released propane. An inspection of neighbouring units found similar hoses, as well as many uncertified stoves.

If you are a propane supplier or heating contractor, always remember to look for proper certification to a Canadian standard during inspections or service/installation work.

IF YOU ARE A PROPANE SUPPLIER OR HEATING CONTRACTOR, ALWAYS REMEMBER TO LOOK FOR PROPER CERTIFICATION TO A CANADIAN STANDARD DURING INSPECTION OR SERVICE/INSTALLATION WORK.



A recent **carbon monoxide incident in a trailer** in Sauble Beach caused a family of five to be sent to the hospital with very serious health concerns. TSSA found the cause of the incident to be steel wool in the vent. Further investigation revealed that local trailer residents believed that this was a good way to prevent animals and birds from entering the vent terminal.

Always check for proper and effective venting of all fuel-fired appliances, and **never block a vent** for any reason. It may mean your life.

Last fall, a liquid fuels bulk plant operator was prosecuted and fined \$87,500 for a **fuel oil spill** into the Ottawa River in July 2004. The spill resulted from unapproved fuel storage equipment and improper procedures that led to overfilling of a storage tank. More than 10,000 litres of fuel oil leaked into the river. Owners of the facility were found guilty. There were no injuries resulting from the spill and the company has not had any previous convictions under the *Technical Standards and Safety Act, 2000*.

The maximum fine for corporate defendants under the Act and all corresponding regulations is \$1,000,000. Bringing charges against companies or individuals for failing to follow proper procedures is part of TSSA's safety mandate, and strongly reinforces its prosecution objectives to deter violators, increase public safety and provide a level playing field for industry.

THE SPILL RESULTED FROM UNAPPROVED FUEL STORAGE EQUIPMENT AND IMPROPER PROCEDURES THAT LED TO OVERFILLING OF A STORAGE TANK.

Pipeline Hits Down

BUT INCIDENTS STILL TOO COMMON, ACCORDING TO COMMON GROUND ALLIANCE

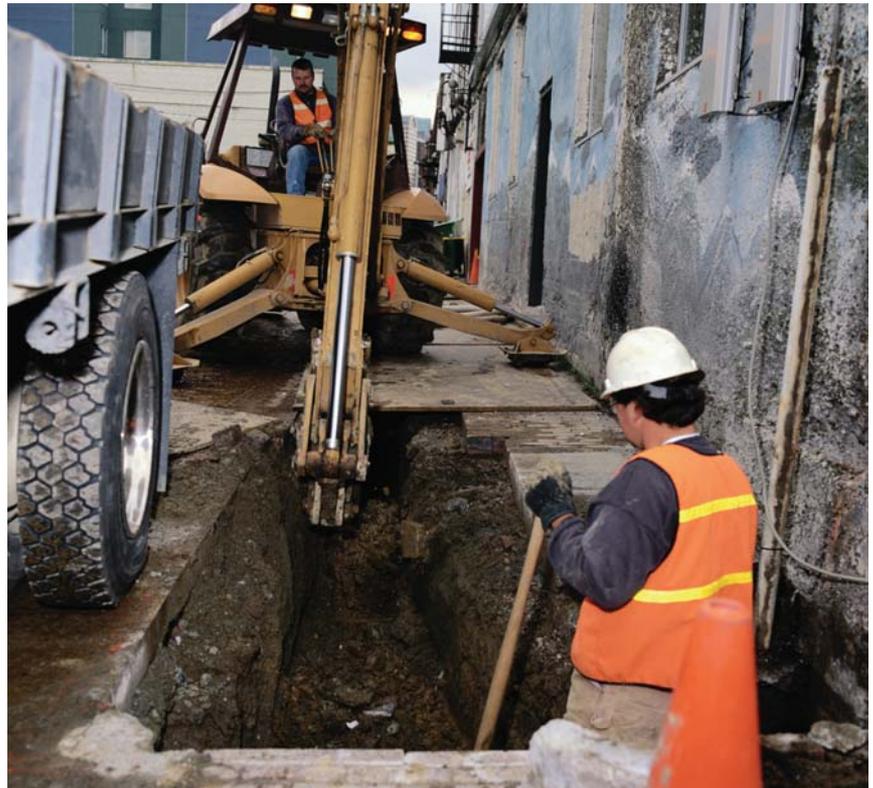
Pipeline hits have decreased for the fourth year in a row in Ontario, thanks to the efforts of industry stakeholders, but there is still a long way to go.

In 2003, TSSA helped to co-found the Ontario Regional Common Ground Alliance (ORCGA), and a member of TSSA's management team has chaired this industry association ever since. It is governed by a 22-member board that represents 18 stakeholder categories. There are approximately 180 member companies and associations. ORCGA has published its third set of 'Best Practices', developed by industry member consensus, and created a curriculum and accreditation for utility locators. The training courses are being provided in conjunction with a college, and will likely become the industry standard.

Call before you dig.

TSSA reminds those who are excavating to be sure to contact local utilities or Ontario One Call to determine the location of pipelines, and to excavate carefully around any pipelines. If you are unsure about how to carefully dig around the pipeline, or how to properly support excavation walls, please contact the utility.

The National Transportation Safety Board in the U.S. recently published findings of a New Jersey explosion that killed three and injured five. A petroleum contractor was removing a 5,000 gallon fuel oil tank adjacent to an



apartment building. The soil surrounding the excavated pipeline was not properly supported and when it collapsed, the pipeline broke resulting in an explosion.

A recent TSSA investigation into the death of a worker alleges that a person excavating the ground for fence posts did not obtain a locate. The worker was trying to shut off the flow of gas when he was overcome by oxygen displacement. TSSA has laid charges against the excavator in connection with this incident.

On June 6, 2007, an excavator pled

If you are unsure about how to carefully dig around the pipeline, or how to properly support it while the excavation is open, please contact the utility.

guilty to TSSA charges of damaging a pipeline and was fined \$25,000 plus a victim surcharge. In October, 2006, a construction company pled guilty to damaging a pipeline and was fined \$240,000 plus a victim surcharge.

TSSA to Start Performing Digester and Landfill Gas Approvals

Digester gas is defined as a gas from organic sludge with a heating value averaging 22 to 26 MJ/cubic metre as opposed to the higher heating value for natural gas at 37.25 MJ/cubic metre. Digester gas is composed of approximately two thirds methane and one third carbon dioxide. As such, it is flammable and the mixture would behave closely to natural gas, although it has a slower rate of flame propagation.

Landfill gas is very similar to digester gas. As a consequence, production, handling, storage and use of these gases are under TSSA jurisdiction through the *Technical Standards and Safety Act, 2000* (the Act).

TSSA will adopt the CAN/CGA-B105-M93 (reaffirmed in 1996) entitled "Code for Digester Gas and Landfill Gas Installations" and updates made in B105S1-07 Supplement No. 1, issued in January 2007. The code fundamentally applies to:

Landfill gas is very similar to digester gas. As a consequence, production, handling, storage and the use of these gases are under TSSA jurisdiction through the *Technical Standards and Safety Act, 2000*.

- installation of systems for the production, handling, storage and utilization of digester/landfill gas in newly constructed wastewater treatment plants, as well as additions to, and the upgrading of, existing systems;
- installation of appliances and equipment, such as compressors, boilers, waste gas burners, stationary gas engines and incinerators;
- air for combustion, venting and ventilation;
- requirements for blower rooms, boiler rooms, hazardous areas and combustible gas detectors;
- piping, tubing and fittings;
- digesters and gas storage tanks;
- testing of systems;
- electrical circuits for associated equipment; and
- operation and maintenance.

For existing installations, the B105 code would be applicable insofar as operation

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and maintenance. Regarding determination of compliance of existing sites, TSSA will hold stakeholder meetings to determine how this could be best accomplished.

New plant design and construction, as well as additions or modifications to existing plants, shall be submitted to TSSA for approval as soon as the B105 code is adopted (anticipated November 1, 2007).



TSSA MANDATE EXPANDED TO INCLUDE HYDROGEN

Hydrogen is looked at as a green energy source. For the past five years, TSSA has been approached by industry for approvals on hydrogen fuel-related matters; however, these approvals were on a voluntary basis only since the *Technical Standards and Safety Act, 2000* (the Act) was limited to hydrocarbon fuels.

The Act was recently changed to include all fuel types. The change in the application section is as follows:

"This Act applies with respect to amusement devices, boilers and pressure vessels, elevating devices, hydrocarbon fuels, operating engineers and upholstered or stuffed articles, as referred to in the regulations."

Removing the word "hydrocarbon" allows TSSA to regulate hydrogen and other new fuels in the future without needing to change the Act, which could be a cumbersome process.

In order for TSSA's mandate to include hydrogen, regulations and code adoption documents had to be reviewed

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and updated as needed. The *Compressed Natural Gas Regulation (Ontario Regulation 214/01)* needed revision, including a newly added definition of gas and the removal of the word "natural" in natural gas, as it was restrictive. The *Gaseous Regulation (Ontario Regulation 212/01)* did not need revision as the definition of gas was broad enough to encompass hydrogen.

Effective August 1, 2007, hydrogen facility operators must use a H2 Certificate holder to install, inspect or work on hydrogen equipment and accessories.

The *Industry Certificate Regulation (Ontario Regulation 215/01)* has been amended by adding the hydrogen certificate, as follows:

H2 certificate

A person who is the holder of a H2 certificate may do the following:

- 1. Install, inspect, alter, purge, activate, repair, service or remove hydrogen appliances, equipment, tanks, components and accessories.*
- 2. Install, purge, inspect, activate, repair, service and remove hydrogen fuelling equipment and systems on industrial vehicles and stationary engines mounted on vehicles and on*

These changes came into effect on August 1, 2007. For hydrogen facility operators, this means that the activities described in items 1, 2 and 3 above must be performed by a person holding the H2 certificate.

motor vehicles within the meaning of the Highway Traffic Act.

- 3. Install, alter, service, maintain and repair hydrogen vehicle refuelling stations.*

These changes came into effect on August 1, 2007. For hydrogen facility operators, this means that the activities described in items 1, 2 and 3 above must be performed by a person holding the H2 certificate.

The code adoption documents for gaseous fuels and compressed gas have been changed to adopt the *BNQ 1784-000/2007 Canadian Hydrogen Installation Code* as well as including additional requirements for hydrogen refuelling stations.

FUEL OIL INDUSTRY DATA REPORT:

Making Safety a Significant Trend

As TSSA approaches an important milestone with regard to *Ontario Regulation 213/01 Fuel Oil*, which requires distributors to ensure compliance when supplying fuel oil, both TSSA and industry have noticed a significant shift. Safety has considerably improved.

Preventing over 2,000 immediate hazards since implementing mandatory inspection, TSSA and industry partners have experienced a very positive trend in increased safety compliance.

"The numbers have dropped significantly," says Sandra Cooke,

PREVENTING OVER 2,000 IMMEDIATE, LIFE-THREATENING HAZARDS SINCE IMPLEMENTING MANDATORY INSPECTION, TSSA AND INDUSTRY PARTNERS HAVE EXPERIENCED A VERY POSITIVE TREND IN INCREASED SAFETY COMPLIANCE.

Engineering Manager for TSSA's Fuels Safety Program. "There are reduced injuries and fatalities, less environmental and property damage (due to spills and leaks), and many more proactive safety mechanisms across residential use of fuel oil. And this success is in no small part thanks to several key stakeholders – from highly responsive fuel oil distributors and home insurance companies to ministries within the provincial government and professional fuel-related associations such as the Canadian Oil Heat Association (COHA)."

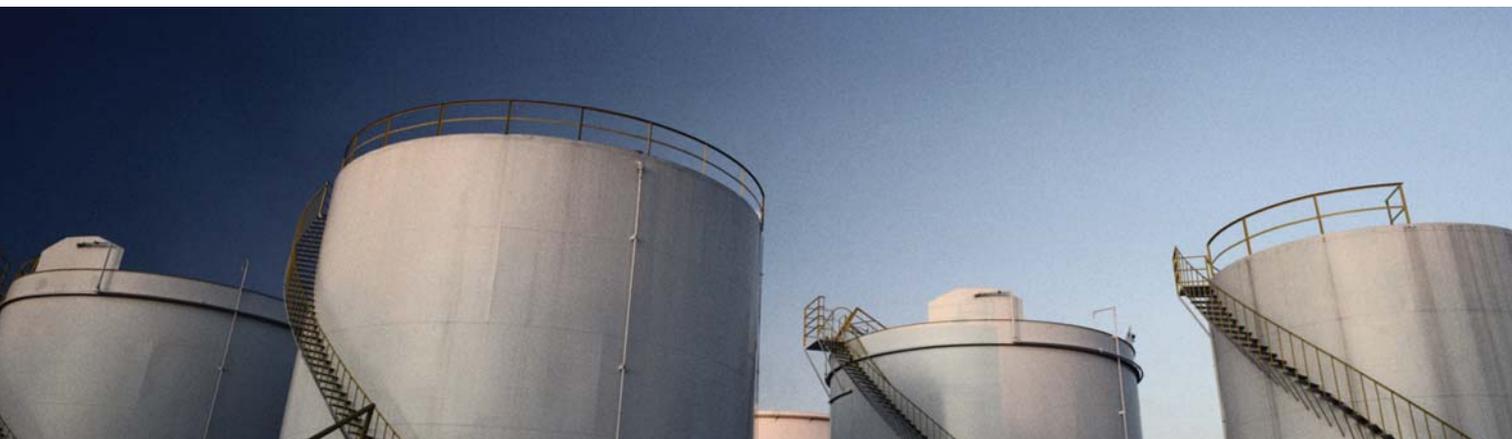
Calling for a comprehensive safety inspection of all fuel-related equipment, TSSA developed the Regulation in consultation with industry back in the late 1990s. The propane and natural gas sectors have had such a requirement for over 10 and 40 years respectively.

Since early implementation, TSSA worked extensively with fuel oil partners to communicate safety inspection requirements. Extensive

"IT IS VERY ENCOURAGING TO SEE SUCH A DRAMATIC REDUCTION IN SAFETY HAZARDS AND ENVIRONMENTAL RISKS," SAYS JIM WOOD, CO-CHAIR OF COHA'S TSSA WORKING GROUP.

communication strategies included TSSA information bulletins, mailings and website postings, distributors delivering clientele reminders, local newspaper advertisements and various telephone calls across the province. Additional communication initiatives were conducted by insurance companies and COHA. Last fall, TSSA worked with COHA to develop a consumer notice, distributed by COHA to their customers and advertised in over 60 local papers.

"It is very encouraging to see such a dramatic reduction in safety hazards and environmental risks," says Jim Wood, Co-Chair of COHA's TSSA working group. We have worked hard to communicate the importance of



safety to our member distributors, contractors, and their customers.”

In August 2006, TSSA audit inspections of fuel oil distributors revealed that approximately 80 - 85 percent of distributor inspections were complete. Given the number of outstanding inspections, non-compliance discovered through inspection, and the declining number of certified technicians to perform inspection and resultant service work, TSSA allowed delivery to uninspected installations until March 31, 2007, provided an inspection was booked.

“At the end of the day,” says Raphael Sumabat, TSSA’s Fuels Safety Engineer, “it’s so rewarding to see the results of industry improvement since the Regulation came into effect. Compared to the number of fuel oil spills and leaks reported in 1995, we now have only one-third of that number. Since 2002, distributor inspectors have identified more than 25 installations with blocked vents, and this prevented a potential repeat of four fatal incidents involving blocked vents that occurred between 1996 and 2000. And over 80 potential

WE NOW HAVE NEARLY ONE-THIRD OF THE 1995 FUEL OIL SPILLS AND LEAKS REPORTED TO THE MINISTRY OF ENVIRONMENT’S SPILLS ACTION CENTRE.

fires have been prevented with early identification of non-compliant appliances and vent systems, not meeting clearances from combustibles.”

Issues are readily identified, risks assessed and mitigated. With better training, better tank installations, better overall awareness, TSSA and its industry partners have much to celebrate under the success of 213/01. With inspection of the entire oil system – from the oil tank and piping to appliances – fuel distributors and certified technicians are assuring safer operation and use of equipment.

For those fuel oil consumers that have not had a comprehensive inspection, please contact your distributor immediately to arrange for

FOR THOSE FUEL OIL CONSUMERS THAT HAVE NOT HAD A COMPREHENSIVE INSPECTION, PLEASE CONTACT YOUR DISTRIBUTOR IMMEDIATELY TO ARRANGE FOR THIS MANDATORY ASSESSMENT — AND BECOME PART OF A SIGNIFICANT SAFETY TREND.

this mandatory assessment – and become part of a significant safety trend.

For more valuable information on mandatory fuel oil inspection, please visit TSSA’s Fuels Safety section on its website: www.tssa.org/regulated/fuels.



ABOUT TSSA

TSSA is an innovative, self-funded non-government organization focused on delivering public safety services. It provides not-for-profit regulatory safety services in industry sectors such as fuels and equipment, boilers and pressure vessels, operating engineers, ski lifts, amusement devices, elevating devices, and upholstered and stuffed articles. The organization’s vision is to be the world leader in public safety services.

HELP US HELP YOU

One of the frequent comments heard from industry is that they were not aware that TSSA has a point of contact where customers and industry can contact TSSA about technical inquiries, safety issues and non-compliance by other stakeholders. TSSA's Call Centre will direct these types of calls to the Technical Inquiry Desk, which is equipped to

handles these types of inquiries and, if appropriate, will send an inspector to follow-up. All inquiries are strictly confidential and inspectors will not under any circumstance reveal the source of information. For TSSA, safety is paramount — and every time you help us enforce safety, you are helping eliminate unfair competition and raise the

safety standards. "TSSA's tech desk is a great toll-free way to safety," says René Chartier of the Ontario Propane Association, "and using the line to support greater safety compliance benefits the industry and public-at-large."

Please call **1-877-682-8772**. All calls are confidential.

For updates and further information check out TSSA's website

www.tssa.org



UPDATE

Fuels Safety Edition

We welcome your comments and story ideas for future editions of this newsletter. Please contact:

TSSA UPDATE (Fuel Safety Edition)
3300 Bloor St. West, 14th Floor, Centre Tower
Toronto ON M8X 2X4
Email: contactus@tssa.org **Fax:** (416) 231-1626

