



UPDATE

Fuels Safety Edition

TSSA Vows to “Ketchup” with Hot Dog Carts and Catering Trucks

By Sandra Cooke, PEng, Technical Leader, Fuels Safety Program

TSSA is making inroads into the safety and compliance of mobile food services. While progress has been made in past years, serious incidents continue to result from propane-fired equipment that is unapproved, improperly serviced and unsafely operated.

You may know them as hot dog carts, chip wagons or coffee trucks. As diverse as they may be, they all have two things in common – firstly, they operate using propane-fired equipment and appliances, and secondly, they represent a unique challenge to TSSA.

The approval of this equipment and the lack of proper operation and maintenance have been long-standing, non-compliance issues. In 1987, TSSA sent letters to all municipalities requesting that an annual inspection by a gas fitter be a municipal licensing requirement for the equipment. Most municipalities honoured this request. However, we continue to have incidents every year due to operational and maintenance issues.

Reported incidences and unsafe practices include:

- not extinguishing pilot lights on propane appliances during vehicle refuelling, resulting in ignition of gasoline vapours
- not shutting off the propane supply when the appliances are not in use or when the vehicle is stored
- lack of maintenance, resulting in gas leaks during operation.

Unsafe conditions are typically due to poor operational habits and lack of maintenance, and may result in a hazardous situation such as a fire or explosion.

Since most of this equipment is not formally approved, TSSA focused its efforts over the past two years on putting

an approval process in place. This met with little success as the number of existing carts/trucks and their mobile nature makes the approval process operationally challenging and ineffective.

Watch for a New Director’s Order in September

The real issue is educating the operators and gas fitters regarding the proper use and maintenance of this equipment, so that incidents can be reduced, if not eliminated.

TSSA is developing requirements for Mobile Food Service Vehicles to better ensure the safe operation of both newly manufactured and existing equipment. These requirements will include:

- ensuring that newly manufactured equipment is approved
- adding safety features to newly manufactured equipment, not available on existing equipment
- providing better operational and maintenance procedures for equipment operators
- improving communication with equipment operators
- requiring annual inspections with a specific checklist by TSSA certificate holders to ensure equipment is in safe operating condition

A Director’s Order will be issued in September that clearly explains the requirements for both new and existing equipment. Look for it in the mail soon.

New Customer Contact Centre

TSSA was pleased to launch its new Customer Contact Centre on March 1, 2005.

Now, you will never need to wonder which department to call. Designed to provide one-stop service, the Customer Contact Centre is the only number you need to know.

Simply call **1-877-682-TSSA (8772)** or **416-734-3300** within the GTA. Please follow the prompts and you will be directed to a Customer Service Advisor specially trained to answer your inquiries.

The Customer Contact Centre is open Monday to Friday from 8:00 am – 5:00 pm, excluding statutory holidays. An after-hours voice mailbox is also available for your convenience.

E-mail inquiries may be sent to customerservices@tssa.org or submitted at the TSSA website by choosing Contact Us.

TSSA is committed to delivering exceptional service to our customers and welcomes your feedback.

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Carbon Monoxide and Gas-Fired Boilers

Diligence Needed to Keep Homes Safe and Warm

By Raphael Sumabat, PEng., Fuels Safety Program

Reflecting on the past heating season, it is clear that carbon monoxide hazards took no holiday last winter. The effect was felt by families, young children, pets and loved ones right through the Christmas holidays. Imagine a scary trip to the hospital in the middle of a family celebration. Sometimes, it was too late.

A high number of carbon monoxide incidents occurred involving natural draft gas boilers in the home. Let's take a closer look at what happened in these incidents.

CONSTRICTED FLUE AND STRONG FIREPLACE EXHAUST PROVES DEADLY

Last winter, carbon monoxide caused the death of one occupant and serious injury to another occupant and two children in a 1930's home heated by a natural draft, cast iron gas boiler. Carbon monoxide levels were measured up to 9500 ppm inside the flue of the boiler, as flue passages inside the boiler were observed to be partially constricted. Depressurization tests in the home revealed that, while the home construction did not require an outside combustion air opening, the wood fireplace exhausted so much air when it was fired that the flue products reversed direction in the chimney liner and all combustion products were vented into the home.

OTHER CO INCIDENTS

Toronto, November 2004

A family of four was sent to the hospital. They called 911 after their

cat went into convulsions. The boiler was not maintained and the chimney was not venting effectively.

Sarnia, November 2004

A family of four called 911 after waking up feeling very nauseated. The fire department arrived on the scene and measured 450 ppm of CO inside the front door. The boiler had indications of flame-rollout and poor boiler maintenance.

Sudbury, December 25, 2004

Two people were hospitalized with high carbon monoxide levels in their blood. The boiler was found to be spilling 400 ppm of CO from the draft hood.

Toronto, December 26, 2004

A family of four and their nanny were hospitalized. Two young children were unconscious. The boiler was producing 3400 ppm of CO in the flue and 500 ppm of CO was

escaping from the burner opening.

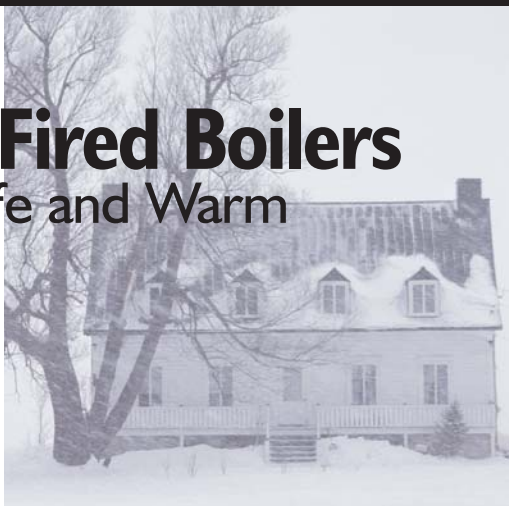
Kitchener, December 31, 2004

Eight people were taken to the hospital, with four of them sent to hyperbolic chambers to recover from carbon monoxide poisoning. It was discovered that the wood fireplace, when activated, depressurized the home and caused the boiler flue to reverse its flow.

RECOMMENDATIONS:

Technicians are encouraged to pay strict attention to the proper maintenance of gas boilers and ensure that flue passages are properly cleaned. In addition, it is recommended that vent dampers for residential gas-fired boilers be left in the open position to reduce the potential of chimney back-drafts.

Remember, families are trusting us to keep their homes warm... and safe. We must do all we can to prevent carbon monoxide incidents.



WATER HEATER FIRE TEACHES VALUABLE LESSONS

By Charlie Landriault, Senior Fuels Inspector

A recent fire investigation emphasizes the importance of care and diligence when servicing fuel-fired appliances.

The incident involved a "balanced flue" type of water heater, which is a sealed combustion system. The water heater was serviced and the burner access door was replaced, but the seal was not complete.

As a result, smoke and fire escaped from the door, causing one person to be

taken to hospital for smoke inhalation. The incident took place in a restaurant, which contributed to the severity of the incident because the large exhaust hood in the kitchen was drawing air and creating a negative condition whereby fire and smoke were drawn from the water heater.

Please remember, if you are involved in the servicing of fuel-fired appliances:

- after servicing a fuel-fired appliance, it is your responsibility to ensure that you leave the unit in safe working condition
- when servicing a water heater or other type of appliance with a balanced flue system, be sure you completely seal the burner access door and all other components requiring a seal.

The Aging Factor on Gas Pipelines

By **Oscar Alonso**, PEng., Engineer, Fuels Safety Program

With 100-year-old cast iron pipes still in service, and an increasing percentage of pipelines over 30 years old, proper maintenance and inspection is more important than ever.

Gas pipeline systems, as with any infrastructure, are subject to an aging process. However, proper operation and preventative maintenance can keep aging pipelines operating at high reliability levels.

Ontario regulation requires operating companies to comply with the national standard for oil and gas pipelines (CSA Z662). The CSA Z662 prescribes minimum requirements, including the obligation for operating companies to maintain their systems in accordance with procedures, practices and policy manuals set specifically for the type of pipeline being operated.

Periodic checks, tests, verifications or inspections are required to ensure that the systems are capable of providing service safely. While operating companies have their own quality control systems, TSSA also carries out an inspection schedule tailored to the risk associated to a potential failure of the system, as follows:

For transmission pipelines, (large diameter, high pressure pipelines), TSSA audits the operating companies to ensure that they have procedures in place that meet the Ontario Regulation for transmission pipelines. Since the potential consequence of a failure is severe, the safety audit is comprehensive. A mandatory internal

inspection is done using complex devices, which are capable of detecting virtually any defect in the piping or welding.

For distribution pipelines, (pipelines of relatively small diameter and reduced pressure), TSSA makes spot checks and random inspections to determine compliance with the code. The procedures, practices and policies required under CSA Z662 depend on the type of distribution system, which could be one of the following:

- cast iron: low pressure (1/4 psig) distribution pipes that could be as old as 100 years
- steel: Intermediate pressure pipelines (most typically 60 psig) installed between 1957 to present, and
- plastic: intermediate pressure pipelines (60 psig) installed more recently.

The cast iron system requires checking more frequently. This system is gradually being reduced by eliminating the piping in small diameters that are more susceptible to cracking under frost heave forces (3, 4 and 6 inches in diameter). New maintenance techniques make this system safe to operate.

Steel or plastic pipelines require less frequent checking due to their technical characteristics, which make the system less susceptible to failure.

At TSSA, we work to help ensure that pipelines, as they age, continue to operate reliably and safely through proper operation and preventative maintenance.

TSSA Calls for Improved Communication on Furnace Recalls

By **Frank Bailey**, Team Leader/Inspector, Fuels Safety Program

Recent TSSA investigations into two nearly identical carbon monoxide incidents have underscored the need for more open access to information on furnace recalls, problems and known issues.

In both incidents, the technicians were unaware of a known problem with a specific furnace, and the correct procedure that was made available to dealers last year. Furthermore, they each left the furnace running in an unsafe condition and bypassed the flame rollout switch.

COMMUNICATION GAP IS A SAFETY GAP

Currently, 20 per cent of furnace manufacturers circulate releases to their dealer networks, so that dealer-affiliated technicians are aware of recalls, problems and procedures. However, the remaining 80 per cent of technicians in the field are unaware of these developments. They can call the manufacturer's technical desk, however, in many cases this is not efficient or practical, especially at 2 a.m. or on the weekend.

Also of prime concern is the fact that TSSA is not made aware. Given our role and responsibility in the industry, it is critical that we are "in the loop" when there is an issue with a particular make and model of furnace. Having releases made to TSSA benefits all parties. Our inspectors and engineers are at the top level of the industry and we may be in a position to help manufacturers, contractors and technicians resolve problems safely in the field.

TSSA TO IGNITE CHANGE

We are committed to improving communication among manufacturers, technicians and TSSA. We raised the issue at the IGAC meeting in June, attended by all regulators and certification agencies in Canada.

We will be looking carefully at all possible solutions. If you have comments or suggestions on this issue, please send them to contact us@tssa.org

WATCH FOR CERTIFICATION LABEL

By **Raphael Sumabat**, PEng., Fuels Safety Program

Recently, TSSA has discovered a number of boilers that are not approved. Installers should ensure that the appliances they install and service have the appropriate certification label (for example, CSA, ULC, cJUL, cETL, cWH or other) that would confirm the boiler is approved.

Ontario Reg. 212/01, the Gaseous Fuels Regulation, requires all appliances to be approved. Installers are reminded that section 4 of O.Reg. 212/01 prohibits the sale and installation of appliances that are not approved.

Extension to 90-Day Compliance on Customers' Fuel Oil Equipment

By **Sandra Cooke**, PEng., Technical Leader, Fuels Safety Program

A proposed variance system now under review is helpful to fuel oil distributors by allowing fuel customers more than 90 days to bring their equipment into compliance.

The problem:

With the changes to the Fuel Oil Regulations in June 2001, fuel oil distributors were required to perform inspections on their customers' equipment to which they supply fuel oil. Since physical inspections and documented compliance had not been a stated requirement before 2001, distributors are finding many non-compliance issues with equipment and its installation. It has been reported that the 90-day time period is not sufficient to make the required corrections.

COHA, Canadian Oil Heat Association, surveyed its members and reported that out of the 28 members polled, 25 were having difficulties and could not make the required changes within the 90-day time period. They wanted an opportunity to discuss a mechanism by which they could legally complete the corrective actions in a

doable fashion. TSSA has heard this reiterated by independent oil distributors.

The solution:

To deal with this situation, TSSA formed a Risk Reduction Group (RRG) made up of industry participants to address the issue. We are trying, as a first, to conduct the RRG electronically to save everyone time and expense.

At TSSA, we believe that this situation would be best handled by use of the variance process. For example, extensions to the 90-day period would be granted to individual distributors, provided that certain conditions of the variance were met. At this point, an Advisory has been drafted and is under review to clearly set out conditions by which a variance application would be successful.

The final Advisory should be available before the start of next heating season.

Important Notice

to All PM Certificate Holders and
Underground Gasoline Tank Owners

By **Sandra Cooke**, PEng., Technical Leader,
Fuels Safety Program

In an effort to reduce greenhouse gas emissions, an upcoming government regulation will require 5 per cent ethanol in gasoline by 2007, a mix that will be incompatible with some underground storage tanks.

The Government of Ontario has requested the Ministry of the Environment, with assistance from the Ministry of Energy, to develop a regulation that introduces a 5 per cent ethanol mandate. This regulation would require ethanol to be introduced into Ontario's gasoline pool by 2007.

TSSA supports this initiative, however, our stakeholders with tanks that are not compatible with ethanol-enriched gasoline, will be impacted. Fibre-reinforced plastic underground storage tanks manufactured before December 31, 1978 are not compatible with ethanol. If ethanol is introduced into tanks that are not compatible with the product, it could cause structural degradation of the tank that could lead to leaks. These tanks will need to be replaced with ones that are suitable to contain and store ethanol-enriched gasoline.

Please help us spread the news

Potentially impacted stakeholders need to be informed of this upcoming regulation. TSSA's data does not identify which stakeholders have these tanks. We are therefore relying on this article and a direct mailing to our stakeholders as a communication link. We also ask certificate holders to inform their customers of this upcoming regulation. We thank you in advance for your assistance in this communication effort.

FUEL OIL APPLIANCES:

New Automatic Shut-off Switch Detects Blocked Vent

By **Raphael Sumabat**, PEng., Fuels Safety Program

Carbon monoxide safety made a giant stride on May 1, 2005, when a blocked vent shut-off switch became mandatory on all new, CSA-certified, fuel oil appliances for residential use.

The new switch will automatically turn off the appliance if the vent is blocked. This marks a significant improvement in the safe operation of fuel oil appliances and should help to prevent carbon monoxide incidents.

Blocked vents have been involved in a number of fuel oil incidents, resulting in carbon monoxide fatalities and serious injury. Blocked vents can be due to carbon/soot build-up in poorly maintained fuel oil appliances, birds/ animal nesting in the chimney, or ice forming and blocking an over-sized chimney.

Fuel oil distributor inspections required by Ontario regulations have also been able to prevent incidents, as installations with blocked vents have been discovered and treated as immediate hazards.

TSSA welcomes the change and recommends that Oil Burner Technicians install fuel oil residential appliances equipped with blocked vent safety switches.

LIQUID FUEL HANDLING CODE UPDATE

TSSA's Liquid Fuels Handling Code is currently under review and the new edition is expected to be published within 18 months. If you have any comments or suggestions, please contact Ann-Marie Barker at abarker@tssa.org.



Clarification:

KAMCO UNDERGROUND TUBING

By **Raphael Sumabat**, PEng., Fuels
Safety Program

Kamco Products and Underwriters Laboratories of Canada (ULC) have clarified the approval of Oil Pro-Tec orange polyethylene coated copper tubing. The tubing is currently labelled as "ULC-ORD-C107.19" which implies approval as secondary containment tubing.

Kamco and ULC have confirmed that Oil Pro-Tec is certified as primary carrier tubing and not as a secondary containment system. As such, if the Oil Pro-Tec tubing is installed underground, it must be accompanied by an approved secondary containment system with leak detection as described in section 8.3.2.1.2 of CSA-B139-00.

Oil Pro-Tec can also be installed aboveground inside or outside.

HOW TO Assess the Risks in Your Business

By **Michelle Williamson**, Risk Management Advisor, Risk Management Program

EVERY BUSINESS IS FACED WITH RISKS. YOU CANNOT TACKLE THEM ALL, SO HOW DO YOU DECIDE ON A COURSE OF ACTION THAT MINIMIZES YOUR COMPANY'S RISK EXPOSURE?

Risk management is a process with the following steps: identify risks, assess risks, control risks and implement improvements. In this article (the third one in a series on risk management), we will discuss Step Two – Assessing Risk.

Once the potential risks facing your business have been identified (Step One), you must then analyse them to determine their impact on the company's ability to meet its business and strategic objectives.

In analysing each risk, a company's management and/or Board must ask three questions:

- 1) what are the chances this risk will occur;
- 2) what are the potential consequences, and
- 3) are the consequences acceptable?

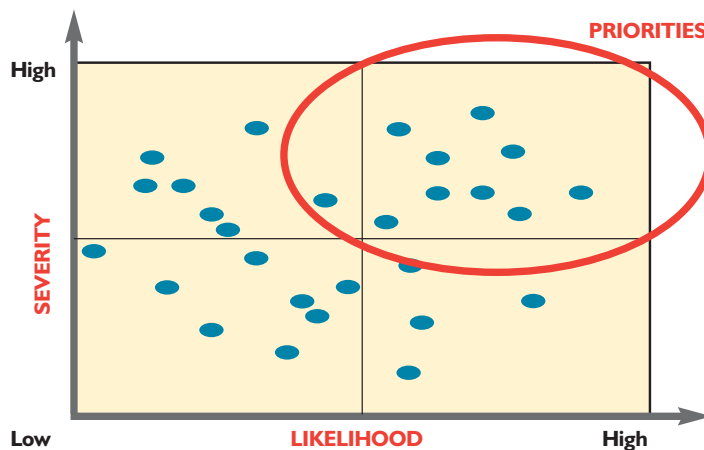
The answers to these questions will help management prioritize its risk management activities.

Risk Maps Help You Target Resources

A risk map is an internationally accepted method of analysing risk exposure. It is a graph that plots each risk in terms of the likelihood it will occur and the severity of the outcome if it does occur. This deceptively simple tool gives you a framework for comparing risks, since they are all measured on the same criteria.

By creating a risk map, companies can readily identify the critical risks and focus their resources toward those risks that would have the greatest impact on the company.

In our next issue of TSSA Update, we will discuss Step Three in the risk management process – Risk Control.



NEW GROUP TO CLEAR THE AIR ON VENTING

By **Sandra Cooke**, P.Eng., Technical Leader, Fuels Safety Program

Have you ever felt confused about what the code requires for venting? You are not alone. Now, an industry group is working to clarify the code and resolve issues.

As certificate holders have become more aware of the need to comply, and be more diligent in maintaining their responsibility, questions have arisen as to how to interpret the Natural Gas and Propane Installation code regarding venting. A Risk Reduction Group of industry stakeholders has been formed to advise on the appropriate application of the code and resolve these issues.

The first two issues being tackled include:

- semi-detached homes with a common chimney flue – Clarifying the application of clause 7.12.1.1 specifically when appliances that vent into a common flue are removed from service, and
- appliance removal – Interior vent sizing (lining) requirements when appliances are removed from service.

The next issues to be addressed include:

- large diameter B-vents
- masonry chimneys with excess capacity
- general venting issues
- enclosure of plastic venting systems

Check out the latest advisories at www.tssa.org

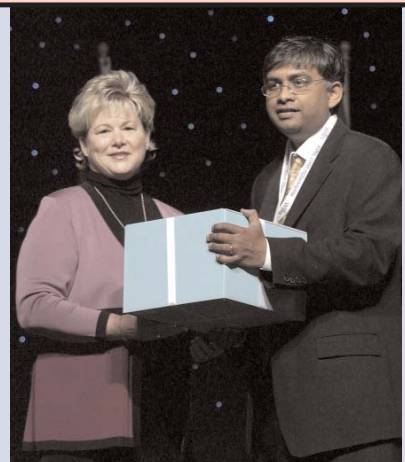
TSSA has already drafted several advisories that are in the process of being approved. Please check our website each month to keep yourself up-to-date.

TSSA has been recognized by the Risk and Insurance Management Society, Inc. (RIMS) for its outstanding contribution to improving safety in the province of Ontario.

On April 18, 2005, RIMS presented TSSA with the Arthur Quern Quality Award in Philadelphia, U.S.A. This award honours significant contributions within the field of risk management, and acknowledges activities and programs that demonstrate a commitment to improving quality.

RIMS is a not-for-profit organization dedicated to advancing the practice of risk management, a professional discipline that protects physical, financial and human resources. Founded in 1950, RIMS represents 4,500 industrial, service, non-profit, charitable, and governmental entities and serves 8,900 risk management professionals around the world.

Photo: Ellen Vinck, Incoming President of RIMS presents award to Srikanth Mangalam, Risk Management Advisor, TSSA



WHAT'S NEW?

IN FIELD APPROVALS

By **Zenon Fraczkowski**, Special Labels Engineer, Fuels Safety Program

The Trend to Objective and Performance-Based Codes

In Canada and worldwide, there is a trend towards objective or performance-based codes. For those who are comfortable with the existing codes and standards, there is no need for concern as they will not disappear. Instead, they will likely be backed by objective or performance-based requirements.

What Does It Mean?

To better understand the upcoming changes, it is helpful to examine some prescriptive versus objective or performance-based requirements. Note how the new code requirements can achieve the same or higher level of safety, while allowing different executions.

Hypothetical Examples

• Code For Shut-off Valve Requirements

	Requirement	Execution
Prescriptive (current)	All valve trains require a minimum of two safety shut-off valves	Must use two safety shut-off valves
Objective (future)	All valve trains shall be designed to prevent unintentional release of fuel into the combustion chamber	Could use valves with redundant seats such as the combination controls
Performance-Based (future)	All valve trains shall be designed to achieve a failure rate, for example, of no more than 1 in 10,000 years	Could use a single high quality valve shown to have exceptional performance, or two or three valves whose combined failure rate is the same as that of a single high-quality valve.

• Burner Gas Supply Regulators

As another example, examine our present requirement to regulate burner gas supply with spring-loaded or pressure-balanced regulators. This could be translated into an objective-based requirement: "gas burners must be supplied with a stable gas supply stream." In performance-based language, this same requirement may end up stating that "the gas supply to a burner shall be maintained within 5 per cent of its setting throughout the burner firing range."

Progress Slow, But Sure

As one can see, the translation or development of these new requirements will mean a lot of work and will definitely lead to interesting discussions. Our progress towards objective and performance-based codes is moving more slowly than first anticipated. The first example to observe will be our adoption of IEC 61511 for PLC-based systems. This will not replace the existing requirements, but rather allow for a parallel path to be followed.

Ultimately, the prescriptive requirements we have now will continue to serve the needs for a small oven or furnace relatively well. Future objective or performance-based requirements will better serve larger systems which may warrant optimised engineering and design handling.

Flame Supervision: Main Burners and Pilots

Presently, B149.3-00 code requires burners to be supervised by an approved flame safeguard with certain flame failure response time. Our interpretation of this requirement is that main burners shall be supervised along with their pilots, as opposed to pilots alone. Some of the past practices were to prove intermittent pilots and not to prove main burner flames.

Spark Igniter Interference and Testing

On one of the more recent approvals, we came up against a problem some may or may not have had an opportunity to work with. What started as a fairly routine testing program on an older mould curing oven, which operated at another location for quite some time, turned into an all-out search for causes of erratic ignition of the main burner. After checking the control system, installing timers, replacing valves, etc., we finally zeroed in on the fact that the flame safeguard sensed the ignition spark and allowed the safety shut-off valves to open. The difficult part was that there was not enough time for the gas to reach the burner before the ten-second trial for ignition expired on the first attempt. Depending on how soon the second attempt at ignition was made, there would be enough gas released to finally fill the piping and ignite burner or the gas would dissipate and the burner would not ignite again. To resolve this issue, we installed a flame safeguard control and spark generator specifically designed to avoid sensing the ignition spark. The significant issue here is not that such primary control/spark generator combinations exist or that we need to be aware of the possibilities but perhaps more importantly, that we all need to conduct sufficient tests and validate proper operation of equipment before we let it operate.

NEW FUELS CODES BEING ADOPTED BY TSSA

By **Sandra Cooke**, PEng., Technical Leader, Fuels Safety Program

As many certificate holders and contractors know, the fuels codes have been revised by Canadian Standards Association and need to be adopted in Ontario to bring the province up to current safety compliance standards.

The following codes are scheduled to be adopted by September 2005 or earlier:

- Natural Gas and Propane Installation Code
- Propane Storage and Handling Code
- Code for the Field Approval of Fuel-Related Components on Appliances and Equipment.

Currently, we are holding industry meetings to develop the associated Code Adoption

Documents. These documents allow authorization of the codes with some exceptions and/or additions. Exceptions and additions give us the flexibility to modify the codes to address safety or practicality issues.

The new Oil and Gas Pipeline Code, Z662-03 was adopted earlier this year.

New UL971

Double Wall Flex Pipe Stronger for Longer

By Ann-Marie Barker, Gasoline Handling Engineer

Now, the secondary containment piping is not second best. The new UL 971 standard will require both walls to withstand long-term hydrocarbon exposure without degradation, splitting or elongation.

THE CURRENT UL971

In double-wall, polyethylene flex pipe manufactured to the current UL971 standard, the secondary containment is not designed for long-term hydrocarbon exposure. When it is exposed to product for extended periods of time, it experiences degradation, splitting or elongation.

In many instances where the pipe experienced these problems, the facility operators were either not aware that there was a leak because there were no electronic monitors or visual monitoring of the sumps, or they simply ignored the problem. In most cases, the leaked product came from filter changes and leaking fittings or connections. These leaks would fill the sumps with product, which would flow into the secondary containment piping and either fill the sump at the other end or stay in the secondary piping since the test boots were often left on.

Degraded, split or elongated pipe is not desirable and should be replaced. If existing installations are properly inspected, monitored and installed (i.e., test boots have been backed off, pipe slopes towards a sump and sump is monitored), damage to piping and associated fittings will be minimized.

THE NEW UL971

The new UL971 requires the secondary containment pipe to be as capable as the

primary pipe to carry product indefinitely. The piping requirements have been changed to eliminate the above-mentioned problems. UL971 will now have strict tolerances on elongation and strength retention after long-term exposure to product. Primary and secondary piping requirements have been changed to eliminate both types of piping problems.

The implementation date for UL971 is July 1, 2005.

Currently, no piping system has received the new UL971 listing.

In order to address the environmental concerns and to give manufacturers time to re-tool and produce the new pipe, TSSA will allow a phase-in period of six months after UL971 becomes effective. As of January 1, 2006, all new flex piping installations must meet the new standard.



Fittings/Flex Connectors Twisted/Misaligned



Piping Over Bent



Pipe Swelling and Bulging



Outer Jacket Growing

Is Your Certificate Current?

Gas/Oil Technician Training & Certification Update

By Penny Connors, Team Leader, Training, Certification & Examination Services

As a reminder, Ontario Regulation 215/01 requires technicians to be certified appropriately for the work they perform.

We encourage you to confirm that your Certificate of Qualification as a Gas or Oil Burner Technician with TSSA is current, and that you have notified us of any recent change of address. If your certificate has lapsed, the reinstatement process could require you to be reassessed, depending on how long ago it expired.

If you need to have a duplicate certificate issued, please call us at

1-877-682-TSSA (8772). To report an address change, please notify us in writing and be sure to include your current phone numbers.

Contractors are also reminded to ensure that their staff are certified and maintain current Certificates of Qualification.

For more information about the Gas/Oil Burner Technician certification program, including Training Provider listings, please visit the Fuel Safety Training & Certification section of the TSSA website.

New, Redesigned TSSA Website Your One-Stop Safety Resource

To serve you better, we recently launched our new, improved website at www.tssa.org. The site is packed with up-to-date safety information and resources. With ease of navigation, you'll find what you're looking for and more.

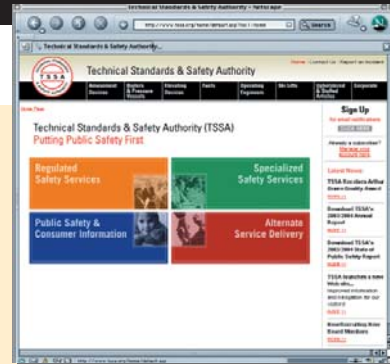
Check in frequently to stay current on safety legislation and regulations, Director's Orders and training and certification. Learn about the optional safety services that TSSA offers. Find out about our public safety programs and information. The TSSA website is a valuable resource for all of your safety information needs.

Be the first to know – Sign up for email bulletins

To keep you informed about new developments within your industry, the TSSA website offers an email notification service. By signing up at www.tssa.org, you can identify your areas of interest and we will automatically notify you of important information, such as new safety regulations or training seminars.

Our goal is to make the website an effective vehicle for delivering safety messages and improving customer communication and service. We hope you enjoy the improvements we have made and will continue to make.

If you have any comments or suggestions regarding the website, please send an email to contactus@tssa.org.



Changes to Environmental Management Protocol for Fuel Handling Sites

By Ken Slack, E.I.T. Environmental Services

Standards have changed for the assessment and remediation of petroleum contaminants in Ontario. A draft copy of TSSA's updated Environmental Management Protocol is available on our website for public comment www.tssa.org/regulated/fuels/environment/fuelsenviron02.asp

Ontario has committed to using site condition standards for petroleum hydrocarbons that were developed by the Canadian Council of Ministers of the Environment (CCME). These changes were implemented in late 2004 through new legislation from the Ministry of the Environment relating to the filing of a Record of Site Condition (O.Reg. 153/04) and two technical documents referenced by the regulation:

- Soil, Groundwater and Sediment Standards for Use Under Part XV.1 of the Environmental Protection Act; and
- Protocol for Analytical Methods Used in the Assessment of Properties under Part XV.1 of the Environmental Protection Act.

The new regulation also specifies requirements for qualified persons filing a record of site condition and conducting environmental site assessments. In general, a qualified person for the purposes of conducting or supervising a Phase II Environmental Site Assessment must be one of the following:

- professional engineer
- professional geoscientist
- professional agrologist or
- chartered chemist

In order for TSSA to remain consistent with the MOE, we have updated our Environmental Management Protocol to reflect these new standards. We will be soliciting public comment through the Environmental Bill of Rights process and a



draft copy is available on our website.

Upon conclusion of the public consultation process, the new protocol will be adopted under both the Liquid Fuels Handling Code and the Fuel Oil Code. For further information, contact Glen Palmer, Environmental Coordinator at gpalmer@tssa.org or (416) 734-3446 (1-877-682-8772).



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

TSSA UPDATE (Fuel Safety Edition)

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