



# Technical Standards and Safety Authority

Minutes of the Ski Lift Advisory Council

Meeting on March 23, 2022

Minutes of the Ski Lift Advisory Council meeting of the Technical Standards and Safety Authority (TSSA) held by teleconference at 10:00 a.m. on the 23<sup>rd</sup> day of March 2022.

**Present:** John Ball, Canadian Ski Instructor Alliance; Ward Bond, Bond Ski Lift Installation; Tom Cavers, Beaver Valley Ski Club; Brian Edwards, Edwards Insurance Brokers; Murray Frankcom, Leitner Canada; Dave Mathewson, Mount Pakenham Ski Area; Candice Micucci, Canadian Ski Patrol System; Kevin Nichol (Chair), Ontario Ski Resorts Association (OSRA); Mark Rutherford, Brimacombe; Robert Sheridan, Blue Mountain Resorts LP.; Sarah Simons, Kenny Engineering Inc.

Alexandra Campbell, VP, Communications & Stakeholder Relations; Danielle Fernandes, Advisory Council Coordinator; Cy Gray, Investigator, Elevating Devices Safety Program; Nashir Jiwani, (Interim) VP, Operations; Kristian Kennedy, Manager, Government Relations; Rob Kremer, Manager, Engineering, Elevating Devices Safety Program; Denis Lapierre, Inspector, Elevating Devices Safety Program; Roger Neate, Director, Elevating Devices Safety Program; Bonnie Rose, President & CEO.

**Regrets:** Craig MacDonald, Caledon Ski Club; Christine Simpson, TSSA's Consumer Advisory Council

## 1. Welcome & Constitution of Meeting

The Chair called the meeting to order at 10:00 a.m. He reminded council of the new format for council meetings, noting that in-camera sessions are now held at the plenary meeting.

### a) Safety Moment

For the safety moment, a video was shown about stress and safety.

## 2. Adoption of the March 23, 2022, agenda

Council adopted the March 23, 2022 agenda as presented.

## 3. Approval of November 9, 2021, minutes

Council approved the minutes of November 9, 2021 as presented.

## 4. Review of Action Items from Last Meeting

R. Neate provided an overview of action items and explained that all action items, except the ski-specific communication on the business model, are considered complete and are now closed.

As it relates to the ski-specific business model communication, A. Campbell advised that work on this communication is currently underway, noting that TSSA wanted to include information on COVID-19 ski sector fee relief in this communication as well. She advised that this action item would remain open.

## 5. Chair's Update

The Chair provided an update on the ski season, noting some of the challenges experienced by operators since the easing of COVID-19 restrictions.

In response to a question from C. Gray regarding whether the industry still tracks ridership numbers, K. Nichol advised that ridership numbers will be compiled in the coming weeks. He noted that due to the

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prevalence of outdoor activities, due to the pandemic, data may show more incidents related to young/newer skiers falling from carriers. He explained that this would be consistent with studies in the past that tracked demographic information on incidents. He noted that the industry was eager to develop new learnings from the trends present in the data.

In response to a question about reporting requirement for an occurrence related to the derailment of a surface lift T-bar, C. Gray advised that these are considered near-misses per the regulations and must be reported to TSSA. He explained that it is important for these types of incidents to be reported so that trends can be identified and addressed. He advised, responding to whether all de-rails need to be reported, that when there is a derailment, TSSA must be notified, and the lift cannot be operated until a TSSA supervisor approves its operation. He noted that the process for reporting these incidents is quick, albeit important, to document near-misses and trends. In response to a question about how to get the process mandating reporting to be changed, C. Gray advised that this requires a variance to the regulation.

K. Kennedy reminded council that if this is an issue council would like to bring forward to discuss and for TSSA to prioritize, that council members should submit an agenda item request form.

## 6. Council administration

### a. Membership Matrix Update

D. Fernandes confirmed that the membership matrix as amended by council at the November 9, 2021 meeting has been approved by TSSA's President & CEO B. Rose. She advised that TSSA, in collaboration with the Chair, has undertaken a member realignment exercise to ensure current members are aligned appropriately with the membership categories under the revised matrix. Based on the realignment exercise, she advised that TSSA has recruited M. Frankcom to represent manufacturers on council. She asked if council had any issues with the realignment as presented.

There were no member realignment issues noted.

## 7. Regulator Requirement Recap

### a. Owner/ Contractor Requirements

C. Gray spoke to this item and provided an overview of the material shared in advance of the meeting. He provided council with a summary of maintenance requirements, contractor responsibilities, and mechanic responsibilities. Additionally, he advised council of critical differences between the owner-contractor and general contractor registration types and addressed key points of industry confusion as it relates to owner/contractor, general contractor, and mechanic requirements.

### b. Passport Requirements

C. Gray provided council with an overview of the requirement for the Skills Passport and addressed common errors. In summary he explained that owners, contractors, mechanics, and SLM-Ts are interdependent, and all have roles to play in safety. He opened the floor to questions.

There was some discussion on this topic. A council member recommended that TSSA make the process for contractor renewals easier. He explained that the current process is cumbersome and recommended that the process be included as part of the OSRA checklist. B. Rose acknowledge the comments and advised that some of the recommended changes will be captured by release 4 of OASIS, the customer-facing portal, while others would be captured in the next strategic plan. C. Gray added that while this is a learning experience for members of the industry, TSSA learned a lot from the exercise and has identified gaps that can make the processes better. The Chair suggested

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sharing this presentation at an upcoming OSRA meeting. There was some additional discussion on grandfathering and its relationship to the skills passport. C. Gray noted that in scenarios where the device was installed and there was no requirement to document training, TSSA will review this on a case-by-case bases with the certificate holder to see if the requirements are satisfied and will work with the individual to update the skills passport accordingly.

## 8. Adjournment

The meeting was adjourned at approximately 11:20 a.m.