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Date: April 28, 2020 at 9:38 AM

Good day folks,

I'm sure some of you will receive multiple communications on this very important topic regarding the TSSA drive to push through only 1 recommendation, of the 25 proposed, by the OE Advisory Board. If you have a good handle of understanding on this matter then please disregard but if not, you really need to become aware of how this affects our profession across Ontario.

Usually we are so busy in our own world that, unless something affects us directly, we tend not to worry about it. What we are talking about is the Alternative Rules and particularly Path 1 and Path 2 of how companies will assess their risk and apply to the TSSA to follow one or the other of these paths. The critical one is Path 2 which is essentially a "Self Regulation" process where companies can request to regulate themselves in all areas of operating engineer staffing, inspections etc. with the intent to "lower the regulatory burden" on them.

As most of you know I teach power engineering at Mohawk College and it just so happens I was updating my power points for the fall and was into the Governance of Power Engineering and as I progressed through the lectures you read why rules were put in place back as far as the 1300's and as technology and metallurgy improved so did the number of accidents involving pressure vessels. The early 1900's bring in ASME and other groups that looked at establishing acts, regulations, standards and codes to protect the people, public and environment BECAUSE companies were unable to set their own reasonable behaviours to prevent them.

So here we are again, repeating history not taking into account a lessons learned approach of how we got here in the first place. In addition, as sad and horrid it may be, we have a real-life example of where a lack of oversight has caused significant amount of death in our Nursing Homes and Senior Living facilities across Canada. Obviously not enough rules were in place to properly manage these and you see examples of poor training, inadequate PPE stock, no emergency procedures, no auditing etc. Sound familiar?

In my 40+ year career, most as a 1st Class engineer and Chief, I have seen good and not so good professional engineers. I have had to intervene on several situations where production and profit took a leading role in the decision making process and I had to raise concerns on contravention of the Regulations and that if we were going to operate we had to put measures in place to safely do it. These same people questioned why "me" as a non-professional engineer had the authority to represent the company with the provincial regulatory body, it was felt that they should do that since that iron ring has weight?

Everyone, please take this seriously as this affects our profession despite it affecting you directly. I have attached a memo from our Ontario Director below. It has attachments on the bottom, take the time to read it and make changes to make it personal if you so choose and send it to the people listed as they are the ones who can slow this freight train down a bit so we can press for some degree of transparency from the TSSA and government. Thank you in advance.