

CFSA News

CANADIAN FIRE SAFETY ASSOCIATION

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Winter 2001 • VOLUME 12, ISSUE 4

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*Fire Safety is Everybody's
Business*

President's Message



It's the new year and time to begin looking forward to the renewal of spring – or maybe just a well-earned vacation in the sunny south! The

CFSA renews its commitment to create a fire safe environment in Canada by continuing the dissemination of fire and life safety information to our members and the community. It is the active participation of members that allows us to pursue this objective. Thank you to all the members, who recognize advancement of fire safety as an achievable goal, for your continued support.

Preparations are continuing for the CFSA Annual Seminar. Circle April 25, 2001 on your calendar for this important event. The seminar is entitled "Life Safety Changes". Our Seminar Committee chair, Mike Strapko, is assembling an interesting array of speakers and topics to discuss the past, present and future of fire safety, including objective based Codes. Registration information will be issued shortly.

The Technical Session and Dinner Meeting Committees have done an excellent job so far this year in coordinat-

ing a variety of uniformly excellent presentations on a diverse range of fire safety issues. These have included changes in fire alarm system ULC standards, aircraft rescue fire fighting services at Pearson Airport, changes to NFPA 13 and new sprinkler technologies, Part 4 of the Ontario Fire Code (Flammable and Combustible Liquids), and objective based Code development and application.

Future events will include a March technical session on advancements in storage tank technology. Please note that, for your convenience, registration can now be completed on the website at www.canadianfiresafety.com as well as fax or mail.

There are currently some vacant positions on the CFSA Board of Directors. If you are an energetic, enthusiastic proponent of fire safety in Canada, and would like to become more active in the CFSA please contact a member of the CFSA executive for further information.

I hope to see you at our next meeting.

Jon Winton
President



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Objective Based Codes, discussed at CFSA Technical Sessions

The last two CFSA Breakfast Technical Sessions were based upon the forthcoming Objective Based Code Format for Canada in general & Ontario in specific.

The first of the two sessions was presented by Alek Antoniuk, OAA, the Assistant Manager of the Code Development & Training Section of the Buildings Branch of the Ontario Ministry of Municipal Affairs & Housing. Alek's November 8, 2000 presentation revolved around the consultation process, an overview of why objective-based codes are proposed, how the objectives have been identified, and what the process will be to complete the new codes. *"Look for a summary of this presentation in the next issue of the CFSA Newsletter"*.

The second session, held on December 6, 2000 was presented by Demir Delen, P.Eng., Director of Fire Protection Engineering, Morrison Hershfield Limited. Demir's presentation focused upon the design and review process of the current Prescriptive Code format the benefits of an objective-based approach to fire safety, and included an example of a basic objective-based code design.

Objective-Based Codes:

Impact on Project Design & Review

Presenter: Demir Delen

Demir's presentation commenced with an overview of a 1991 Canadian Mortgage & Housing Corporation program which reviewed trends and the code development program. The study at that time concluded that the current code system was not rational and was

often too complex. An example of the complexity of the code's smoke control provisions was given. Demir stated that the smoke control provisions were in fact performance oriented, however a list of various "measures" were prescribed for ease of enforcement and design.

Further discussions amongst the Canadian Commission on Building and Fire Codes led to the development of the Strategic Plan to produce a fully Objective Based Code by 2001. This deadline has been re-adjusted to approximately 2003. The following initiatives have also been identified:

- simplify code structure
- clarify intent of codes (with explicitly stated objectives)
- permit innovative designs,
- to provide alternative solutions for performance objectives, and
- to reduce trade barriers in design & construction (globalization).

The move to Objective based codes acknowledges that several of the current code requirements are not substantiated with rational intent statements. The Objective based code is intended to give the rationale as well as several design scenarios that will meet the objectives.

Demir offered an example of a current prescribed code requirement for fire department access routes to have a minimum overhead clearance of 5 metres, obviously to allow fire department apparatus sufficient clearance to access the terminal. Work carried out at the Pearson International Airport resulted in a clearance for the departure road & access route with only a 4.9m

continues...

clearance. Further analysis indicated that highway bridges (under which fire vehicles must pass enroute to the terminal), are only required under the Highway Traffic Act to be designed at 4.65m clear. It appears that the 5m clearance prescribed in both National & Provincial Building Codes was arbitrarily set.

The pros and cons of prescriptive and performance based codes was also reviewed:

Prescriptive Codes:

- Simple to work with and enforce (assumed intrinsically fire safe)
- no objectives clearly stated (implied level of acceptable safety for code officials)
- developed as a result of large loss/disasters and public demand (reactive)
- suggests only one way to meet requirement (limited design options)

Performance-Based Codes:

- difficult to evaluate code compliance
- objectives clearly stated
- may require reliance on fire models (ie. FireCam)
- requires professionals to define an acceptable level of safety
- offers design flexibility

The presentation also identified that several Parts of our Codes are already

performance/objective oriented. For example, Part 4 of the Building Codes identifies performance objectives for structural design of buildings (functional & safe). Structural engineers can achieve these objectives with various materials and or methods. However, the fire protection engineer is currently restricted by Part 3 of the Codes that results in a limited choice of materials and or finishes. Part 3 also is considered more complex as it covers many various issues and engineering disciplines (architectural, structural, mechanical & electrical).

The issue of equivalencies under the current code system was also touched upon. Our current prescriptive based code structure allows performance-oriented design and systems under the equivalency section of Part 2 of the Codes. This section was intended by code developers to permit systems or designs that “meet the same level of safety as intended by the Code” but may not be directly addressed by the code. Often design professionals use arguments based upon experience, common sense or other engineering studies to support the equivalencies. Experience has shown that often even the most basic equivalencies are forced to the Building Code Commission (BCC) likely due to concern for municipal liability. It will be interesting to see

how the introduction of Objective-based codes will affect the BCC.

Demir’s presentation also included a sample timed-egress study and the use of computer fire models to analyze the threshold values of smoke, carbon monoxide, heat and other toxic gases. The current code limits the travel distance permitted within various occupancies to fixed values (such as 40m for nonsprinklered offices, 30m for nonsprinklered assembly occupancies, and 45m for most sprinklered facilities). These values allegedly had been included to permit escape within 2 minutes from a floor in which a fire occurs provided the egress route was not cut off from fire. The introduction of objective based codes may allow for more flexible designs if it can be shown that these threshold values throughout an egress route are not reached in the time necessary for persons to evacuate a fire area.


The presentation concluded with a suggestion that if objective-based codes are to be successful and used to their full potential, a change in philosophy is required. Much like the change in philosophy already seen in structural engineering (working stress design vs. ultimate stress design) or in sprinkler design (pipe schedule vs. hydraulic design).



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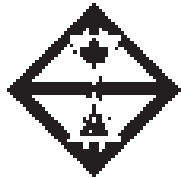
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CFSA would like to thank

John Dowdell

for donating the
"Stop Drop and Roll"

picture, a door prize at the
January 24, 2001 dinner meeting.

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schedule of events

CFSA Dinners:

March 21, 2001

CFSA Annual Seminar

April 25, 2001



Other Related Events:

SFPE Luncheon Meetings

March 13, 2001

Code Issues on Dust Collector for
Wood Dust Applications

April 8-14, 2001

Building Safety Week

April 10, 2001

Sprinkler Forensics/ Mechanical
Failures

May 8, 2001

Interesting Loss/AGM

Ontario Municipal Fire Prevention
Officers Association

Annual Conference

April 1-5, 2001

Waterloo, Ontario

Ontario Association of Fire Chiefs
Conference

Toronto, Ontario

May 6-10, 2001

NFPA World Fire Safety Congress
and Exposition

Anaheim, California

May 13-17, 2001

Fire Prevention Week 2001

October 7-13, 2001

Seneca College

Bids for Degree Program

The Province of Ontario has granted Ontario Colleges the opportunity to offer four year applied degrees. The School of Fire Protection at Seneca College is in the initial stage of preparing an Applied Fire Science Degree.

One of the mandates from the government is that the degree proposal be industry driven. The School has held one curriculum development session where skills sets that a graduate from the program should have were defined. From this a skeletal curriculum can be developed for review and comment.

Guidelines for this degree have not been passed down from the Province at this time. The intent is to grant 24 unique degrees with 8 in 2001, 8 in 2002 and 8 in 2003. Seneca hopes to go forward with their proposal as soon as these guidelines are available. Continued industry support is essential for any of the degree proposals to succeed.

If you are interested in becoming involved in this process please call Stu Evans at 416-491-5050 ext. 2394. This involvement could be reviewing and commenting on the curriculum, writing a letter to the government indicating the need for such a degree or calling your local MPP to indicate the need. At this point the direction for these letters or calls are known. Once the government defines more clearly the process required then the picture will become clearer.

As the fire protection industry continues to evolve and change, such as the advent of objective-based codes, the School of Fire Protection feels that this degree will meet industry demands in the future.

Recently Seneca has completed phase one of its sprinkler systems laboratory and a new chemical extinguishing systems laboratory.

Designed to Burn – An Acceptable Alternative?

The Midlands Branch of the Institute of Fire Engineers (IFE) in the UK have organized a Seminar/debate on this topic. In today's disposable environment, it may be cheaper to throw things away than repair them, and hence a new type of building is appearing. A building that is more economical to let burn to the ground than to protect.

Fire safety and fire protection may appear to be expensive, as there is no immediate return. But is it really acceptable to allow these buildings to be built?

They comply with all standards and guides. They have adequate exits and means of escape. The only real difference is that they burn to the ground when they catch fire.

So where does this leave us in terms of fire safety, firefighting, the environment and other issues?

For more information, or to take part in this debate contact Steve Rowe of the IFE at +44 (0) 121 380 6302.



Editor: David Johnson

The CFSA Newsletter is published 4 times per year – June, September, December, March

Advertising Rates (per issue, GST extra)

Back cover	\$250
Full page	\$200
1/2 page	\$100
1/4 page	\$50
Business Cards	\$25

10% discount for CFSA Corporate Members.

All advertisements are required to be camera ready.

Closing dates for submissions are as follows:

Issue #1 – May 20

Issue #2 – Aug. 19

Issue #3 – Nov. 19

Issue #4 – Feb. 17

All general enquiries and advertising materials should be directed to the CFSA office at
2175 Sheppard Ave. E., Suite 310,
North York, Ontario M2J 1W8

Your comments, suggestions and articles are welcome. Please send them to the attention of:

The Editor

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Views of the authors expressed in any articles are not necessarily the views of the Canadian Fire Safety Association. Also, the advertisements are paid advertising and in no way recognized as sponsored by CFSA.

CFSA Chapters

Interested in forming a new chapter?
Call CFSA at (416) 492-9417.

ARFF Services at Pearson International Airport



At the November 22, 2000 CFSA Dinner Meeting, Mark Regimbald, Deputy Chief of the GTAA Emergency Services, spoke regarding Aircraft Rescue Fire Fighting (ARFF) Services at Canada's largest airport – Toronto's Pearson International Airport.

Mark's fire protection career started in 1980. He was a volunteer firefighter who attended Seneca College's Fire Protection Technology Program. After graduating from the three year program, Mark was hired as a Fire Protection Consultant/ Emergency Planner for the County of Lanark. Towards the end of his first year with the County, he accepted a fire fighting position with the Canadian Military. During his fifteen year fire service career with the military, he applied and was accepted to

attend the University of Maryland as a Fire Protection Engineering Student. Upon graduation, he spent one year as an engineering officer at Chilliwack, B.C and then left for Canadian Forces Base Edmonton, as the base fire chief. Three years afterwards, Mark took a position as the Chief Instructor of the Canadian Forces Fire Academy. For the past two years, Mark has been the Deputy Fire Chief of the Greater Toronto Airports Authority.

The New Terminal

Mark's presentation commenced with a Virtual Tour of the now under construction Terminal at Pearson. The video presentation included a tour of the proposed simplified terminal layout that will process 50 Million passengers annually. The new terminal will also

provide 12,600 plus parking spots in a new parking garage structure with walkways connecting to the new terminal building. The video included clips of the new "townhall" area of the terminal that will accommodate shops and restaurants. This new terminal is intended to replace existing Terminals 1 and 2.

The Terminal construction site employs 5,000 construction workers on any given day with Phase I scheduled for completion in 2003. Phase III of the airport expansion is scheduled for 2008.

The completed terminal will include:

- a gross floor area equivalent to 55 football fields,
- 258 passenger check-in counters in the main departure hall
- more than 15 km of conveyors that can handle 18,000 bags per hour

- enough concrete to build two CN Towers
- more than three and a half times the amount of steel used in the Eiffel Tower.

As part of the new terminal construction, existing cargo operations and facilities will be relocated infield. These new facilities will be connected to the terminal by an underground 4 traffic lane tunnel capable of withstanding 680,000 kg (approx 1.5 Million pounds) of weight landing overtop.

ISO 140001 Certification

The presentation also touched upon the ISO 140001 Certification implemented by the GTAA for Environmental Resources Protection. Mark reminded the CFSA members in attendance that both the Mimico and Etobicoke Creeks pass through GTAA lands and hence storm water quality and management are key considerations at Pearson. Other environmental considerations include wildlife management, noise control, contaminated site issues and hazardous substance management. The GTAA was the first North American airport authority to become ISO 140001 Certified. At least 50% of the demolished or upgraded facilities were reused or recycled to accommodate the new Airport Terminal.

ARFF Pre-Incident Planning & Training

The bulk of Mark's presentation revolved around the ARFF training and policies in effect at the GTAA. The GTAA Fire & Emergency Services follows the National Fire Protection Association's Standards regarding aircraft and Fire fighting procedures. These Standards include:

- NFPA 402, Guide for Aircraft Rescue and Fire Fighting Operations
- NFPA 424, Airport/Community Emergency Planning

The GTAA Emergency Services have recently constructed two fire halls (one at North end & one at South end of GTAA Lands), and have a total of 86 firefighters trained in medical, structural and prevention duties on both the air and ground side of the terminals. The GTAA services operate with a minimum of 15 personnel with 6 crash trucks, 2 pumpers and a light rescue truck. Since the GTAA took over at Pearson, \$20 Million has been spent on fire services. Full size mock-up training facilities have been established for both interior and exterior training aids. (For additional information on the GTAA Fire Training Facilities, refer to the December 1998 CFSA Newsletter.)

As part of these pre-fire/pre-incident planning procedures, mutual aid agreements with the local Municipal fire departments (Mississauga, Brampton & Toronto) are underway.

Other factors affecting ARFF Opera-

tions and pre-incident planning include:

- Types of Aircraft (Make, Model, Size, etc.)
- Types of Accidents/incidents
- possible accident sites
- accident site accessibility
- emergency response notification
- climatic considerations
- mutual aid and support agencies
- available apparatus & equipment
- rescue and fire fighting operations
- incident reporting
- joint training exercises, and
- communications.

Each of these areas was greatly detailed by Mark during his presentation. His excellent Microsoft Powerpoint presentation also included slides of various aircraft types, sizes and hazards, as well as diagrams of potential fire attack configurations using GTAA Emergency Dry Chemical and Foam Apparatus. Each of these diagrams considered the construction material of the aircraft, fuel storage locations, emergency exit locations and climatic factors. The GTAA Penetrating nozzles, used for fighting interior cabin or fuselage fires from the exterior were also discussed.

Mark also discussed the concept of "Hot Brakes" and wheel fires.

The presentation was very informative and greatly enhanced by excellent audio/visual equipment.

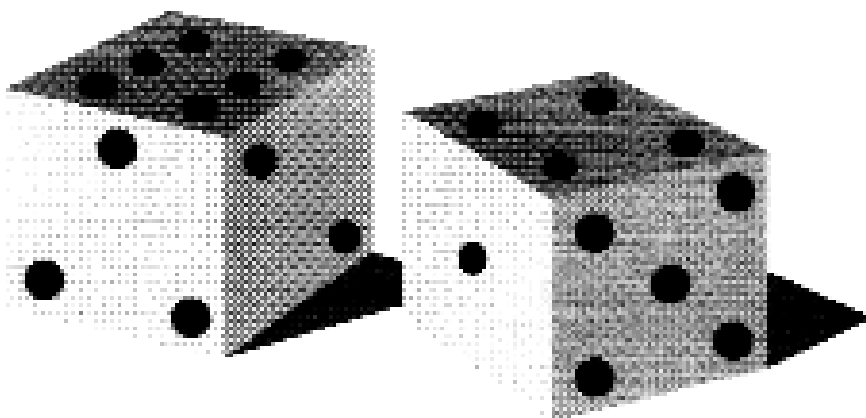
GTAA Training Philosophy: When you are through learning.... you're through!

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Fuel Disasters

A TSSA Perspective

On October 25, 2000 the CFSA played host to Mr. Michael Philip, Vice President of the Fuels Safety Division of the Technical Standards & Safety Authority (TSSA). He presented a discussion on Fuel Disasters and the role the TSSA plays in promoting prevention and safe fuel practices.

It was noted that the TSSA is a not for profit corporation established for the purpose of "enhancing public safety", and this mission is facilitated through the enforcement of the following seven Ontario public safety Acts:

- *Boilers & Pressure Vessels Act*
- *Operating Engineers Act*
- *Upholstered and Stuffed Articles Act*
- *Gasoline Handling Act*
- *Energy Act*
- *Elevating Devices Act*
- *Amusement Devices Act*

It is evident then that the scope of their work leads to the TSSA having a direct impact on the lives of every Ontario resident.

The advantages to the consumer of the implementation and enforcement of these Acts are that they address emerging and existing safety risks, consumers gain a strong voice in the marketplace, and efforts are made to promote consumer education and reinvest surplus revenue into consumer safety.

More specifically, with respect to the Fuels Safety Division, the subject area deals with natural gas, propane, and petroleum products. Although the key roles for the TSSA are enforcement and

inspection, it was noted that incident investigation also plays a prominent role in their overall approach to consumer safety. For example, typical accidents involve gas stations and the refueling of automobiles where a filling hose is left unattended, a leak occurs and a subsequent fire and/or explosion ensues. Other accidents involve natural gas explosions in houses that leave total devastation due to the highly destructive forces created in a natural gas explosion. Propane cylinders have been the source of explosions also as a result of improper fueling or refilling which has resulted in very large and destructive explosions. In the 1999 calendar year, human error was the cause of 170 incidents (64%), device failure accounted for 63 incidents (23%) and there were 33 (13%) undetermined incidents investigated by the TSSA.

Other safety initiatives include Gas BBQ safety in the summer, CO awareness year round, and a new promotional safety program called Safety Smart which revolves around personal, vehicular and health safety.

After this discussion and several questions from the audience, Mr. Philip was thanked for his presentation and for the TSSA's highly visible, very effective and intense efforts to promote safety throughout the Province of Ontario.

Jason Scovell

Community Partnership Program

Taken from September 2000
Firefighting in Canada



The City of St. Catherines Recreation and Community Services Department, Fire Services Division is proud to announce the development and commencement of a Community Partnership initiative involving a number of local businesses and community organizations.

The Fire Prevention and Protection Act (FPPA) of 1997 contains a number of mandatory provisions requiring municipalities to undertake Fire Prevention and Fire Safety initiatives. Recognizing that the taxpayer cannot be expected to provide all of the necessary funding for these fire safety programs, the FPPA also encourages "partnerships" with the local community businesses, service clubs and other organizations.

With the approval of City Council, fire prevention staff solicited several areas businesses to raise funds necessary to sponsor the painting of a transit bus to represent an old time fire truck with a very important message "WORKING SMOKE ALARMS SAVE LIVES" displayed on the side.

Welcome to the following *New Members*

Corporate

Canadian Forces Housing Agency
Liberty Mutual Insurance
Royal Quickstop Fireprotection Systems
Tyco Fire Products/Central Sprinkler Company

Student

William Sherrer
Seneca College

Dinner Meeting Survey Results

The results are in from the recent membership survey that was sent to all member asking how they would like to receive notice of the CFSA Dinner and Technical Meetings.

Fax65
E-Mail120
Reg Mail51

Members were asked if they would like to change the format of the dinner meetings as well. The vote was very close but times will remain the same with the Reception at 6:00 p.m. and Dinner at 6:45 followed by the speaker's presentation. If you would like to change the way you receive this information at any time please call the CFSA office at (416) 492-9417 and ask for Natalie Lougher. Thank you to all members for their input.

Brian Murphy, Membership Chair

SFPE Southern Ontario Chapter

Celebrates 35 years

On November 10, 2000 SFPE Southern Ontario Chapter enjoyed a gala event to celebrate the past 35 years as an organized chapter. The event was held at Toronto's Boulevard Club and was attended by approximately 100 persons, including 10 SFPA Southern Ontario Past Presidents,

A 35th Anniverary Commemorative Booklet is planned and expected to be available in May, 2001.

Congratulations SFPE!!!!

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For more information, contact:
Stu Evans, Seneca College,
School of Mechanical & Fire Protection
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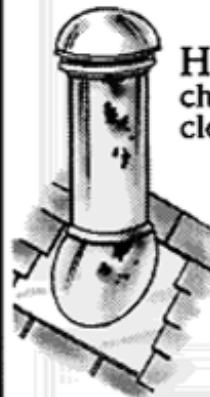
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Remember to check your chimney regularly for signs of corrosion or deterioration.



Have all chimneys cleaned and inspected at least once a year.



New!

Secure registration for Dinner Meetings and Technical Sessions

The screenshot shows a Netscape browser window with the title "Netscape: CFSA: Canadian Fire Safety Association | Registration for CFSA Dinner Meeting". The address bar contains the URL "http://www.fireeducation.com/canadianfiresafety/0104/news/COOP/CEW/Dinner.html?". The page features the CFSA logo and the text "CFSA | Canadian Fire Safety Association". Below this is the heading "CFSA Dinner Meeting Registration" and a sub-heading "You are registering for the CFSA Dinner Meeting on January 21, 2001". The form is divided into several sections: "Required Information" with fields for First Name, Last Name, Company, Address for Correspondence, City, Postal Code, Phone, and E-Mail; "Please select the appropriate price" with radio buttons for Member (\$40.00 incl. HST), Non-Member \$50.00 (incl. GST), and Student (\$20.00 incl. HST); and "Payment Information" with radio buttons for VISA, MasterCard, and American Express, and fields for Card Number, Expiry Date (MM/YY), and Name on Card. At the bottom of the form are "Submit" and "Clear All" buttons.

The Canadian Fire Safety Association is proud to announce that members as well as non-members can now register for our regular Dinner Meetings and Technical Sessions on our website, using our new secure server, which allows for safe credit card transactions.

Because of the server set-up, it is now also possible to join the Canadian Fire Safety Association from our website.



Canadian Fire Safety Association

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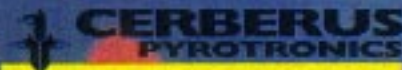
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