

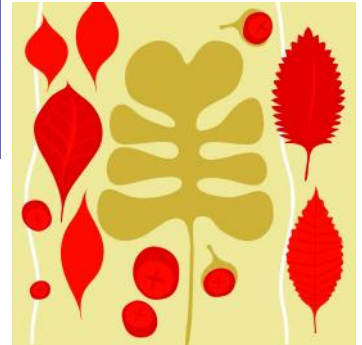
THE Newsletter for the Members of the EIA of BC INSPECTOR



Elevator Code, CE Code and the NBCC — consistency of requirements

by Ark Tsisserev P.Eng.

November, 2011



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Historically, this subject was always a source of confusion to the electrical designers, installers and regulators, as provisions of the Elevator Code have not always been accurately correlated with the National Building Code of Canada (NBCC) and with the Canadian Electrical Code. Fortunately, some provisions for the electrically connected equipment used in conjunction with elevators have been harmonized in the latest editions of the Elevator Code and the NBCC.

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Let me elaborate:

In Canada, Safety Code for Elevators and Escalators, CSA standard B44 has been harmonized with the U.S. standard ASME A17.1.

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Although Table 1.3.1.2. of the NBCC references 2007 editions of ASME A17.1/B44 (despite the fact that the latest edition of both these standards has been published in 2009), the fact is that except for certain requirements related to interconnection of elevator controls with the fire alarm system (depending on whether such requirements are described by the applicable NFPA standards in the U.S. or by the NBCC in Canada), all provisions for electrically connected equipment mandated in the Elevator Code are absolutely the same for use in Canada and the USA.

As the B44 is referenced in the body of the NBCC (NBCC is adopted for regulatory purpose in the provincial/territorial and municipal jurisdictions of Canada as local building codes or building by-laws), compliance with the B44 requirements is mandatory.

CSA standard B44 is also referenced by the CE Code in the main list of “reference publications” on page XXIX and in Appendix B Note on Rule 38-001.

In fact, Section 38 of the CE Code has been modified so as to be correlated as close as possible with Article 620 of the *NEC*. Because of such correlation exercise, the entire numbering system of Rules in Section 38 has been uniquely changed to be similar to the numbering of Article 620 of the *NEC*.

Understanding of the relevant provisions of B44 is very important to the electrical designers, installers and regulators, as this standard requires that the electrical equipment and wiring must “conform to NFPA 70 or CSA C22.1, whichever is applicable” (see Clause 2.26.4.1 of ASME17.1/CSA B44-2009).

This standard also states that the electrical equipment must be listed and labeled when the standard is applied in the USA, and that it must be certified and marked, when it is used under provisions of the NBCC (see Clause 2.26.4.2 of B44).

Although majority of the electrical requirements of B44 relate to a certified field assembly of the equipment comprising a typical elevator, some of these requirements could impact on the electrical design and installation, as these re-

quirements are extended to the areas outside the scope of B44 into the domain of the NBCC. As it was mentioned at the outset of this article, the NBCC “caught up” with some of these B44 provisions, and such provisions (which before have not been reflected in the National Building Code of Canada) are now transparently articulated in the NBCC for the benefit of the electrical designers and installers. However, there are a few cases where such correlation has not been yet completed.

Let’s discuss a few such examples.

Perhaps, Clause 2.27.1.1.1 of B44 is a good starting point.

It states that “A *two-way communication means between the car and a location staffed by authorized personnel shall be provided.*” This statement appears to be innocent enough, but what does it actually mean, and how to ensure compliance with this requirement for the purpose of wording “*and a location staffed by authorized personnel shall be provided*” (e.g., for the purpose of requiring this location outside of the elevator car?)

Where is this mysterious location intended to be, and who are deemed to be “*authorized personnel*” for the purpose of this requirement?

B44 only explains this requirement in Clause 2.27.1.1.4 for those cases “*where the elevator rise is 18 m (60 ft) or more.*” This Clause stipulates that if “*the elevator rise is 18 m (60 ft) or more,*” then “*a two-way voice communication means within the building accessible to emergency personnel shall be provided.*” This B44 requirement also lists specific conditions for such two-way voice communication means provided in the building. As B44 requires such “*two-way voice communication means*” to be provided in the building, let’s look at whether the NBCC is consistent with B44 on this requirement. Article 3.2.6.1. of the NBCC describes the application criteria of additional requirements for high buildings. In accordance with these criteria, some buildings are designated as high buildings, when these buildings are more than 36 m (118 ft) high measured between grade and the floor level of the top story. In accordance with this designation, a typical office

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building would be considered to be a high building only if it exceeded 36 m (118 ft) in height. This NBCC Article assigns a high rise designation to other buildings that have a floor level of a top story at more than 18 m (60 ft) high from grade. This designation applies to a typical building of residential occupancy. The NBCC, however, considers a typical hospital to be a high building, if the patient care area is located above the third story.

So far, so good; but...

How do these NBC “High Rise” designations impact on the B44 requirements to provide “*a two-way voice communication means within the building accessible to emergency personnel*”? The answer is hidden in Article 3.2.6.7. of the NBCC.

This NBCC Article covers requirements for a very interesting entity called “*Central Alarm and Control Facility (CACF)*.”

This entity is only mandated by the building code for the buildings that are designated as “high buildings,” and a CACF may not be available in a typical building that is not designed and constructed in accordance with provisions of high rise Subsection of the NBCC.

A few editions ago, the NBCC had been amended to reflect provisions for such “*a two-way voice communication means within the building accessible to emergency personnel*” in Article 3.2.6.7. that covers requirements for CACF. Paragraph (j) of this NBCC Article mandates that a CACF must be provided on the story containing the entrance for firefighter access, and that the CACF must include “*means to communicate with telephones in elevator cars, separate from connections to firefighters’ telephones, if elevator cars are required by ASME A17.1/B44, “Safety Code for Elevators and Escalators,” to be equipped with a telephone.*” Now we can see that a connection between the B44 requirement and the NBCC provision is made, and that the electrical experts involved in design and installation of the electrically connected life safety equipment would be able to incorporate this B44 requirement under provisions of the NBCC.

What about a situation where a building is not designated as a high building by the NBCC? (What if, for example, this was an office building only 27 m (88.6 ft) high, which is not designed and constructed as a high building and it is not provided with a CACF?). In this case, ability to comply with provisions of B44 “*a two-way voice communication means within the building accessible to emergency personnel shall be provided*” would be, certainly, highly questionable, and the interpretation on this matter should be discussed with the relevant AHJ.

And, of course, the similar question could be raised by the electrical designers regarding the B44 requirement for “*A two-way communication means between the car and a location staffed by authorized personnel shall be provided*” in respect to an elevator with *the elevator rise less than 18 m (60 ft)*, as was indicated at the beginning in our discussion of this particular example.

This question could be answered by recognizing the fact that the intent of this B44 requirement may be met by providing means of a two-way communication between a telephone installed in an elevator car and a central station that monitors the building fire alarm system in conformance with the ULC S561. Usually, testing of this two-way communication means between a telephone in an elevator car and authorized personnel of a central monitoring station is done during a coordinated operational test of all electrically connected life safety systems in a building. The AHJ responsible for compliance with this B44 requirement should be also consulted during the design stage of the project.

Let’s touch on another example:

B44 requirement for installation of smoke detectors in an elevator machine room and at each floor served by the elevator, and for automatic return of elevators to a recall level — upon actuation of any of these smoke detectors. Before the publication of the 2010 edition of the NBCC, there was a tangible disconnect between the building code requirements on this subject (the NBCC was silent on requirements of smoke detectors in elevator machine rooms) and B44 provisions, and such inconsistency had been creating a significant “headache” to the electrical designers, installers and regulators.

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Thus, the designers might have to continue to experience “headaches” on this subject. Some local building by-laws have become more proactive on this issue. For example, the Vancouver Building By-law has been amended so as to mandate installation of smoke detectors in each floor area in front of the elevator

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Photo 2. Caption

Nevertheless, the new edition of the NBCC has addressed this issue (but partially). Sentence 3.2.4.12.(1)(g) of the NBCC now requires smoke detectors in elevator machine rooms, and Sentence 3.2.4.12.(4) mandates automatic recall of the elevators served by the elevator machine room in which the actuated smoke detector is installed. So, in this respect, correlation between the B44 and the NBCC has been completed.

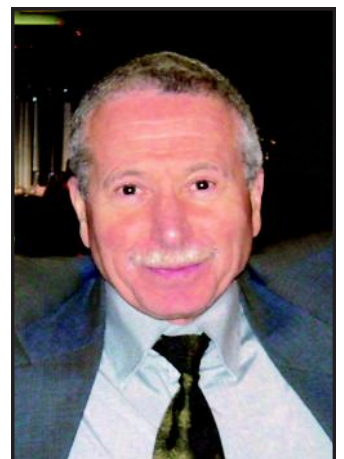
However, requirements of Clause 2.27.3.2.2(a) of the B44 — to install smoke detectors at each floor served by the elevator, and the provision of Clause 2.27.3.2.3 of the B44 — to recall to the designated level all elevators that serve the floor where the actuated smoke detector is located, are not accurately reflected by the NBCC. Sentence 3.2.4.15.(1) of the NBCC only mandates installation of smoke detectors in the elevator lobbies *on the recall level*, and it requires that the elevators will be automatically recalled to an alternate floor level upon actuation of these smoke detectors. This, latter requirement of the NBCC is further relaxed if the recall level is sprinklered. Thus, it could be seen that a correlation between the Elevator Code and the NBCC in respect to the installation of smoke detectors on each floor area in front of the elevators and elevator recall, is not entirely completed.

or elevators and to mandate automatic emergency return to the recall level of the elevators served by the floor in which the smoke detectors (installed in front of these elevators) have been actuated. This By-Law has been also amended to require an automatic return of the elevators to an alternate recall level, when the smoke detectors mentioned above are actuated on the recall level.

So, the conclusion is:

✦ The electrical designers and installers — beware of these remaining inconsistencies between two codes and consult your appropriate AHJs who have jurisdictional authority for administration of the applicable codes and standards.

Ark is a registered professional engineer with a master's degree in Electrical Engineering. He is currently the Chair of the Technical Committee for the Canadian Electrical Code and is representing the CE Code Committee on the CMP-1 of the National Electrical Code.



SEPTEMBER EIA MEETING PICTURES

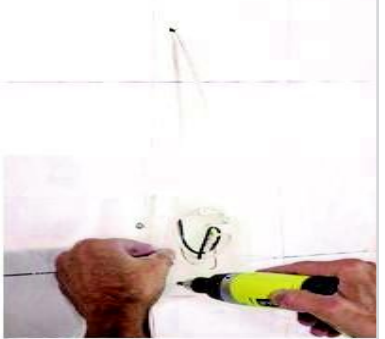


Presentation on the new Section 64, Section 64 covers renewable energy systems including; fuel cells, wind turbines, micro-hydro, hydro-kinetic, inverters, batteries, etc.. The Presenter is *Ted Simmons, Chief Instructor of the Electrical Apprenticeship Program at the British Columbia Institute of Technology*. Ted made his very interesting and informative presentation to a packed house. The audience really appreciated the expertise Ted brought to this subject and look forward to further updates on the New Electrical Code.

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Tony Funk from VSA Enterprises Inc. brought a product line to show us how it is able to deal with Water Intrusion into the Building. If you need more information go to their website - www.vsaent.com.

VSA's exterior building products offer superb moisture protection combined with simple, easy installation.



THE PROBLEM: Water intrusion into the building envelope

- Conventional wall applications are not sufficient
- Rain water seeps behind a light fixture, saturating the wall
- Unable to dry, the sheathing and the structure rots
- Mold causes health issues
- Exterior repairs are costly and time-consuming

THE SOLUTION: Self-flashing Over Air Barrier (OAB) electrical mounting blocks

- Patented rain channels and bottom drip cap divert water from the back wall BEFORE it can penetrate the building envelope
- The OAB electrical box fits inside the Third Wave mounting block
- Eliminates the need to cut into the building envelope with anything larger than the size of the electrical wire
- Protects the integrity of the building envelope
- Saves time and labour with a two-in-one application

Renewal Time
**Application Form and Re-
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of this News Letter**

**What's
New**
Do you have any techni-
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ters to the editor, please
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7th Annual Lieutenant Governor's AWARDS for PUBLIC SAFETY



THE AWARD RECIPIENTS FOR 2011 ARE...

The **7th Annual Lieutenant Governor's Awards for Public Safety** recipients are:

Lifetime Achievement:

Mr. Laurie Lowes, London Drugs

Individual:

Mr. Michael Dine, Pender Island Fire Rescue

Organization Award:

Lifesaving Society - BC & Yukon

Award recipients are selected by the Lieutenant Governor's Public Safety Selection Committee, which includes a senior staff member of the BC Safety Authority, representatives of partnering safety organizations, and other respected individuals in the safety field.

The goal of the Lieutenant Governor's Awards for Public Safety is to promote safe practices, procedures, behaviours and attitudes.

For more information about the Lieutenant Governor's Awards for Public Safety or to order tickets, visit our website at safetyauthority.ca/events.

Ticket Purchase

\$75 per person
or \$600 for a table of
eight
(Includes HST)
All seating is assigned.

Awards Luncheon

November 16, 2011
12:00pm
(registration 11:30am)
Vancouver Convention
Centre (west)

EIA Code Article

•by Ted Simmons

In the February newsletter we reviewed the Code requirements for gasoline dispensing and service stations as outlined in **Section 20**.

In this article we will continue the review of **Section 20** and focus our attention on the rules for **Commercial garages - Repairs and Storage and Residential storage garages**.

Commercial garages - Repairs and storage

Rule 20-100 – Scope

This rule indicates that the requirements identified in **Rules 20-102 to 20-114** apply to locations in which vehicles are serviced or repaired, including locations in which more than three vehicles are, or may be, stored at one time. Consequently, the rules in this

Subsection apply to parking garages, storage garages and other similar occupancies.

Rule 20-102 – Hazardous areas

As noted previously, gasoline vapours are heavier than air and will remain near floor level, as a result, the hazard associated with flammable liquids is greatest at floor or grade level. In order to address this hazard, **Subrule 20-102(1)** requires that for each floor at or above grade, the entire area up to a level of 50mm above the floor shall be considered a Class I, Zone 2 location. **Subrule 20-102(2)** requires that for each floor below grade, the entire area up to a level of 50mm above the bottom of outside doors or other openings that are at or above grade level shall be considered a Class I, Zone 2 location, except where adequate ventilation is provided, in which case, the hazardous location shall ex-

tend up to a level of only 50mm above each such floor. **Subrule 20-102(3)** indicates that for storage garages only the area up to a level of 50mm above each floor that is below grade shall be considered a Class I, Zone 2 location. As noted in **Subrule 20-102(4)**, any pit or depression below floor level shall be considered a Class I, Zone 2 location which shall extend up to at least the level of the floor.

Adjacent areas, such as storage rooms, offices, etc., where it is unlikely hazardous vapours will be released, shall not be classified as hazardous provided the floors in these areas are elevated at least 50mm above the adjacent garage floor, or are separated from the garage floor by tight-fitting barriers such as curbs, ramps, etc.

Rule 20-104 – Wiring and equipment in hazardous areas

Rule 20-104 indicates that the wiring and equipment installed within the hazardous areas defined in **Rule 20-102** shall comply with the applicable requirements of **Section 18**.

Special attention should be given to this requirement to prevent the use of unapproved equipment within the defined hazardous areas. For example, a portable luminaire such as a trouble light must not be used in a pit below floor level unless it is of a type approved for use in Class I, Zone 1 locations.

Rule 20-106 – Wiring above hazardous locations

Subrule 20-106(1) indicates the fixed wiring located above the hazardous areas shall be in

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accordance with the requirements of **Section 12** and suitable for the type of building and occupancy. Flexible cord of the hard-usage type shall be used for the connection of portable luminaires, portable motor or other portable utilization equipment.

Rule 20-108 – Sealing

Seals are required to prevent the migration of flammable gases through a conduit from a hazardous location to a less or non hazardous location. **Subrule 20-108(1)** indicates that seals shall be installed as required by **Section 18**. The sealing requirements for conduits installed in Class I, Zone 2 locations are outlined in **Rule 18-154(1)**. Aside from the exceptions indicated in **Subrule 18-154(2)**, seals are required if any part of the raceway is in or passes through a Class I, Zone 2 location.

As noted in **Rule 20-108(2)**, raceways embedded in a floor or buried beneath a floor are considered to be within the hazardous area above the floor if any connections or extensions lead into or through such an area.

Refer to diagram 1 for details.

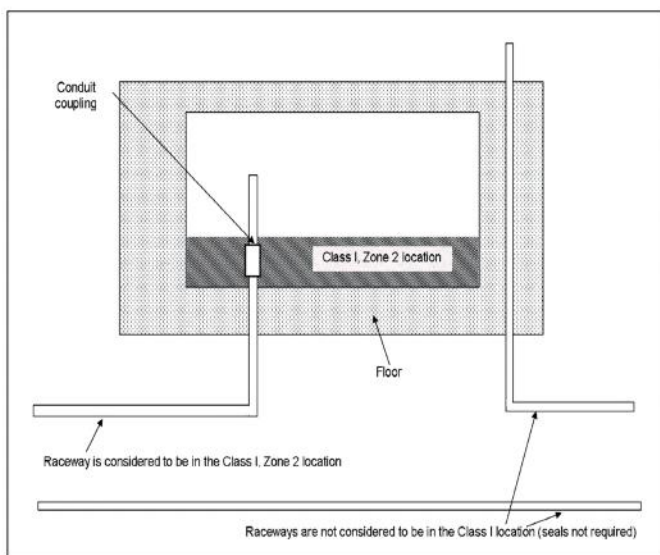


DIAGRAM 1

Rule 20-110 – Equipment above hazardous locations

Subrule 20-110(1) requires fixed equipment that is less than 3.6m above the floor level, and that may produce arcs, sparks or particles of hot metal, such as cut-outs, switches, generators, motors, or other similar equipment (excluding receptacles and luminaries), to be of the totally enclosed type or constructed to prevent the escape of sparks or hot metal particles. The intent of this requirement is to ensure that ignition capable sparks or hot metal particles do not drop into the hazardous area.

Subrule 20-110(2) requires permanently installed luminaries that are located over lanes through which vehicles are commonly driven or that may otherwise be exposed to physical damage to be located not less than 3.6m above floor level unless they are of the totally enclosed type or constructed to prevent the escape of sparks or hot metal particles.

Accordingly, if the luminaire is located 3.6m or more above floor level, a standard fixture may be installed, however, if the luminaire is located less than 3.6m above the floor level, it must be of the totally enclosed type or constructed to prevent the escape of sparks or hot metal particles. It should be noted that a fixture equipped with a wire mesh guard is not considered to be totally enclosed nor constructed to prevent the escape of sparks or hot metal particles. For further information pertaining to this requirement please refer to the note located in **Appendix "I"** for **Rule 20-110(2)**.

Again, in order to reduce the possibility of arcs and sparks, **Subrule 20-110(3)** identifies the requirements for portable luminaries, including specific constructional features to ensure that exposed parts that could come in contact with battery terminals are made of non conducting material so they will not be capable of shorting

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the battery terminals. The luminaire must also be of the unswitched type and not be provided with receptacles for attachment plugs. As noted previously, if the portable luminaire is used in a hazardous area, it must be an explosion proof type approved for the location.

Rule 20-112 – Battery-charging equipment

There is always the possibility of arcing and sparking whenever a battery is being connected or disconnected from a battery charger. As a result, **Rule 20-112** does not permit battery chargers and their control equipment and batteries being charged to be located within the hazardous areas classified in **Rule 20-102**.

Rule 20-114 – Electric vehicle charging

This rule pertains to the equipment and wiring used to connect electric vehicles such as automobiles, trucks, scooters, forklifts, etc. to a battery charger. Again, the main concern being the possibility of arcing or sparking within the hazardous area defined in **Rule 20-102**. **Rule 20-114** identifies several requirements to prevent this hazard. Special attention should be given to the following items:

- ✿ Connectors shall be designed and installed so that they will break away readily at any position of the charging cable, and live parts shall be guarded from accidental contact.
- ✿ No connector shall be located within the hazardous location defined in **Rule 20-102**.
- ✿ Where plugs are provided for direct connection to vehicles, the point of connection shall not be within a hazardous location as defined in **Rule 20-102**.

Refer to **Rule 20-114** for additional information.

Residential storage garages

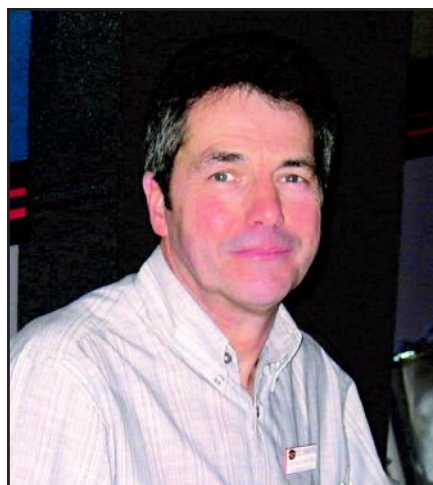
Rule 20-200 – Scope

Rule 20-200 indicates that **Rules 20-202 to 20-206** apply to a building or part of a building in which not more than three vehicles are, or may be, stored, but that will not normally be used for service or repair of the stored vehicles.

Although the possibility of fuel leaks is less for residential storage garages, it is still a concern and as a result **Rule 20-204** indicates where the lowest floor is below adjacent or grade level, the entire area of the garage or of any enclosed space that includes the garage shall be classified as a Class I, Zone 2 location, up to a level of 50mm above the garage floor.

As noted in the previous Rules for commercial garages, **Subrule 20-206(1)** requires that the wiring above the hazardous locations shall conform to **Section 12** and **Subrule 20-206(2)** requires that the wiring within the hazardous locations conform to **Section 18**.

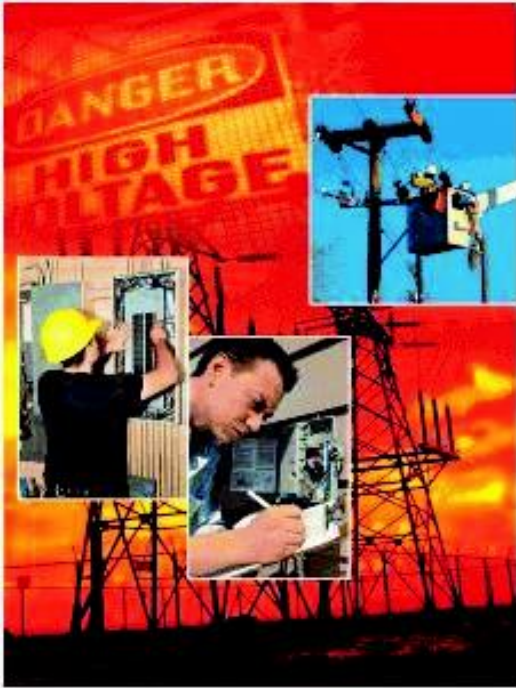
More on Section 20 in future articles.



Ted Simmons, is Chief Instructor, Electrical Apprenticeship Program at the British Columbia Institute of Technology, Ted can be reached by e-mail at Ted_Simmons@bcit.ca.

Appreciating The Electrical Pioneer.

by Steve Foram



About ten years ago I had an appointment with a potential major client in the Houston area. I picked up a rental car at the airport and as I was driving to their office, I decided to catch up on my voicemail. Not being familiar with where their office was located and having driven in Houston only a couple of times previously, I realized that I probably should not be using a cellular phone and driving at the same time. So, after about 20 minutes, I turned the phone off and concentrated on the drive.

When I arrived at their office, I was ushered into a large meeting room with six senior business unit managers. The potential client was a safety leader in the oil and gas industry, so I knew that our meeting would begin with a brief safety discussion. I offered to lead the discussion. This seemed to impress all of them and the meeting was off to a great start. I felt quite proud as I related the story of my recent experience in driving to their office while using my cell phone and then coming to the awareness that what I was doing was unsafe.

I concluded the story making a point about the danger of becoming complacent and also about having the presence of mind to notice when something is not safe. I was feeling pretty good

about it and then asked for comments, questions or observations. I did not expect any discussion. Five of my listeners deferred to the most senior person in the room, who looked at me and said, "If you were working for us that would get you fired. We have a zero tolerance policy regarding cell phone use while driving."

So much for the great start to the meeting, no surprise, we never did get any business with the company.

Even today, each time I get in my car I am tempted to act in an unsafe, and in many places an illegal, manner. Like most people my smart phone sits in the middle console. Whether it is a phone call, the buzz of an incoming text message or the strange urge to just "check" to see if I have any new email, acting on any of these would distract me from my primary task— driving safely. In the moment, it may seem harmless but the consequences can be devastating.

To act more safely, more often consider the following idea:

The lifestyle you enjoy and all of the elements of safety within it depend on a network of people that is so expansive it is hard to truly understand.

When you consider how fortunate you are and the benefits you have gained because of a safe workplace and a safe society, you might just realize that your personal safety is something that you have taken for granted. Clearly, you have a critical role in your ongoing safety that cannot be ignored, but your safety is highly dependent on the system in which you live ... and this system is totally dependent on others.

For example, a former colleague repeatedly reminded me that in the high-voltage workplace, "Every rule in our safety manual is written in somebody's blood." This holds for society too. The freedom and safety that you and I enjoy in our communities in large part is due to the sacrifice of others.

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But rather than focus on the negative aspects of the sacrifices or accidents, each lesson learned should be seen as a gift. It may take a while to see an accident as a gift, but when you do, you will be grateful for the lessons and the resultant benefits you enjoy. If you feel anything less than grateful, then you are not seeing your good fortune as a gift. Your gratitude will translate into action ... as you express your genuine appreciation.

For you, as an electrical inspection professional, you are part of a system that ensures the safety of others through the creation and implementation of standards, work practices and training forums. Your work continues to build a system of safety that the majority of the world will never see and likely never even realize exists. Truly, your work is honourable and I suspect that you consider your work as a service to society and perhaps, even see it as a calling. Melodramatic, maybe — but congratulations on being an unsung hero.

You are all too aware that the Electrical Safety Inspection system that you oversee and work within was created over the past century by countless electrical workers and electrical inspection professionals. Why not dedicate your work to the pioneers who paved the way for the work you do, and for the gifts of the lessons learned as a way to express your sincere gratitude and appreciation?

For me, I will appreciate the system of road safety and stay away from my smart phone while driving.

Courtesy, IAEI News

CSA Announces Recipients of The 2011 Award of Merit

CSA Standards, a leading standards based solutions organization has announced the recipients of the 2011 Award of Merit- The Award of Merit is an honour bestowed by CSA Standards to individuals that have demonstrated leadership in developing Canadian voluntary standards and who, through technical, administrative, or special standards activities, have advanced the purpose of CSA Standards.

The 2011 Awards of Merit were presented by Bonnie Rose, president, CSA Standards at a special awards ceremony held during the USA Standards Annual Conference in Victoria, B.C.

The recipients of this year's Award of Merit have all positively contributed to the creation and maintenance of standards that help lead to a safer and more sustainable world," Ms. Rose said. "The Award of Merit recognizes each recipient's expertise and knowledge in their respective Fields. Their outstanding service in developing these standards impact our daily lives and to this, we thank you."

Among the 2011 Awards of Merit recipients were

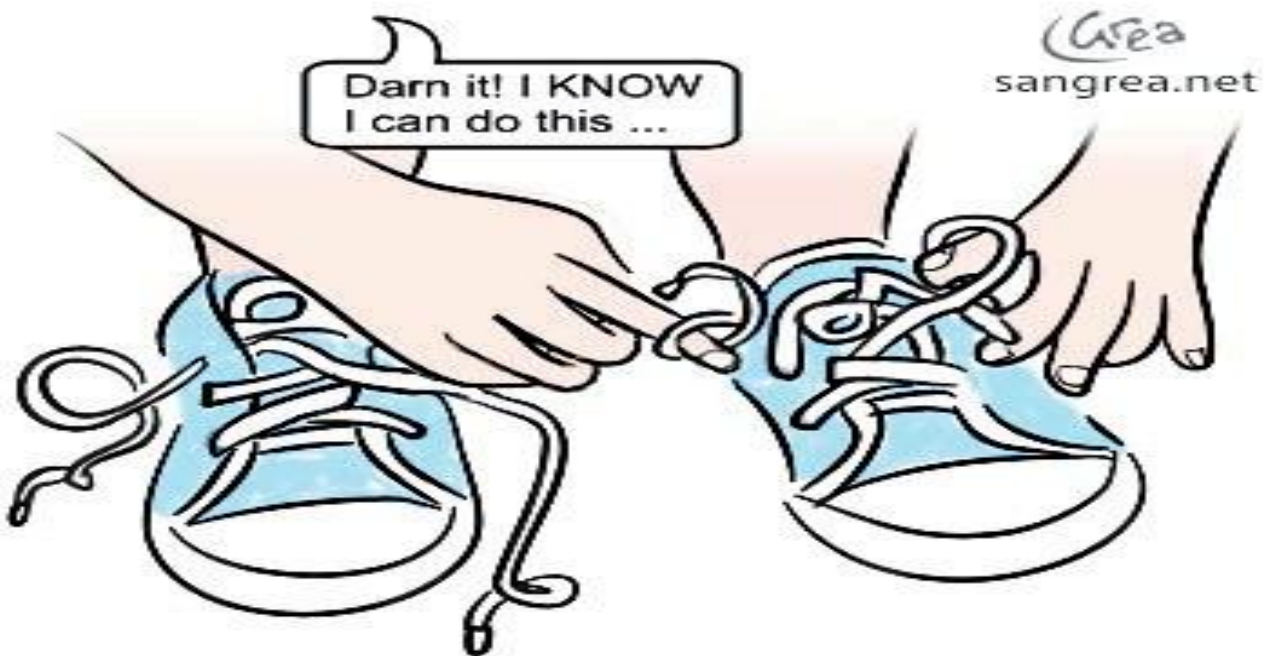
Dr. Alfred Brunger, B.A. Sc., M Eng., Ph.D., P. Eng. of Mississauga, Ontario, receives the Award of Merit in recognition of tireless leadership, pioneering work and passionate commitment to developing and advancing standards related to solar energy. Dr Brunger is Technical Manager -Energy Systems, Product Testing at Exova Canada, Inc.

Mr. Brian Rolfe, P. Eng. of Mississauga, Ontario, receives the Award of Merit in recognition of pioneering work, long-standing leadership and unwavering support for safety standards related to the nuclear industry. Mr. Rolfe currently works as an independent consultant providing specialized nuclear power plant electrical design support services and ongoing technical support for green energy development projects.

Mr. Ted Simmons of Burnaby, British Columbia, receives the Award of Merit in recognition of skilful Leadership, valued involvement and knowledge and expertise in the development and advancement of the electrical code and standards. Mr. Simmons is Chief instructor - Electrical Trades Program at the British Columbia Institute of Technology.

The CSA Award of Merit was created in 1979 to honour and recognize leadership in Canadian voluntary standards development. Nominations are open to all present or past CSA voting members, as well as former CSA employees who have: served in CSA committee activity or other associated standardization work: shown leadership in to administrative or special committee activities, published papers, or made public addresses which have been of special benefit to the work of the Association; and have-advanced the prestige or interest of CSA Standards.

Courtesy, Electrical Line



After a decade of scrimping on education funding, the nation found itself crippled by skills shortages. People fell over a lot too.

Vice Presidents Message

Greetings members. With fall in the air and Christmas fast approaching, another year will quickly be coming to a close. On behalf of our president Jack Ball, and the entire EIA executive, I would like to take this opportunity to thank all the members for their continued support throughout this year. Your enthusiasm and dedication to ensuring the electrical industry in BC continues to be one of the strongest and safest in the country is appreciated.

It will no doubt be another interesting and challenging year with the adoption of the new 2012 Canadian Electrical Code and the rapid advances in new technology. The EIA will continue to look forward to working with you and your organizations to maintain the high level of professionalism expected of this industry. Well done everyone!

It is now time to prepare for our annual Christmas Dinner meeting on November 28th.

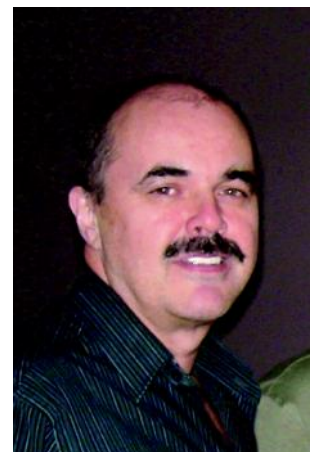
Santa Len would like to remind us that those who are wanting to play a role as a Santa's helper may do so by dropping off your gift of choice at the Electrical Contractors Association office located at #210-3989 Henning Drive in Burnaby. Your door prize donations will ensure this year's Christmas meeting is great fun! . We need your help to make this happen.

We look forward to seeing you all and wish you all a very safe, happy and prosperous holiday season and New Year.

Nick LeForte

Vice President

Nick LeForte



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EIA of B.C. General Meeting

Monday, November 28th, 2011

"Cheers Restaurant"

125—East 2nd Street, North Vancouver, B.C.
(just off Lonsdale Avenue)

Social Hour 5:15—6:00

Dinner 6:00—7:00

Meeting 7:00— 9:00

Annual Christmas Dinner Meeting

Dinner: \$50

Most Important for Reservations: Please Phone Dwayne Askin
(778) 396-2050 or Email: Dwayne.Askin@safetyauthority.ca

SANTA NEEDS HELP THIS YEAR SO!!! PLEASE HELP US BY EITHER BRINGING PRIZES FOR THE TABLE TO THE MEETING, OR SENDING CHEQUES PAYABLE TO THE "EIA" AS SOON AS POSSIBLE SO SANTA CAN PROVIDE LOTS OF GREAT PRIZES, ETC. THANKS SANTA

Membership Application & Renewal Form

- For 1 year (Jan 1, 2012—Dec. 31, 2012) \$ 75.00
- For 2 years (Jan 1, 2012—Dec. 31, 2013) \$ 150.00
- For 3 years (Jan 1, 2012—Dec. 31, 2014) \$ 225.00

- New Membership Name (Please Print) _____
- Address _____
- Renewal City _____ Postal Code _____
- Inspector Company _____ Title _____
- Associate Email _____

Mail to: The EIA of BC, Suite 201— 3989 Henning Drive,

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