



Transportation
Safety Board
of Canada

Bureau de la sécurité
des transports
du Canada



Working together to reduce fatalities

Chief coroners and chief medical examiners of Canada conference

Jean L. Laporte, Chief Operating Officer
Edmonton, Alberta, 6 June 2013

Canada 

Outline

- About the TSB
- How we work
- Accident rates and fatalities by mode
- Working together



Who we are

- An independent agency that consists of up to five Board members, including a chairperson, and approximately 220 employees.
- Head office in Gatineau, Quebec, 8 regional offices and laboratory in Ottawa, Ontario
- TSB currently reports to Parliament through the Leader of the Government in the House of Commons and is independent from other governmental agencies and departments.



Our mission

To advance transportation safety in the marine, pipeline, rail and air modes of transportation that are under federal jurisdiction by:

- conducting independent investigations
- identifying safety deficiencies, causes and contributing factors
- making recommendations
- reporting publicly

It is not the function of the TSB to assign fault or determine civil or criminal liability.



TSB investigations

- Approximately 3 200 transportation occurrences (accidents and incidents) reported annually to TSB
- TSB Regulations define what is a reportable occurrence
- TSB undertakes, on average, 75 investigations per year



TSB investigations (cont'd)

- Decision to investigate is based on potential to advance safety
- TSB Occurrence Classification Policy serves as a guide for decision-making
- Once an investigation is started all resources / efforts required are invested to ensure a complete and thorough analysis of what happened



Jurisdiction

Within Canadian territory or waters:

- All accidents and incidents associated with the operation of federally regulated transportation (marine, rail, pipeline and air)
- Any situation or condition that the Board has reasonable grounds to believe could, if left unattended, induce an accident or incident

Under international conventions:

- May participate in investigations of all accidents or serious incidents involving Canadian operators, crew, passengers or equipment in any country
- May investigate any accidents or serious incidents involving Canadian operators, crew, passengers or equipment in international waters / territories

Upon request of a province or territory:

- May investigate accidents or incidents involving provincially regulated transportation (e.g. short-line railways)



Investigator powers

Section 19 of the *CTAISB Act* provides investigators with the powers to:

- Enter and search a place
- Prohibit or restrict access to an area
- Seize wreckage / impound equipment
- Compel witnesses to interviews
- Compel the production of documents
- Obtain search warrants
- Conduct testing, including destructive tests if necessary
- Require medical examinations
- Require the provision of medical / health information
- Require an autopsy or post-mortem medical examination



Investigator powers (cont'd)

Limitations:

- Must have reasonable grounds
- Must minimize disruptions
- Must return seized material
- Must protect medical / personal information
- Cannot submit a person to any procedure involving surgery, perforation of the skin or entry into the body of any drug or foreign substance
- Cannot use force unless accompanied by a peace officer and use of force is specifically authorized in warrant



Investigator powers (cont'd)

Failure to comply or provision of false or misleading information

- TSB can go to court and person can be found guilty of an indictable offence punishable by a term of imprisonment up to two years



Protection of information

- TSB is subject to *Access to Information Act* and *Privacy Act*
 - Personal information is protected
 - Third-party proprietary information is protected
 - National security related info is protected
 - Info protected « during the conduct of a lawful investigation »



Protection of information (cont'd)

- *CTAISB Act* also protects some information
 - Witness statements
 - Medical and health information
 - On-board voice and video recordings
 - Draft investigation reports and representations by designated reviewers
- Board may release privileged information if necessary in the interest of transportation safety
- Court or coroner may access privileged information but information cannot be used against the individuals in any legal, administrative or disciplinary proceedings
- Courts must also weigh public interest in proper administration of justice vs the privilege

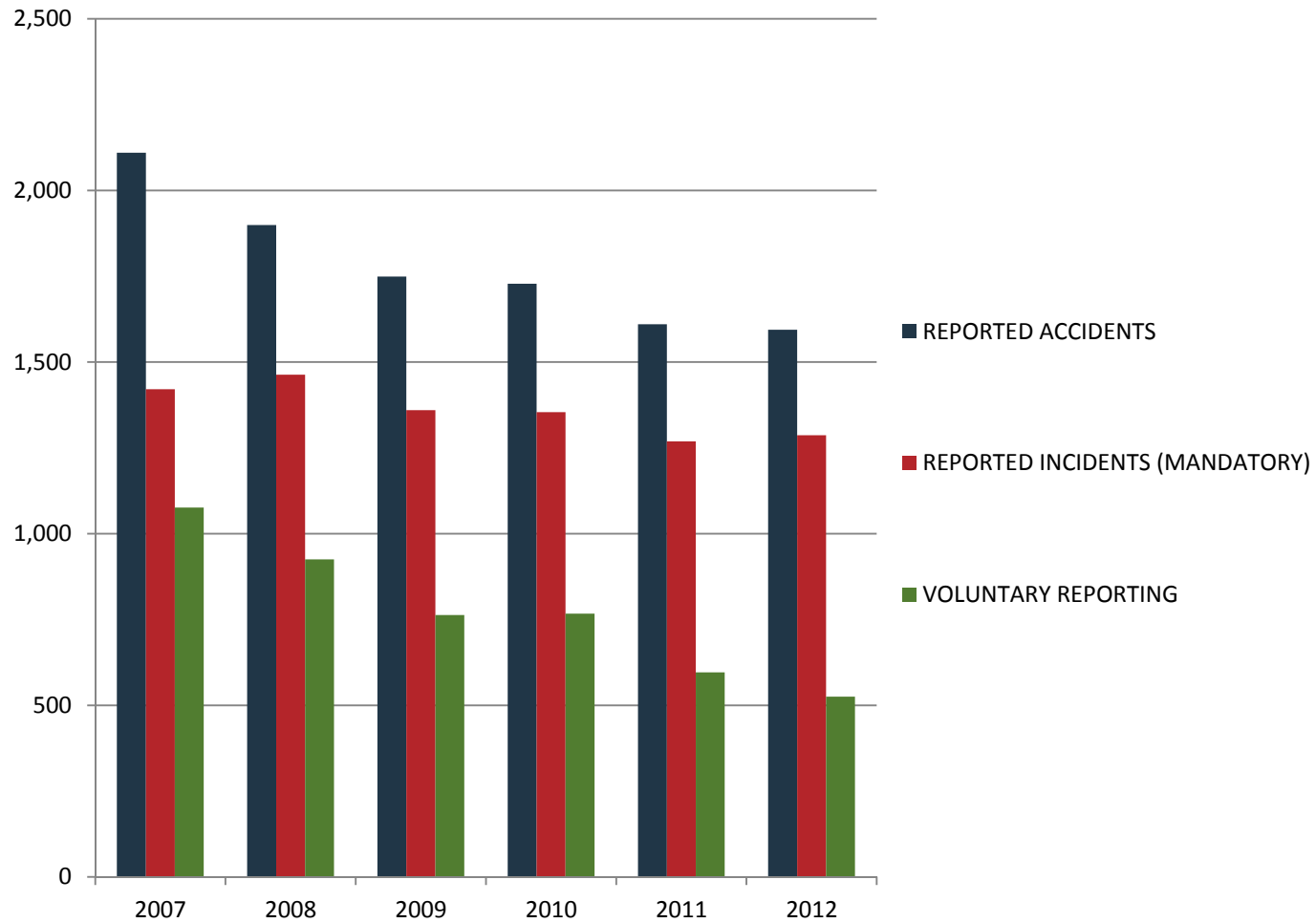


Safety communications

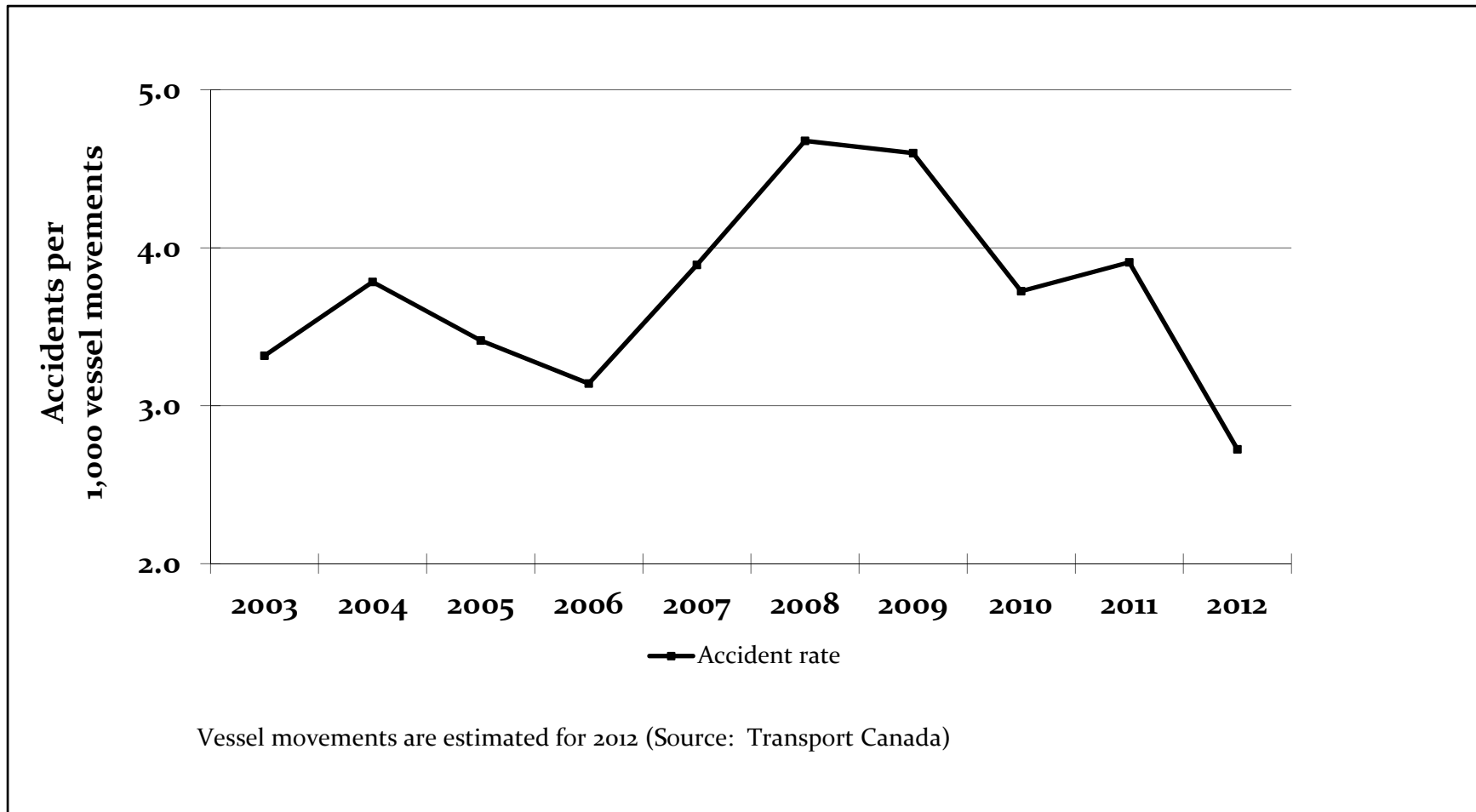
- Deployment notices
- Investigation web pages
- News releases
- Investigation updates
- Safety advisories
- Safety information letters
- Letters to coroners
- Investigation reports
- Safety recommendations
- Safety concerns
- Assessments / reassessments of responses to recommendations
- Watchlist



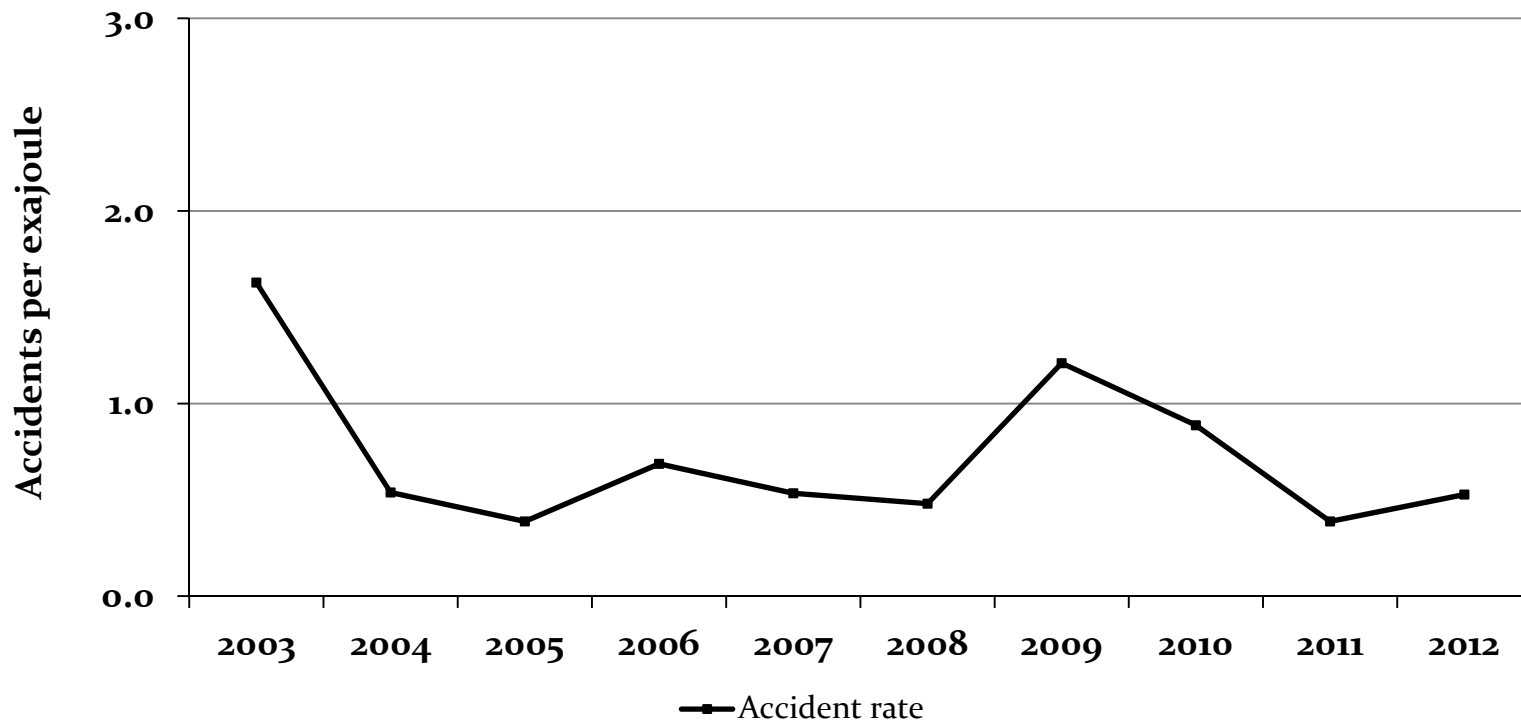
Reported occurrences (all modes)



Marine accidents per 1,000 vessel movements



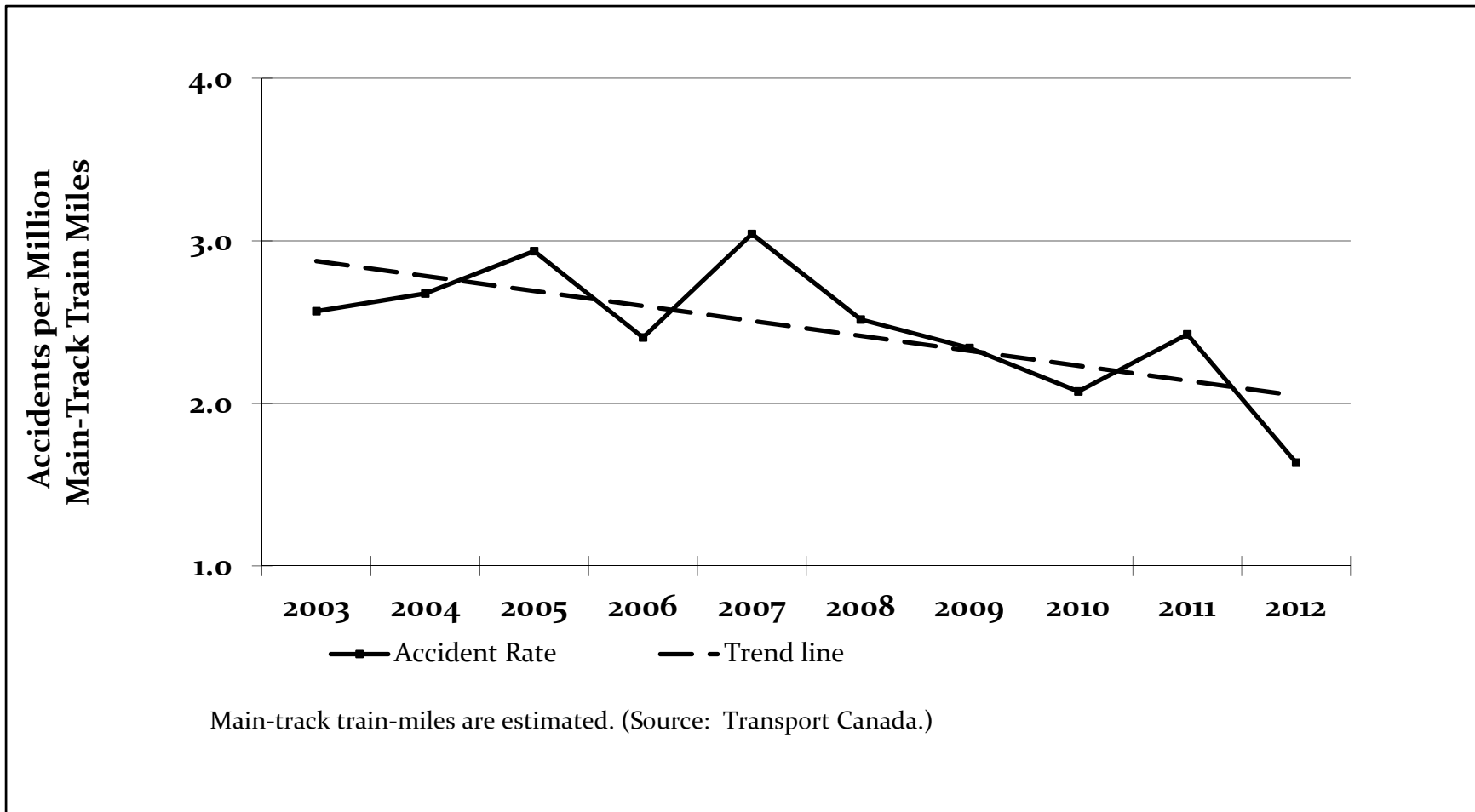
Pipeline accidents per exajoule



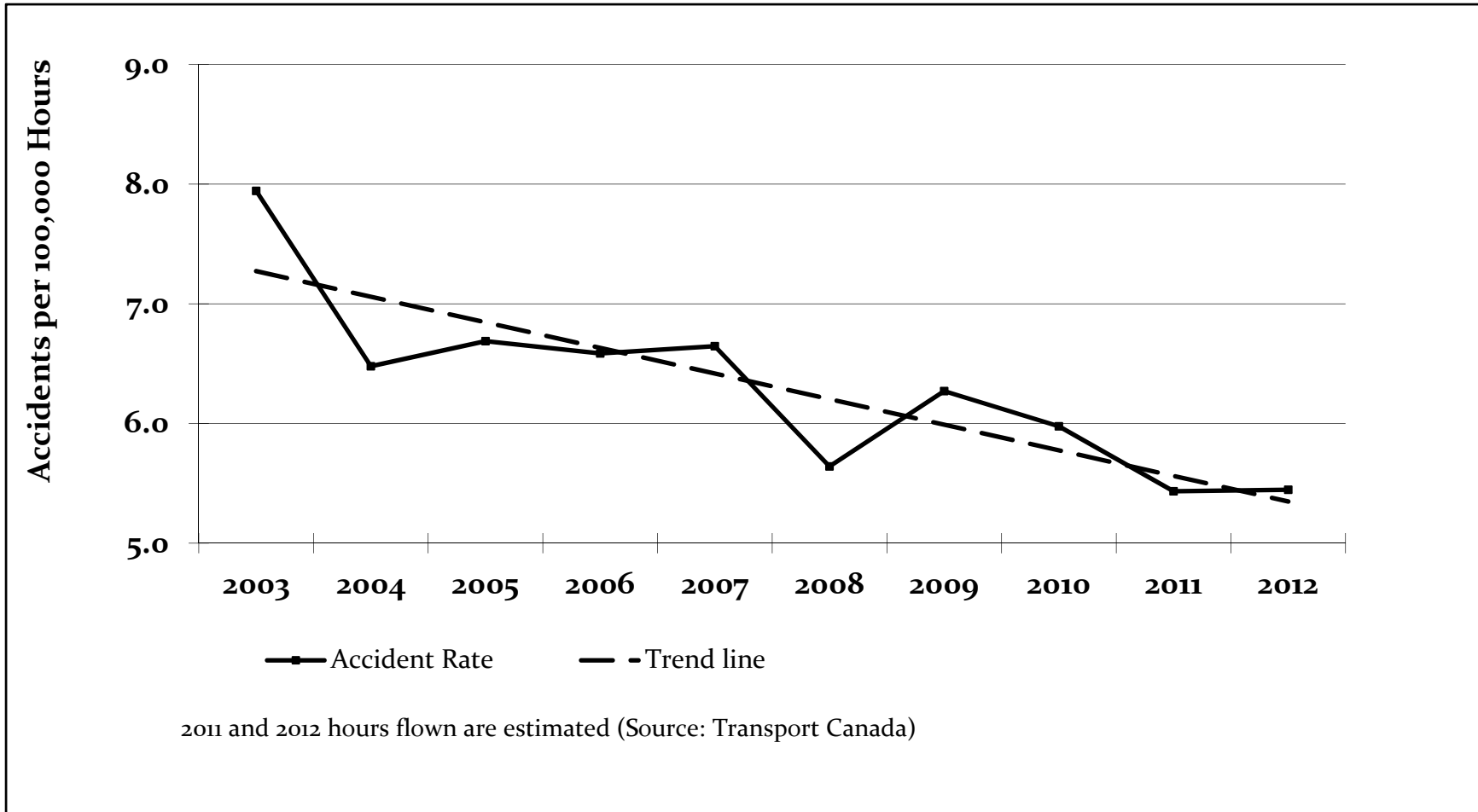
Exajoules are estimated for 2011 and 2012 (Source: National Energy Board)



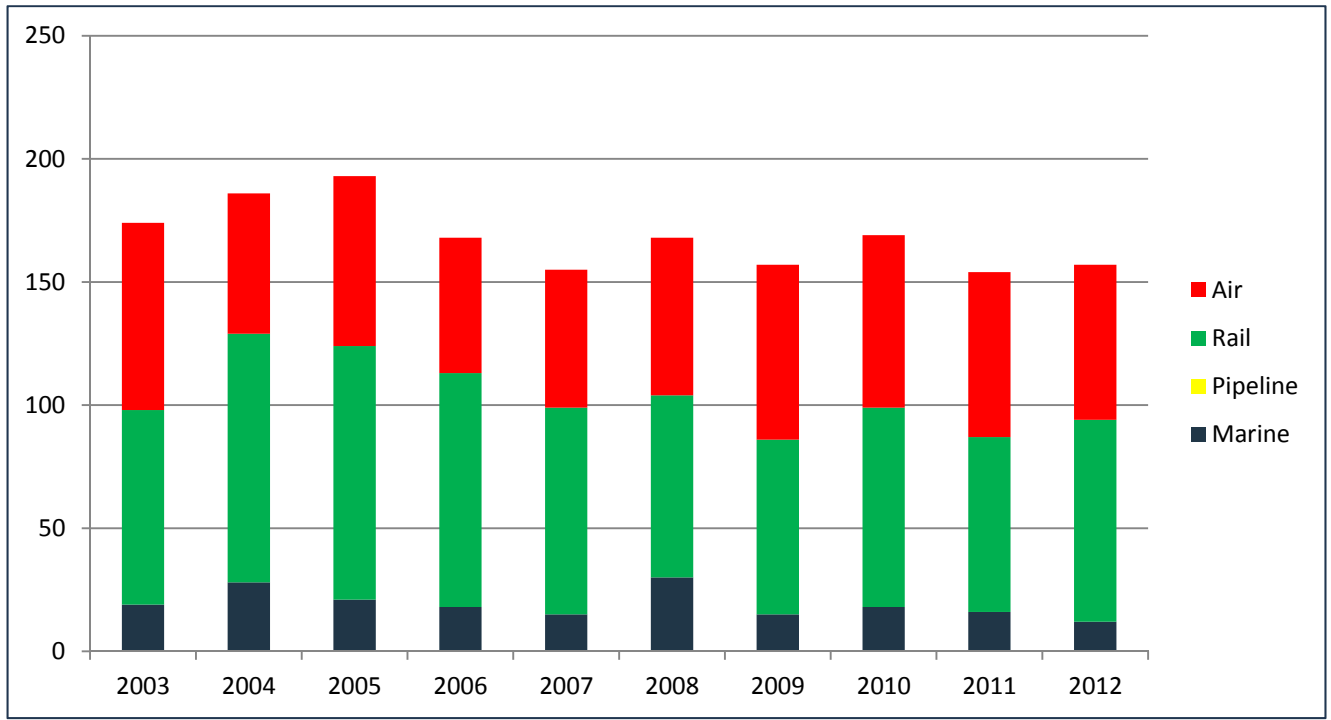
Rail accidents per million main-track train miles



Canadian-registered aircraft accidents per 100,000 hours flown



Fatalities



	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Marine	19	28	21	18	15	30	15	18	16	12
Pipeline	0	0	0	0	0	0	0	0	0	0
Rail	79	101	103	95	84	74	71	81	71	82
Air	76	57	69	55	56	64	71	70	67	63
Total	174	186	193	178	155	168	157	169	164	157

Where are the most fatalities/mode?



Marine = Fishing vessels



Air = Small operators

**Rail = Trespassers
and crossings**



Working together to reduce fatalities



TSB Watchlist 2012

Loss of Life on Fishing Vessels

Marine Safety Management Systems
Landing Accidents
and Runway Overruns

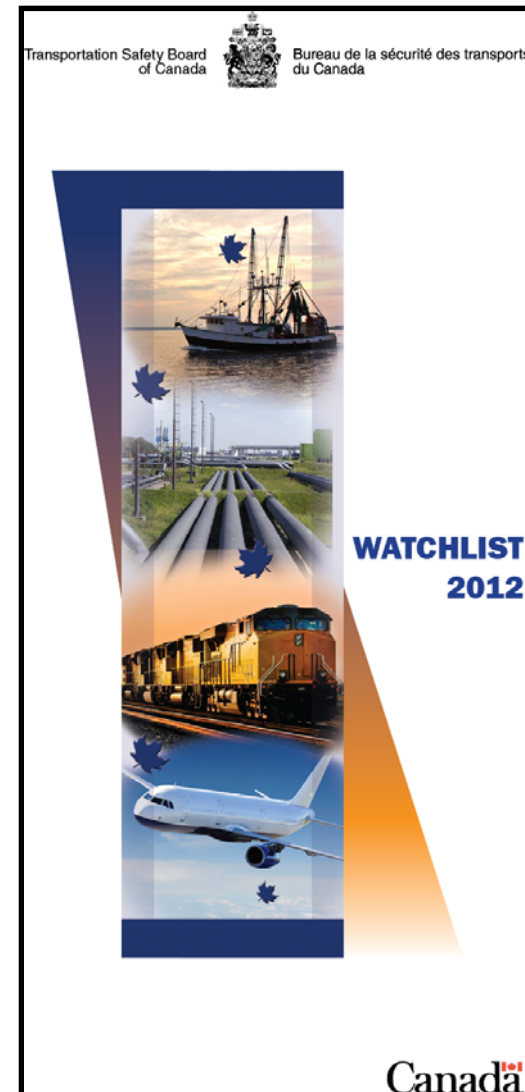
Air Safety Management Systems

Risk of Collisions
on Runways

Collisions with Land and Water

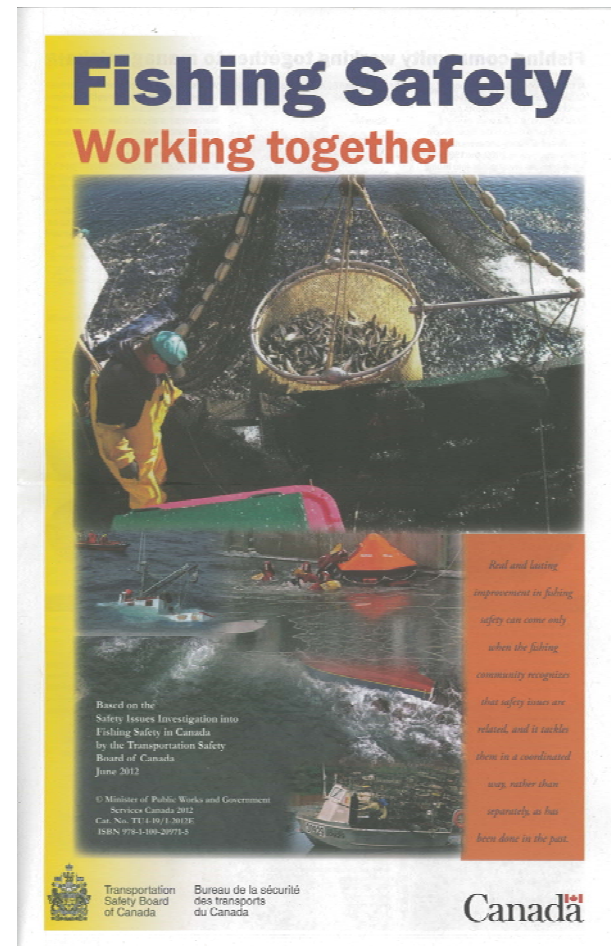
Passenger Trains Colliding with Vehicles

On-Board Video and Voice Recorders
Following Signal Indications



TSB studies and analysis

- Fishing vessel safety investigation
- Analysis of railway occurrences involving trespassers or grade crossings



TSB Outreach program

- Presentations
- Articles in specialized publications
- Meetings with stakeholders
- Videos
- Website
- Social media



TSB Recorder ▶ **Blog**



What YOU can do?

- Promote and support our key messages
 - TSB Watchlist
 - TSB recommendations
- Help us connect with regional & local first responders to build awareness
- Review and finalize new collaborative agreements with the TSB



Memorandum of Understanding (MOUs)

- Purpose:
 - Define how we coordinate our activities before we get to an accident site
 - Define what information we can share and how
 - Define dispute resolution mechanism
- Operating environment has changed since last MOUs were put in place
- Need to review and update them to reflect changes in federal and provincial legislation, as well as changes in our respective operating practices



Conclusion

- TSB enjoys an excellent working relationship with the coroners and medical examiners across the country
- We look forward to continued productive collaboration





QUESTIONS?

www.tsb.gc.ca

www.bst.gc.ca



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