



Transportation
Safety Board
of Canada

Bureau de la sécurité
des transports
du Canada



Presentation to CFOA Annual General Meeting

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Outline

- About the TSB
- Passenger vessel safety: update
- Recent investigations and common causes
- Safety management and oversight
- Conclusions



The TSB: 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
- identifying causes and contributing factors
- making recommendations
- publishing reports

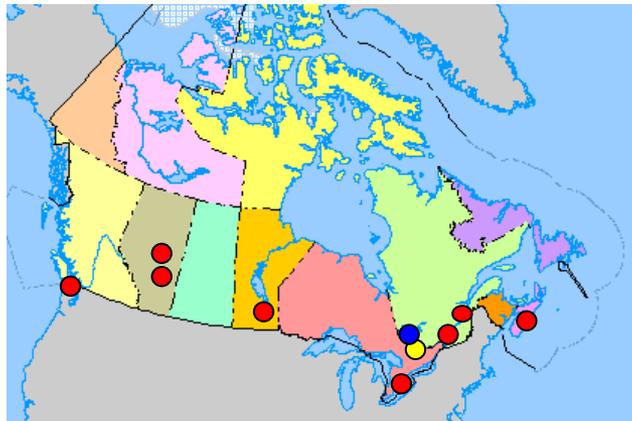
Who We Are

- An independent agency that consists of up to five Board members, including a chairperson, and approximately 220 employees.
- The TSB reports to Parliament through the Leader of the Government in the House of Commons and is independent from other governmental agencies and departments.
- It is not the function of the TSB to assign fault or determine civil or criminal liability.



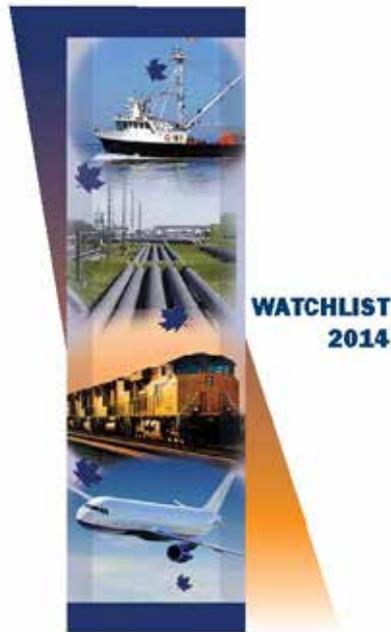
TSB Offices

- Head Office is in Gatineau, Quebec
- The Engineering Laboratory is in Ottawa, Ontario.
- Regional offices are located across the country to allow investigators to quickly reach the scene of an accident:



- Vancouver, British Columbia
- Calgary, Alberta
- Edmonton, Alberta
- Winnipeg, Manitoba
- Toronto, Ontario
- Montréal, Quebec
- Québec, Quebec
- Halifax, Nova Scotia

Watchlist 2014



Canada

Approach-and-landing accidents

Risk of collisions on runways

Safety management and oversight

Loss of life on fishing vessels

Railway crossing safety

Transportation of flammable liquids by rail

Following railway signal indications

On-board voice and video recorders



Passenger vessel safety (removed in 2012)

- That TC, CFOA and CCG “develop, through a risk-based approach, a framework that ferry operators can use to develop effective passenger accounting for each vessel and route.” **(M08-01)**
- That TC “establish criteria, including the requirement for realistic exercises, against which operators ... can evaluate the preparedness of their crews to effectively manage passengers during an emergency.” **(M08-02)**

But ...

- TSB is concerned by the lack of guidance to operators and the effectiveness of TC oversight of the implementation of new regulations
- TC, TSB currently in dialogue

TSB investigation report M12N0017 (*Beaumont Hamel*)



TSB investigation report M12C0058 (*Jiimaan*)



TSB investigation report M13L0067 (*Louis Jolliet*)



TSB investigation report M13M0287 (*Princess of Acadia*)



Common issues in ferry investigations

- Emergency preparedness
 - Do you have a plan?
 - Have all crew members practised realistic drills?
- Safety Management Systems
 - Are you regularly assessing risk? How?
 - What are you doing when you find it?
- Bridge/Engine Room communication
 - Is everyone on the same page at the same time?
- Oversight
 - Ensuring emergency procedures are effective

Safety management and oversight

“Some transportation companies are not effectively managing their safety risks, and Transport Canada oversight and intervention has not always proven effective at changing companies’ unsafe operating practices.”

— TSB Watchlist 2014

And so...

What to do about it?



SMS and oversight: what's needed?

- Transport Canada must expand regulations to require *all* operators to have formal safety management processes, and conduct regular oversight.
- Operators that are required to have safety management systems (SMS) must demonstrate they are working.
- When required, Transport Canada must intervene to change unsafe operating practices.

Dealing with oversight—practically speaking

With respect to TC, two problems have been observed:

- a failure to identify companies' ineffective processes
- an imbalance between auditing processes versus traditional inspections

For Responsible Organizations (Lloyd's, ABS, etc):

- Crew proficiency
- SMS review after an incident (Are TC regulations and standards being followed? What can we do better?)

Conclusions:

- Passenger vessel safety
 - A return to the Watchlist?
- Safety management
 - More than a paper exercise
 - Risks need to be assessed, and mitigation measures taken
 - Be proactive!
 - TC/RO oversight
- Bridge/Engine Room communication
 - Is everyone on the same page at the same time?

QUESTIONS?



Canada

