

The Lac-Mégantic Tragedy: A Case Study in Disaster Incubation

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FES

October 2013

Incubating Disaster



Increase in Oil tanker Rail Traffic

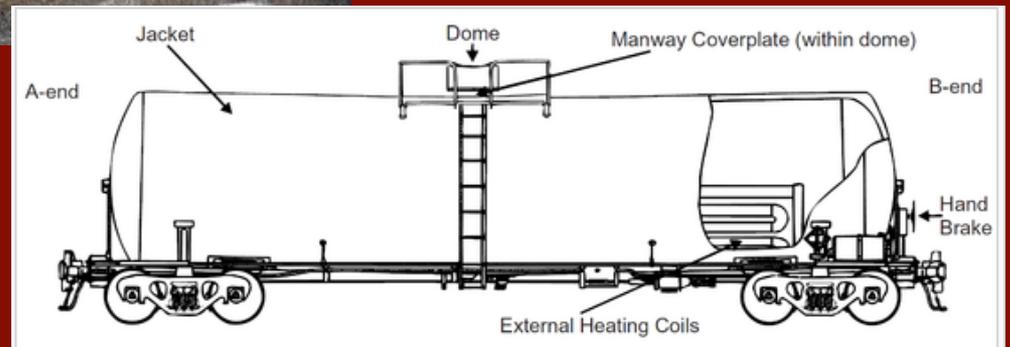


Diagram of a DOT-111J100W1 tank car with an insulating jacket and external heating coils. It has a capacity of 20,000 US gallons (76,000 L; 17,000 imp gal).

DOT-111 design "inadequate," "subject to damage and catastrophic loss of hazardous materials." USNTSB 2012.

Shift in Railway Operating Models and Practices



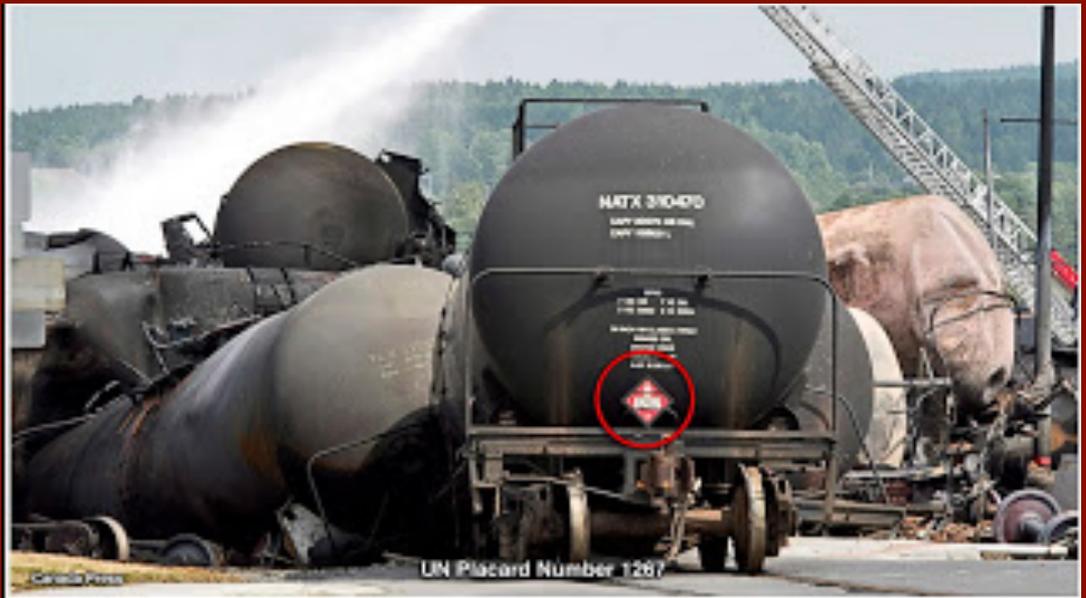
photo Michel Laliberté, archives La Voix de l'Est



Credit Flowizm/Flickr

TC Failures to Respond

- Traffic and Rolling Stock
- Operating Practices
- Transportation of Dangerous Goods rules



Move to 'Safety Management Systems'

- Amendments to *Railway Act, 1999*
- Provided model for other areas where federal government lead safety regulator
 - Civil Aviation
 - Food Safety
 - Drugs



CFIA, Hazard Analysis and Critical Control Point (HACCP) and Listeria

“We’ve replaced a culture of safety with a culture of risk. We’ve replaced proactive regulation with industrial self-regulation. We’ve replaced active inspections with paper inspections”

Mike McBane

Canadian Health Coalition

Quoted in Globe and Mail January 2010

SMS and Aviation



- We found that risk-based planning lacks rigour. The information for assessing risks used by Transport Canada to identify the high-risk aviation companies that should be inspected is not always available or kept up to date.
- In 2010–11, only about two thirds of planned inspections were completed.
- Most inspections did not fully comply with established methodology and were subject to little management oversight.
- We found that many inspections were carried out in 2010–11 by inspectors who had not received training on the new surveillance methodology.
- Auditor General of Canada November 2012 (http://www.oag-bvg.gc.ca/internet/English/osh_20121127_e_37440.html)

Other Outcomes...

- “Those of us who have looked to the self-interest of lending institutions to protect shareholders’ equity, myself included, are in a state of shocked disbelief.”



Alan Greenspan
US Federal Reserve Chair
1987-2006
October 2008

Major Disaster in Transportation Sector Inevitable: Only Question was Where and When



Crews work at the scene of a rail bridge collapse and railcars derailment over the Bow River, southeast of downtown Calgary, Alberta on Thursday, June 27, 2013. (Larry MacDougall / THE CANADIAN PRESS)

Image 3 of 8





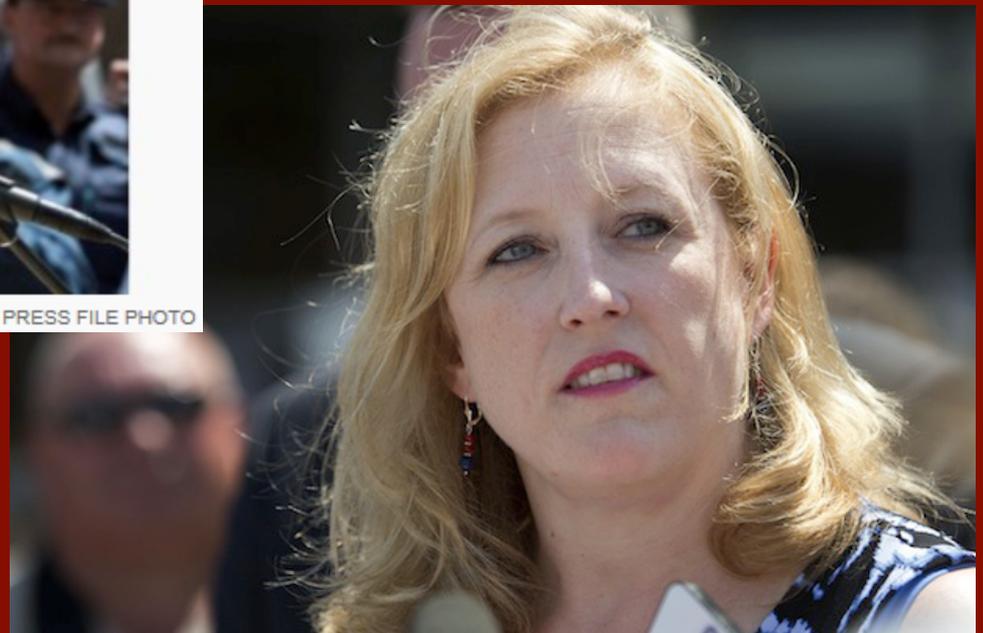
The Aftermath and Consequences



Lac Megantic and Walkerton



KEVIN FRAYER / CANADIAN PRESS FILE PHOTO



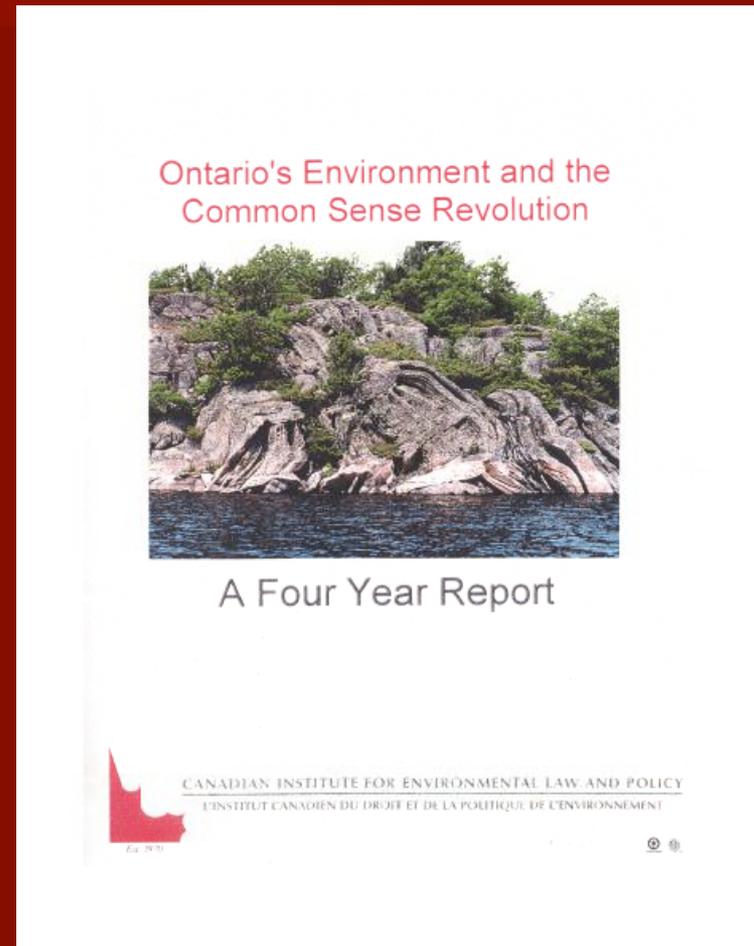
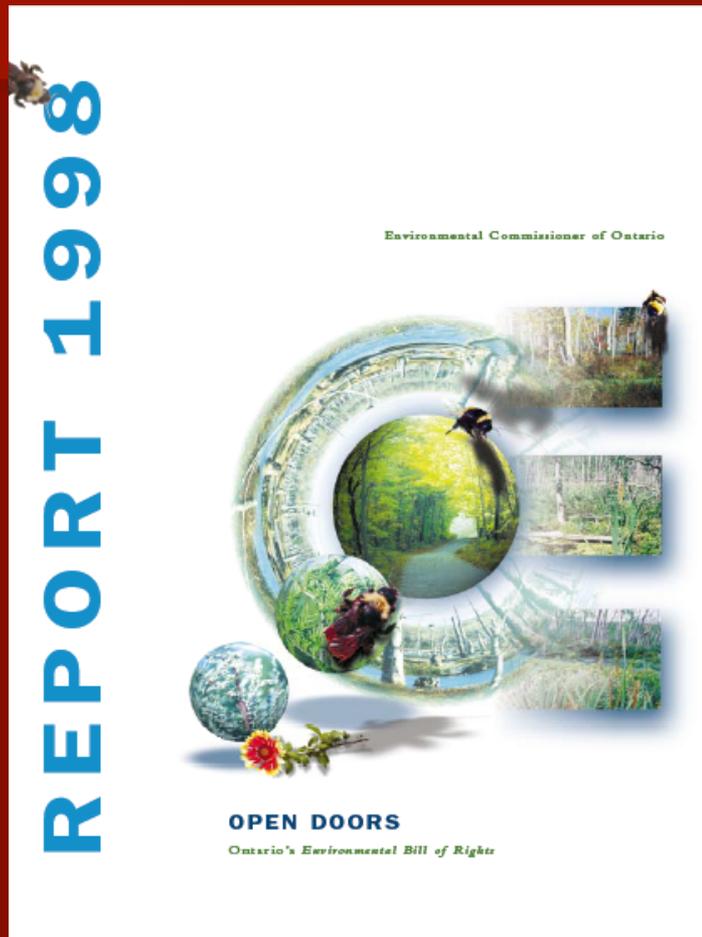
Speaking mostly in English, Lisa Raftt addresses the media in Lac Mégantic.

Vincenzo D'Alto / postmedia news

Prorogation



Not Connecting the Dots



Opposition Division



Bob Rae

@BobRae48



Tom Mulcair blaming Harper for the tragedy at Lac Megantic is a new low. And as you know, I'm no fan of Mr Harper's politics. [#cdnpoli](#)

2:27 PM - 7 Jul 2013

526 RETWEETS 79 FAVORITES



Outcomes

- Inquiry now seems unlikely, however warranted
 - How far will TSB go?
- Further strengthening of technical rules
 - Mostly driven from US and railway industry itself.

Intensified debates over fossil fuel transportation infrastructure



LUCAS OLENIUK / TORONTO STAR



Some opponents to shipping crude through Churchill, Man., say improvements need to be made to the railway line.

Crystal Goomansingh / Global News