
Alberta Environmental Protection Commission Outcome

Presented by:

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TSB website : Backgrounder - Wabamun Derailment (R05E0059) – Recommendations

- On August 3, 2005, at about 5 o'clock mountain daylight time, a Canadian National freight train, proceeding westward from Edmonton, Alberta, to Vancouver, British Columbia, derailed 43 cars near Wabamun, Alberta. Included were one loaded car of pole treating oil, one car of toluene (UN 1294), and 25 loaded cars of Bunker C (heavy fuel oil). Approximately 700 000 litres of Bunker C and 88 000 litres of pole treating oil were spilled, causing extensive property, environmental, and biological damage. About 20 people were evacuated from the immediate area. There were no injuries.
 - The Transportation Safety Board of Canada (TSB) investigation found that the train derailed when the rail beneath it broke due to defects. In its report, the Board makes two recommendations with respect to testing and replacing worn rail. The Board also focuses attention on an existing recommendation from 1993 and renews its call for a reassessment of the adequacy of current equipment and procedures for main-track rail testing
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A Risk Based Approach

The Terms of Reference for the Commission states that the purpose of the Commission's evaluation is to:

Objective #1: Recommend any changes needed to the Alberta government's capacity to respond, where industry cannot, to environmental incidents such as the spill at Lake Wabamun.

Objective #2: Review Alberta Environment's emergency response system in order to identify recommendations for enhancement in preventing, mitigating, and responding to these incidents.

Objective #3: Review the provision of information required in a report to Alberta Environment and the associated reporting process regarding the products and substances involved in spills.

Objective #4: Review potential high-risk situations affecting Alberta's lakes, rivers and other water bodies, as part of the government's overall risk management strategy.

Objective #5: Review best practices for preventing, mitigating, and responding to these incidents.

Objective #6: Provide advice to the Minister and other Government Ministries on safety and rail transportation issues to assist them in working with the appropriate jurisdictions.

A Risk Based Approach

Members

The Commission consists of the following members:

Dr. Eric Newell, Chancellor University of Alberta and the Commission Chair

Dr. Ron Goodman, Oil Spill Reclamation Expert

Mr. Doug Goss, Wabamun Lake stakeholder

Mr. Alan McFadyen, Managing Director, Western Canadian Spill Services

Dr. Marlo Raynolds, Pembina Institute

Dr. David Schindler, University of Alberta

Mr. Al Schulz, Regional Consultant, Canadian Chemical Producers Association

Special Advisors

To assist the Commission with their work, the following special advisors have been engaged:

Mr. Mark Egener, S.e.i. Inc. (Environmental and risk management consultant)

Mr. Derric Ostapyk, Shell Canada Chemical Ltd

Ms. Judith Dyck, Judith Dyck Strategic Communications Ltd

Mr. Doug McCutcheon, University of Alberta

Mr. Doug Hill, Nova Chemicals Ltd

Mr. Ted Stoner, Canadian Petroleum Products Institute

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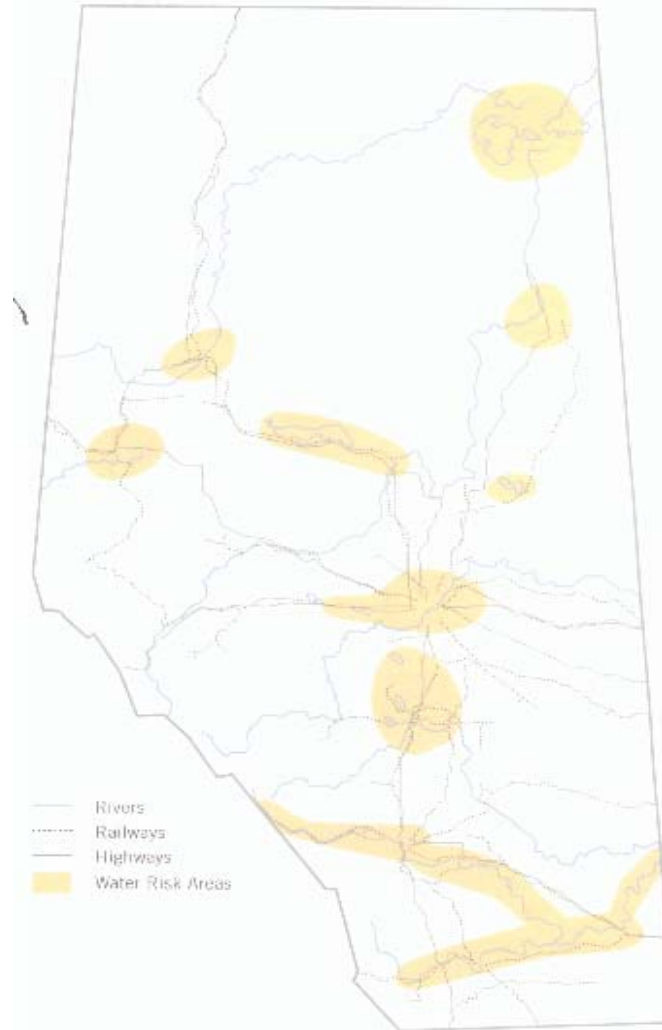


A Risk Based Approach



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Alberta's Top-Tier Water Risk Areas



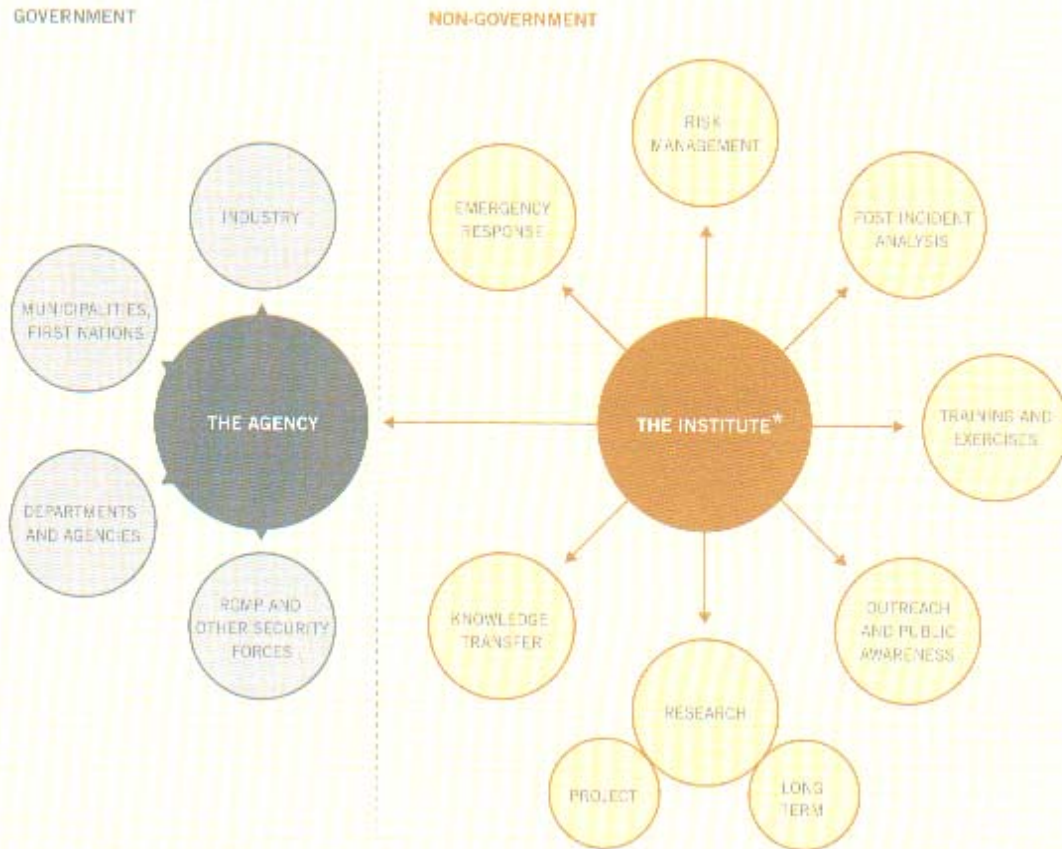
The commission as well as the TSB found the Province's response to the emergency to be significantly lacking.

The commission identified where they felt the top risks to water sources were in the province as a start to emphasize the need for a risk based approach to managing the future

A Risk Based Approach

The Institute

The Institute and its relationships within the emergency management system



*The agency provides the secretariat to support the institute.

Status

- This is an opportunity to provide a centre for development and implementation of:
 - MIACC materials
 - Educational activities
 - Development of new risk based approaches
 - Networking on a global platform
 - Province is slowly responding with respect to the Institute at this time.
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Any Questions?

