

MAJOR INDUSTRIAL ACCIDENTS

ASSESSMENT OF THE CANADIAN SITUATION

INPUT TO
FOLLOW-UP REPORT

PREPARED BY

M I A C C

NOVEMBER 1987

The following persons kindly submitted the information compiled in this report.

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Note: All abbreviations used in this document are explained in Appendix-22

INTRODUCTION

In March 1986, Environment Canada published a report prepared by a government/industry Task Force entitled the BHOPAL AFTERMATH REVIEW: AN ASSESSMENT OF THE CANADIAN SITUATION. In this report, the Task Force presented twenty-one recommendations to improve the prevention of and response to major industrial accidents.

Different governments and industries are involved in the implementation of these recommendations, the purpose of this study is to provide a follow-up to this process.

This document is devised in a way that each individual and/or organization who receives it would be able to input to it. The recommendations listed here are those which appear in the above mentioned report. If you do not have a copy of the report, we will be pleased to provide you with one.

The final (follow-up) report will contain all the input you submit here and will be used to keep an inventory of all the actions that were taken or will be taken in the context of the recommendations of the Task Force report.

Some agencies have already forwarded input as to their existing and planned activities and programs related to the report's recommendations, these have already been inputted in this document and can be used as examples. These being too abbreviated, a one page explanation of the activity is welcomed and will appear in the appendix. The contact's name and telephone number of an organization will be helpful in case of an emergency or information request and or follow-up.

After entering all the information pertaining to the implementation of the recommendations by your organization, please return this document to the address shown below.

YOUR CONTRIBUTION TO THIS DOCUMENT IS VERY IMPORTANT TO GIVE A CLEAR AND ACCURATE PICTURE OF THE SITUATION IN CANADA. THANK YOU.

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IDENTIFICATION

NAME _____

POSITION _____

ORGANIZATION _____

ADDRESS _____

CITY _____

PROVINCE _____

POSTAL CODE _____

TELEPHONE () _____

COMMENTS

Risk Assessment

Conclusion 1

In Canada we manufacture, use and transport many chemicals that fit the hazard criteria for chemicals that could give rise to a major industrial accident. The analysis of use patterns and spill trends of chemicals used in Canada indicates that there is a definite correlation between the chemicals most commonly used in industry and those spilled in greatest volume and frequency.

It is possible to apply criteria based on toxicity, flammability and dispersive and explosive characteristics as has been done in the Transport of Dangerous Goods Regulations to determine which chemicals have the greatest potential to affect a large population in the event of a major spill or release.

Recognizing that it is not feasible to anticipate all possible accidents, criteria were developed to identify chemicals having a potential for large scale incidents in Canada. In addition to these criteria, qualitative risk analyses can be carried out taking into account such factors as volume of material present, storage conditions, and other parameters, on a case-by-case basis.

Recommendation 1

- (a) Using the hazard criteria as a basis for identifying the chemicals of importance, a site-specific risk assessment should be carried out for each industrial plant to determine the potential for a major industrial accident. (Industry)
- (b) Industry should involve community officials in risk assessments. (Municipalities; Industry)
- (c) Information contained in Material Safety Data Sheets should be provided by companies to emergency response teams through public officials as input to the risk analysis. (Industry; Municipalities)
- (d) A central "clearing house" for the preparation of uniform Material Safety Data Sheets should be established. (Federal/Provincial)

E	Environment	T	Transport
H	Health and Welfare	P	Emergency Planning
L	Labour (includes all aspects of occupational safety and health)		

R	AGENCIES	PROG#FAMS	S	CONTACT
1 A)	Bureau de la Protection Civile du Québec (BPCQ)	Qué Risk maps	E	Pierre Brien (418)643-3256 Jacques Bastien (418)643-4776
	Alcan	Risk analysis	E	Roger Boucher (418)542-3151
	Erica Ltd	Risk analysis	E	M. Johnston (418)542-4541
	C.I.P. Inc.	Risk analysis	E	Cecil Flenniken (819)376-3701
	Union Carbide du Canada Ltd	Risk analysis	E	T.J. Madaeu (514)645-5311
	Solconam Inc.	Risk analysis	E	
	Ultramar Canada Inc.	Risk analysis	E	R. Archambault (418)837-3641
	Shell Canada Ltd	Risk analysis	E	R.C. Brawn (514)645-1661
	Les Pipelines de Montréal	Risk analysis	E	
	Noranda Inc.	Risk analysis	E	David Goldman (514)542-6440
	Gaz Métropolitain	Risk analysis	E	André Cayer (514)596-3444
	Gaz Cité Gas Ltd	Risk analysis	E	Paul Alie (514)353-0360
	Procor Ltd	Risk analysis	E	R. Villemare (514)364-6230
	Pipelines Trans-Nord Inc.	Risk analysis	E	
	Liquid Carbonic Inc.	Risk analysis	E	J. Drury (514)645-5771
	Laurentides Chemical Products Inc.	Risk analysis	E	Gabriel Buisson (819)537-6636
	Hall-Chem Chemical Prod. Inc.	Risk analysis	E	Douglas Hall (514)327-1757
	Henkel Chemical Canada Ltd	Risk analysis	E	Samuel Yachup (514)353-7550
	Polysar Ltd	Risk analysis	E	xxx (514)645-8736
	Petro-Canada Inc.	Risk analysis	E	G. Beauregard (514)252-5800
	Esso Petroleum Canada	Risk analysis	E	
	Becancour Aluminium Smelter Inc.	Risk analysis	E	J.P. Chareton (819)294-6101
	C.I.L. Ltd	Risk analysis	E	R. Boucher (819)294-6633
	Consolidated Bathurst Inc.	Risk analysis	E	Oscar Stangeland (819)533-2252
	Hydro-Québec: Centrale Nucléaire de Gentilly	Risk analysis	E	Claude Grandmaison (819)298-2943
	Kruger Inc.	Risk analysis	E	Walter Mlynaryk (819)375-1691
	Reynolds Aluminium	Risk analysis	E	Suzanne Allard (514)353-8440
	Alberta Public Safety Services APSS (DG Inspection Services)	Produce data on DG stored/shipped/manufacturing sites and distributors as it relates to TDG	E	S.P. Hammond (403)451-7131
1 B)	BPCQ	Qué Vulnerability maps and prevention programs (Appendix 1B)	P	Roland Gosselin (418)643-3256
1 C)				
1 D)	Transport Québec (Dangerous Goods Division)	Qué Data reporting standardization from Québec police inspectors	E	André Ares (418)643-2235
	Manitoba Environment	MA Transportation & Handling of D.G.	E	Edwin Yee (204)945-7039
	Manitoba EMO	MA Planning & Research	E	Mark Bennett (204)945-4791
	APSS	AB With CPA (DGC): data base on trade names for TDG	E	S.P. Hammond (403)451-7131

R: RECOMMENDATION; S:STATUS, PLEASE INDICATE: EXISTING: E, PLANNED: P + DATE

Chemical Spill Response Information

Conclusion 2

Data bases providing profiles for all chemicals manufactured, used or transported in Canada already exist in various agencies such as Transport Canada, Environment Canada, the Canadian Centre for Occupational Health and Safety, chemical companies and others. Information can be obtained quickly by telephone through the Canadian Transportation Emergency Centre (CANUTEC), Environment Canada, or from the manufacturer.

Emergency responders also require readily-available reference materials in the form of handbooks or manuals which can be used at the accident scene. Government publications presently do not contain all necessary information on chemicals that meet the hazard criteria for Bhopal-type incidents.

An important consideration in many emergency situations is the mixture of chemicals. In these cases, the first responder must seek the advice of experts as the combination of chemicals that could occur cannot possibly be covered in an easy-to-use manual.

Recommendation 2

- (a) Transport Canada's initial response book "Emergency Response Guide for Dangerous Goods" should be reviewed and Environment Canada's second level response manual "Manual for Spills of Hazardous Materials" should be updated and expanded to include on a priority basis Bhopal-type chemicals listed in Schedule XII, Part II of the Transport of Dangerous Goods Regulations. (Federal: E, T)
- (b) Government agencies, industry, and representatives of first responders should determine how this information might best be disseminated to users. The policy of cost-recovery for such materials should be examined. (Federal: E, L, T; Provincial: E, L, T)

R	AGENCIES	PROGRAMS	S	CONTACT
2 A)	Transport Canada: CANUTEC	Dangerous Goods Guide: Initial Emergency Response	E	CANUTEC (613) 996-5666
	Environment Canada	Manual for Spills of Hazardous Material	E	Env. Canada (Appendix 2A)
	Environment Canada	EnviroTips (for specific Hazardous material)	E	Env. Canada (Appendix 2A)
	Environment Québec specialized studies service,	Qué Hydrocarbon Manual	E	Josée Dupont (418) 643-3401
	APSS	AB DG info system incorporates CANUTEC guide +	E	S.P. Hammond (403) 451-7131

2 B)	Agriculture Canada	Pesticides information line	E	1-800-267-6315
	E.M.O.	NB Distributed CANUTEC's Guide to 1st responders	E	
	BPCB	Qué Course for 1st responders to chemical Accidents	E	Edouardo Martinez (418) 643-3256
	Ministry of Environment	Ont Spills Action Center (SAC) established to receive reports of spills and provide technical info/adv.	E	Garry Zikovitz 1-800-268-6660
	Manitoba Environment	NA Environmental accident Response	E	Dave Ediger (204) 945-7042
	APSS	AB 24 hr Duty center: clearing house/info coord.center	E	1-800-272-9600 / (403) 422-9600

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Safety Audits and Assessments

Conclusion 3

After the sour gas well accident at Lodgepole, Alberta, the oil and gas production sector re-examined its safety programs and implemented stronger measures in many areas. The petroleum refining industry, due mainly to the size of its operations and corporate structure, has had safety and loss prevention programs in place for some time. The majority of chemical companies also have safety audit programs, but immediately after Bhopal, the Canadian Chemical Producers' Association (CCPA) assessed the extent of audit practices within its membership. The CCPA then developed a standardized safety assessment procedure for use by its members in their plants.

Other safety audit programs, such as the Five Star Program administered by the Industrial Accident Prevention Association in Ontario, are also used in Canada at many plant sites.

Recommendation 3

- (a) Industry through its associations and governments should determine the actual status of safety and accident prevention programs as well as auditing activities in medium and small operations. (Federal: E, L; Provincial: E, L; Industry)
- (b) Major industrial associations should provide assistance to medium and small companies and share information relevant to establishing safety and accident prevention programs. (Industry)
- (c) The standard safety assessment procedure developed by the Canadian Chemical Producers' Association or the Five Star Program should be implemented widely by all chemical user industries to establish and maintain adequate safety management systems. (Industry)

AGENCIES	PROGRAMS	CONTACT
Quebec Interdepartmental Committee on Dangerous Goods	Harmonization of Safety and Prevention Programs between Depts of Transport, Envir., EMR & CSST	E Alain Lauzier (418)643-3256
Manitoba Workplace Safety/Health		E John Elias (204)945-5765
APSE	Audit/review of regs undertaken by Depts/agencies. Determination of adequacy of existing regs.	E M. Egener (403)451-7107

CCPA	Help small & middle enterprises who request	E
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Montreal-East, Montreal, Anjou Bécancour and 26 plants	Use the Standard Safety Assessment method developed by CCPA or the Five Star Program	E
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First Steps to Hazard Reduction

Conclusion 4

Although many companies have adopted extensive measures to reduce the risk associated with hazardous materials, certain immediate actions were identified as a minimum first step.

Recommendation 4

Companies using or manufacturing hazardous chemicals should:

- (a) minimize inventories of hazardous materials (Industry);
- (b) exchange information on accidents and "near-misses" (Industry); and
- (c) ensure that personnel are fully trained and knowledgeable about the hazardous chemicals they are required to handle (Industry).

4	AGENCIES	PROGRAMS	5 CONTACT
4 2)	Plants listed in 1 A)	Que Minimize Inventories of Hazardous Materials	E
4 3)	Plants listed in 1 A)	Que Exchange info on accidents and near-misses	E
4 C)	Plants listed in 1 A)	Que Personnel fully trained an knowledgeable about the hazardous chemicals they handle	E

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Safety Statistics

Conclusion 5

The accident record of the Canadian chemical and petroleum industries is, in general, better than the average for other industry sectors. However, the information base that documents this record needs to be improved. Worker loss-time and illness statistics can be interpreted as an indication of the attitude and approach taken by an industry sector towards safety but not necessarily as a reflection of the programs in place to prevent a Bhopal-type incident.

Recommendation 5

Governments and industry should make safety statistics available to one central clearing house such as Statistics Canada or the Canadian Centre for Occupational Health and Safety. These statistics should specifically include data related to hazardous chemical accidents. (Federal: E, T, L, H; Provincial: E, T, L, H; Industry)

R	AGENCIES	PROGRAMS	S	CONTACT
5	Transport Canada	CANUTEC	E	(613) 992-4624
	Environment Canada	NATES (Data base on Chemical spills)	E	Envir. Canada Appendix 2 A
	Esso Chemical Canada	Transportation Emergency Response Plan	E	William Mackay (416) 488-6600
	Environment	NB Supplies DOE with spill reports	E	Coast Guards Zenith 49000
	Environment	NB		NB Env info (506) 453-2669
	CSST	Qué SIMOT (Data base on hazardous substances used at workplace)	E	J-Pierre Elsiger (418) 643-0671
	BPCQ SIPUM	Qué SIPUM (Computerized Data Base containing also containing municipal emergency plans)	P	Roland Gosselin (418) 643-3256
	Environment Québec (Dangerous Goods Branch)	Qué Inventory of hazardous materials landfills in Quebec (Appendix 5).	E	Conrad Anctil (418) 644-3420
	Manitoba Workplace Safety/Health MA		E	John Elias (204) 945-5765

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Contingency Planning

Conclusion 6

In the petroleum, industrial chemical and major railway industries, the development of chemical spill contingency plans has been underway for many years. These industries are continually reassessing and improving their capabilities for dealing with serious chemical accidents. Companies that transport or use Bhopal-type chemicals in their operations can learn from the experiences of the major producers or suppliers and transporters.

Recommendation 6

- (a) Contingency plans and planning guidelines such as those developed by Canadian Petroleum Association and Alberta Public Safety Services for possible sour gas releases, as well as the emergency preparedness assessment program of Canadian Chemical Producers' Association, should be used as exemplary models by all companies involved with Bhopal-type chemicals to develop contingency plans.
- (b) Companies that use chemicals of concern and their industry associations (e.g., the Canadian Pulp and Paper Association, the Mining Association of Canada, and the Canadian Manufacturers Association) should, in consultation with the appropriate agencies, review their emergency preparedness programs to ensure a firm commitment to spill prevention, an initial response capability, and a rapid access to response teams. (Federal: E, L; Provincial: E, P, L; Industry; Municipalities)
- (c) The Canadian Trucking Association, in cooperation with provincial emergency measures agencies and others that administer the on-highway transportation of dangerous goods, and in consultation with Transport Canada and the Canadian Chemical Producers' Association, should review existing training programs for truckers and handlers of Bhopal-type chemicals to ensure that adequate knowledge of initial-response actions for such chemicals is being provided. A followup to the review may involve specific projects for individual companies or for the association. (Industry; Provincial: T)
- (d) The many small railways in Canada should consult with CN and CP, and with other government agencies to ensure an adequate capability for dealing with incidents involving Bhopal-type chemicals. The adequacy of their response capabilities, including countermeasures equipment available from mutual-aid sources, should be examined and additional capability should be acquired if necessary. (Federal: T (CTC))
- (e) The Canadian Coast Guard (Ship Safety and Emergencies groups), in consultation with the industrial associations and appropriate government agencies, should review the spill prevention and response capability of the shipping industry. (Federal: E, T; Provincial: P, E, T; Industry)

MAJOR INDUSTRIAL ACCIDENTS
COORDINATING COMMITTEE
M I A C C

OBJECTIVE

TO PROVIDE, FOR ALL INTERESTED PARTIES, A FOCUS FOR ACTIONS TO REDUCE MAJOR INDUSTRIAL ACCIDENTS IN TERMS OF NUMBER AND SEVERITY AS THEY IMPACT ON PUBLIC SAFETY, HEALTH AND THE ENVIRONMENT.

TERMS OF REFERENCE

1. MIACC WILL ESTABLISH AND MAINTAIN AN INVENTORY OF EXISTING AND PLANNED ACTIVITIES RELATED TO ACHIEVING THE OBJECTIVE.
2. MIACC WILL REVIEW, SUPPORT AND PROMOTE STRATEGIES AND ACTIVITIES TO ACHIEVE THE OBJECTIVE.
3. MIACC WILL HAVE A COORDINATING ROLE AMONGST INTERESTED GROUPS.
4. MIACC WILL PROVIDE A FORUM FOR INFORMATION EXCHANGE AND RESEARCH ON PROGRAMS AND ACTIVITIES ON INDUSTRIAL ACCIDENTS THROUGH NEWSLETTERS AND OTHER COMMUNICATIONS.

JUNE 15, 1987

**Comite de coordination
des
accidents industriels majeurs
M I A C C**

OBJECTIF

Mettre en evidence, pour tout les partis interesses, les programmes entrepris a fin de reduire le nombre et l'impacte des accidents industriels majeurs sur la securite et la sante du public et sur l'environnement,

RESPONSABILITE

1. Le Comite mettra sur pied et maintiendra un inventaire des activites actuelles et planifiees pour atteindre l'objectif.
2. Le Comite etudiera et encouragera les politiques et les activites qui ont pour but d'atteindre l'objectif.
3. Le Comite occupera le role de coordinateur entre les partis interesses
4. Le Comite etablira un centre d'echange d'information et de recherche pour les programmes et les activites relies aux accidents industriels par le moyen de bulletins et d'autres moyens de communication.

17 juin 1987

**STEERING COMMITTEE
FOR
MAJOR INDUSTRIAL ACCIDENTS
COORDINATING COMMITTEE
M I A C C**

At the November 19-20, 1987 meeting of the Major Industrial Accidents Coordinating Committee (MIACC), one of the points of discussion will be the role and composition of the MIACC Steering Committee.

As you know there exists at present a MIACC Interim Steering Committee made up of 8 organizations (listed below) who have recognized the need for MIACC as a vehicle for ensuring the implementation of the 21 recommendations contained in the industry-government report entitled "Bhopal Aftermath Review: An Assessment of the Canadian Situation" (May 1986).

Following the MIACC November meeting it is expected that a permanent Steering Committee will be established.

It is suggested that the role of the Steering Committee be to guide the activities of MIACC, by advising on action plans and programs and coordinating amongst the interested MIACC members. For optimum effectiveness the size of the Steering Committee should be limited to a range of 10 to 15 members.

Suggested criteria for membership for the Steering Committee are as follows:

- Strength of interest in MIACC
- Commitment to active participation on the MIACC Steering Committee
- Ability to commit resources (time, manpower and money) to MIACC
- Legislative involvement in accident prevention or response (ex:TDGA)
- Major stakeholders in the outcome of MIACC programs.

On the afternoon of November 19, during the workshops, we will invite your ideas and comments on the composition and role of the MIACC Steering Committee.

Interim Steering Committee Member Organizations:

Alberta Public Safety Services (APSS)
Bureau de la protection civile du Quebec (BPCQ)
Canadian Chemical Producers' Association (CCPA)
Emergency Preparedness Canada (EPC)
Environment Canada
Petroleum Association for the Conservation of the Canadian Environment
Saskatchewan Emergency Measures Organization
Transport Canada

Un aperçu sur

Le Comité de direction du Comité de coordination des accidents industriels majeurs

Un des sujets de discussion lors de la réunion du 19 et 20 novembre 1987 du comité de coordination des accidents industriels majeurs (MIACC) sera la composition et le rôle du comité de direction de MIACC.

Comme vous le savez, huit organismes qui ont perçu un besoin pour MIACC comme outil de mise sur pied des 21 recommandations du rapport intitulé "Etude des repercussions de Bhopal: evaluation de la situation canadienne" ont formé un comité de direction interimaire (voir liste ci-bas).

On s'attend qu'à la fin de la réunion du 19 et 20 novembre, un comité de direction permanent soit établi.

Nous suggérons que le comité de direction guide les activités de MIACC en fournissant des conseils à propos des programmes et joue un rôle de coordination entre les membres intéressés de MIACC. Le nombre des membres du comité de direction de MIACC devrait être limité à 10 ou 15, au plus, pour fonctionner efficacement.

Des critères d'adhésion au comité de direction ont été suggérés comme suit:

- avoir un fort intérêt à MIACC
- avoir une volonté de participation active au sein du comité de direction
- avoir la possibilité de dédier des ressources (temps, personnel et argent) à MIACC.
- Être légalement impliqué dans la prévention et/ou l'intervention aux accidents industriels majeurs
- Être affecté par les programmes institués par MIACC.

Durant les ateliers qui auront lieu l'après-midi du 19 novembre, on vous demandera d'énoncer vos idées et commentaires sur la composition et le rôle du comité de direction de MIACC.

Organismes membres du comité de direction interimaire

Les Services de la sécurité publique de l'Alberta

Le Bureau de la protection civile du Québec

L'Association Canadienne des fabricants de produits chimiques

La Protection civile du Canada

Environnement Canada

L'Association pétrolière pour la conservation de l'environnement
Canadien

La Protection civile de la Saskatchewan

Transport Canada

M I A C C

INVITATIONS TO THE NOVEMBER MEETING

FEDERAL DEPARTMENTS

(in alphabetical order)

J. Taylor	613-992-2114	AGRICULTURE CANADA	WG
+ Z. Domaratzki	613-995-1689	ATOMIC ENERGY CONTROL BOARD	WG 1
+ T. Diamantstei	613-995-7082	ATOMIC ENERGY CONTROL BOARD	WG 4
+ T. Viglosky	613-995-7107	ATOMIC ENERGY CONTROL BOARD	WG 2
- K. Larson	613-998-7000	COMMUNICATIONS	WG
+ A.D. McKay	613-998-7003	COMMUNICATIONS	WG 4
+ W.B. Snarr	613-996-2258	EMERGENCY PREPAREDNESS CANADA	WG
+ E.L. Shipley	613-992-2727	EMERGENCY PREPAREDNESS CANADA	WG
+ G. Riley	613-992-7073	EMERGENCY PREPAREDNESS CANADA	WG 3
+ L. Swick	613-993-6890	EMERGENCY PREPAREDNESS CANADA	WG 1
+ L. Finch	613-996-2237	EMERGENCY PREPAREDNESS CANADA	WG 1
+ S. Gill	613-991-1916	EMR COGLA	WG 3
+ M. Thomas	403-920-8175	EMR COGLA (NWT)	WG 1
+ P.M. Higgins	819-997-1298	ENVIRONMENT CANADA	WG
+ D.G. Kelley	819-994-2493	ENVIRONMENT CANADA	WG 4
+ D.W. Bissett	819-953-1131	ENVIRONMENT CANADA	WG 2
+ V. Niemela	819-997-1920	ENVIRONMENT CANADA	WG 3
+ B. Mansfield	819-994-3352	ENVIRONMENT CANADA	WG 4
+ C.S. Matthias	416-667-4954	ENVIRONMENT CANADA	WG 2
+ R. Morcos	819-953-1137	ENVIRONMENT CANADA	WG 1
+ E. Wilson	416-667-4796	ENVIRONMENT CANADA	WG 4
P.L. McKellar	613-992-6026	EXTERNAL AFFAIRS	WG
+ L. Davies	613-957-7721	HEALTH & WELFARE CANADA	WG 4
+ R. Hickman	613-990-9075	HEALTH & WELFARE CANADA	WG 3
- E. Letourneau	613-954-6647	HEALTH & WELFARE CANADA	WG
+ R. Eaton	613-954-6676	HEALTH & WELFARE CANADA	WG 2
+ A. Pighin	613-997-3265	LABOUR CANADA	WG 1
+ A.T. Downs	613-995-4154	NATIONAL DEFENSE	WG 3
+ W.R. Johnston	613-992-6160	NATIONAL DEFENSE	WG 4
+ M. Morris	613-992-5615	NATIONAL DEFENSE	WG 1
E.P. Cocshutt	613-998-9203	NATIONAL RESEARCH COUNCIL	WG
P. Lachance	613-	NATIONAL RESEARCH COUNCIL	WG -
+ G. Lepage	819-997-7077	RAILWAY TRANSPORT COMMITTEE	WG 3
+ R. Gervais	613-954-3793	REGIONAL INDUSTRIAL EXPANSION	WG 1
+ J. McAdam	613-954-3073	REGIONAL INDUSTRIAL EXPANSION	WG 2
M. Smith	613-993-6858	SCIENCE AND TECHNOLOGY CANADA	WG
+ J. Read	613-998-1147	TRANSPORT CANADA	WG 2
+ M. Salib	613-990-1132	TRANSPORT CANADA	WG 4
+ R. Simard	613-998-6539	TRANSPORT CANADA	WG 3
- E. Ladouceur	613-990-1132	TRANSPORT CANADA	WG -
+ M. Greenham	613-990-3400	TRANSPORT CANADA	WG 1
- M.J. Hubbard	613-991-3131	TRANSPORT CANADA	WG -
+ M. Matthews	613-990-1139	TRANSPORT CANADA	WG 1
- P. Warner	613-990-3400	TRANSPORT CANADA	WG -

PROVINCES

(from East to West)

-	C. Strong		DEPT ENVIRONMENT	NFLD	WG
	G. Hutchings		CANADIAN LIQUID AIR	NFLD	WG
	D. Clarke		DEPT LABOUR	NFLD	WG
-	D. Jardine		DIV ENVIRONMENT	PEI	WG
-	A. Raad		DEPT AGRICULTURE	PEI	WG
-	R. Kennedy		FIRE MARSHAL	PEI	WG
-	P. MacDonald		OCCUPAT HEALTH & SAFETY	PEI	WG
+	F. Potter	902-424-5300	DEPT ENVIRONMENT	N.S.	WG 3
+	J. Perkins	902-424-5620	EMERGENCY MEASURES ORGAN.	N.S.	WG 1
+	D. Williams	506-453-2669	MUNIC. AFFAIRS & ENV	N.B.	WG 4
	J. O'Brien		DEPT OF COMMERCE	N.B.	WG
-	B. McQuoid		OCCUPATIONAL HEALTH & SAFETY	N.B.	WG
+	D. Allison	506-453-2323	DEPT HEALTH & COMMUN SERV	N.B.	WG 4
+	P. Brien	418-643-3256	PROTECTION CIVILE DU	Que	WG 1
-	J.P. Elsinger	418-643-0671	SANTE ET SECURITE AU TRAVAIL	Que	WG
+	R. Bergeron	418-643-8843	MINISTERE DE L'ENVIRONNEMENT	Que	WG 4
-	M. Provencher	418-644-3420	MINISTERE DE L'ENVIRONNEMENT	Que	WG
+	F. Beaudry	418-643-3255	MINISTERE DES TRANSPORTS	Que	WG 2
+	R. Flaschner	418-643-6400	SANTE ET SECURITE AU TRAVAIL	Que	WG 3
+	A. Nantel	418-654-2254	CENTRE DE TOXICOLOGIE	Que	WG 4
+	J. Servais	418-643-5531	ENERGIE ET RESSOURCES	Que	WG 2
-	G. Halley	418-643-3256	PROTECTION CIVILE DU	Que	WG
+	P. Doyle	418-643-4776	PROTECTION CIVILE DU	Que	WG 1
+	A. Lauzier	418-643-4776	PROTECTION CIVILE DU	Que	WG 4
	R. Schevas	416-963-2229	MINISTRY OF HEALTH	Ont	WG
	L. Smith	416-963-2238	MINISTRY OF HEALTH	Ont	WG
	G. Zikowitz	416-965-9619	MINISTRY OF ENVIRONMENT	Ont	WG
	K. Richards	416-323-5097	MINISTRY OF ENVIRONMENT	Ont	WG
+	A. Robinson	416-965-9450	MINISTRY OF LABOUR	Ont	WG 2
+	R. Philippe	416-965-4852	FIRE MARSHAL'S OFFICE	Ont	WG 2
	S. Maman	416-965-4855	FIRE MARSHAL'S OFFICE	Ont	WG
+	K. Reeves	416-965-6708	SOLICITOR'S GENERAL OFFICE	Ont	WG 3
+	J. Ellard	416-965-6708	EMERGENCY PLANNING	Ont	WG 4
	CJ Coles	416-965-6708	PROVINCIAL POLICE	Ont	WG
	R.A. Ferguson	416-965-4401	PROVINCIAL POLICE	Ont	WG
-	M. Bennett	204-945-4791	EMERGENCY MEASURES ORG	MA	WG -
-	D. Ediger	204-945-7042	MINISTRY OF ENVIRONMENT	MA	WG -
+	M. Hegan	306-787-9563	EMERGENCY MEASURES ORG	SAS	WG 1
	V. Chang		ENVIRONMENT, PUBLIC SAFETY	SAS	WG
	V. Bartlett		ENVIRONMENT, PUBLIC SAFETY	SAS	WG

+	M. Egener	403-451-7107	PUBLIC SAFETY SERVICES	AB	WG	4
	J. DeSorcy		ENERGY RESOURCE CONSERV BOARD	AB	WG	
	H. Buchwald		COMMUNITY & OCCUP HEALTH	AB	WG	
+	W. Rozel	403-427-6971	COMMUNITY & OCCUP HEALTH	AB	WG	3
	T. Makey		LABOUR	AB	WG	
+	T. Forgrave	403-427-8861	MUNICIPAL AFFAIRS	AB	WG	4
	H.M. Alton		TRANSPORTATION	AB	WG	
+	D. Does	403-427-2005	ECONOMIC DEVELOPMENT	AB	WG	1
	V.A. McNichol		ENVIRONMENT	AB	WG	
+	R. Lutz	403-998-8234	FT-SASKATCHEWAN IND. ASSOC.	AB	WG	2
	D. Tingley		ENVIRONMENTAL LAW CENTER	AB	WG	
	D. Cattran		STRATHCONA INDUSTRIAL LEAGUE	AB	WG	
	S. Dietz		URBAN MUNICIPAL ASSOCIATION	AB	WG	
+	E. Bussey	403-920-6133	EMERGENCY MEASURES ORG	NWT	WG	3
-	R. Ferguson	604-387-9993	MINISTRY OF ENVIRONMENT	BC	WG	
-	L. Hubbard	604-387-9993	MINISTRY OF ENVIRONMENT	BC	WG	
	J. Phillips		MINISTRY OF TRANSPORTATION	BC	WG	
-	R.W. Kobyllyk		MINISTRY OF ENVIRONMENT	BC	WG	
-	V. Atkinson	604-660-9000	MUNICIPAL AFFAIRS	BC	WG	
	G. Barber		B.C. FERRY CORP	BC	WG	
	A. Botje-Jones		INTERGOVERNMENTAL AFFAIRS	BC	WG	
	R. Durie		ENERGY, MINES & PETROLEUM	BC	WG	
	M.C. Stewart		MINISTRY OF ATTORNEY GENERAL	BC	WG	
+	C. Dalley	604-387-5956	MINISTRY OF ATTORNEY GENERAL	BC	WG	2

ASSOCIATIONS

(in alphabetical order)

-	J. Shepherd	416-454-4466	ADHESIVES & SEALANTS ASSOC.	WG	
+	D.N. Cassidy	613-233-1106	CAN ASSOC CHIEFS OF POLICE	WG	3
-	H. Montgomery	416-497-8052	CAN ASSOC CHEM DISTRIBUTORS	WG	
	E. Therien	613-749-3825	CAN ASSOC OF FIRE CHIEFS	WG	
+	F. Van Zeggeren	416-229-8097	CAN CHEM. PRODUCERS' ASSOC	CCPA	WG 3
+	C. Johnson	519-736-2111	CAN CHEM. PRODUCERS' ASSOC	CCPA	WG 2
+	G. Creedy	613-237-6215	CAN CHEM. PRODUCERS' ASSOC	CCPA	WG 4
-	S. Wild	416-446-1221	CAN ELECTRICAL DISTR ASSOC	CEDA	WG
	D. Bennett	613-521-3400	CANADIAN LABOUR CONGRESS	CLC	WG
+	J. Dillon	613-233-8423	CAN MANUFACTURERS' ASSOC	CMA	WG 2
+	R. Andersson	613-745-6861	CAN MANUFACT CHEM SPECIALTIES	CMCS	WG 4
+	T.D. Sosnowski	613-731-9331	CANADIAN MEDICAL ASSOC	CMA	WG 4
-	M. Cloghesi	514-745-2611	CAN PAINT & COATINGS ASSOC	CPCA	WG
+	D. Brushet	403-269-6721	CAN PETROLEUM ASSOC	CPA	WG 2
-	M. Frost	514-866-6621	CAN PULP & PAPER ASSOC	CPPA	WG
	A.J. Newton	519-337-8251	CAN SOCIETY CHEM ENGG	WG	
	M. Torchia	204-237-2570	CAN SOCIETY CHEM TECHNOLOGY	WG	
+	D. Gamble	613-995-5011	CAN SOCIETY FOR CHEMISTRY	WG	3
-	J. Sand	416-926-8700	CAN SOC ASSOCIATION EXECUTIVES	WG	
+	P. Shafer		CAN SOCIETY OF SAFETY ENGINEERING	WG	
	A. Schuldt	416-528-2511	CAN STEEL ENVIRONMENTAL ASSOC	WG	
+	L.P. Tardif	613-236-9426	CAN TRUCKING ASSOC	CTA	WG 4
	A. Alper	613-526-4652	CHEMICAL INSTITUTE OF CANADA	CIC	WG
	N. Aspin	416-674-7410	ELEC & ELETRONIC MFG ASSOC CAN	WG	
+	M. Gough	613-237-5221	FEDERATION OF CANADIAN MUNIC	FCM	WG 3
-	A. Garlick	613-232-7213	MACHINERY & EQUIPM MAN ASSOC	WG	
	G. Nash	613-233-9391	MINING ASSOC OF CANADA	MAC	WG
+	J. Reed	416-441-7673	P A C E	PACE	WG 1
+	W. Kurtze	403-263-0450	Propane Gas Assoc of Canada	PGAC	WG 1

PUBLIC INTEREST GROUPS

-	J. Langer	613-230-3352	FRIENDS OF THE EARTH	WG	-
-	T. Vigod	416-977-2410	CAN ENVIRONMENTAL LAW ASSOC	WG	-
+	B. Wyllinko	403-433-8711	ENVIRONMENTAL RESOURCE CENTER	WG	2
	D. Tingley		ENVIRONMENTAL LAW CENTER	WG	

INVITEES TO FIRST MIACC MEETING

+	P. Lagadec		FRANCE	WG	3
+	J. Makris	202-475-8600	DIRECTOR, PREPAREDNESS- U.S. EEPa	WG	2
+	K. Sagett		U.S. F E M A	WG	3
+	L. Whitby	819-997-4292	ENEVIRONMENT CANADA	WG	1
+	G. Lafond	613-995-2312	EMERGENCY PREPAREDNESS CANADA	WG	2
-	C.A. Lachance	613-232-8748	DOW CHEMICAL CANADA	WG	3
+	J. Code	613-998-6542	TRANSPORT CANADA	WG	4
+	P. Budzik	416-223-2948	PETER T. BUDZIK & ASSOCIATES INC		

Interim Steering Committee
**MAJOR INDUSTRIAL ACCIDENTS
COORDINATING COMMITTEE
M I A C C**

Ottawa, Ont.
K1A 0H3

October 5, 1987

To Addressee

Subject Invitation to MIACC's first meeting
November 19 and 20, 1987

We would like to invite you to participate in the first meeting of the proposed MAJOR INDUSTRIAL ACCIDENTS COORDINATING COMMITTEE (MIACC).

The purpose of this committee will be to promote and coordinate the implementation of the activities related to prevention and response to major man-made industrial accidents having a potential to impact on the community. The idea for MIACC originated with what is now referred to as the Interim Steering Committee, made up of representatives who participated in and strongly endorsed the government/industry task force study entitled "Bhopal Aftermath Review: An Assessment of the Canadian Situation". (See attached background for details). Many representatives from industry, government and public interest groups have expressed an interest and support for such an initiative.

The aim of this first day-and-a-half meeting will be to come to an agreement on:

- 1-formal recognition of MIACC,
- 2-the objective and terms of reference of MIACC, and
- 3-the role and composition of a smaller Steering Committee.

The attached agenda for the meeting includes a slate of senior government and industry speakers and a recognized international authority on major industrial accidents.

Because of the complex nature of accident prevention and emergency preparedness and the large number of jurisdictions involved, it was agreed to invite those who may have an interest in cooperating in this area. This letter and attachments provide you with details about the meeting.

Date: November 19 and 20, 1987
Place: Skyline Hotel, Lyon Street, Ottawa
Time: Nov. 19, 9:00 - 16:30 (17:00-19:00 reception with cash bar)
Nov. 20, 9:00 - 12:00

For the convenience of the participants, a block of 50 rooms has been set aside under the name of MIACC at the regular government rate of \$ 61/ \$ 71 or the corporate rate of \$ 68/ \$ 78 (single/ double occupancy). until October 19, 1987 . Please make your reservations directly by contacting the Skyline Hotel in Ottawa at (613)237-3600, before that date.

We look forward to your participation at the meeting and would appreciate if you could complete and send in the attached attendance form by October 31, 1987, this will help us in ordering lunch for the 19th and in preparing printed material.

Yours truly,

A handwritten signature in dark ink, appearing to read "R. Morcos". The signature is stylized with a large, looping initial "R".

Peter T. Budzik
Consultant to the
Interim Steering Committee
for MIACC

att.

**MAJOR INDUSTRIAL ACCIDENTS
COORDINATING COMMITTEE
M I A C C**

TENTATIVE AGENDA

FOR THE MEETING OF THE

19-20 November, 1987

Skyline Hotel, Ottawa

November 19	Plenary Session : "Ballroom C"	
8:30-9:00	Registration	
9:00-9:10	Welcome and introduction	P. Budzik Moderator
9:10-9:40	Government perspective on Major Industrial Accidents	Hon. T. MacMillan Minister of the Environment
9:40-10:10	Industry perspective on Major Industrial Accidents	Senior industry spokesperson
10:10-10:30	Refreshments break	
10:30-11:10	Major Industrial Accidents: "Overview of the Canadian scene"	P. Brien (BPCQ) M. Egner (APSS)
11:10-12:00	International Perspective on Major Industrial Accidents	P. Lagadec
12:00-13:15	Lunch (guest speaker to be confirmed)	Hon. J. Crosbie Minister of Transport
 Afternoon Workshop Session (13:15-16:30): Ballroom C and Carleton and Confederation rooms		
13:15-13:30	Introduction to Workshop Sessions: "From Bhopal to MIACC"	P. Budzik
13:30-13:45	Commentary on Structure of Workshop: The participants will be assigned to specific working groups. Each group will be tasked to consider: -the objective and terms of reference of MIACC -the role and composition of MIACC's steering committee.	

The groups will be assigned a discussion facilitator and a resource person. Each group will appoint a rapporteur who will present a consensus report to the plenary session of the following day.

13:45-16:15	Workshops	
16:15-16:30	Moderator's concluding remarks	P. Budzik
17:00-19:00	Reception with cashbar: Richelieu room	

November 20 Plenary Session: Ballroom C

9:00-9:05	Moderator's introductory remarks	P. Budzik
9:05-10:05	Review of output from working session	
10:05-10:30	Refreshments	
10:30-11:15	Discussion and consensus building on working groups output.	
11:15-11:30	Moderator's summary and concluding remarks.	P. Budzik
11:30-12:00	Closing Statement. (Guest speaker to be confirmed)	Hon. P. Beatty Minister of EPC

BPCQ = Bureau de la protection civile du Quebec
APSS = Alberta Public Safety Services
EPC = Emergency Preparedness Canada

MAJOR INDUSTRIAL ACCIDENTS COORDINATING COMMITTEE

M I A C C

NOVEMBER 19-20, 1987 : MEETING

BACKGROUND PAPER

INTRODUCTION

In the aftermath of the Bhopal tragedy in 1984, a Canadian industry/government committee was created to examine the potential for major industrial accidents in Canada and to assess the collective ability of industry and government to prevent and respond to incidents of such magnitude. The committee and its working groups published a report in mid-1986 making 21 specific recommendations.

In the interim, many government and industry initiatives addressing some of the deficiencies identified in the Bhopal Aftermath report have taken place. Concern however, has been expressed by many agencies and organizations, that unless some concerted effort, by all involved, is brought to bear on implementing the recommendations, this objective may not be realized. Since that time officials of these agencies have met to discuss mechanisms for achieving this goal.

One such proposal was to establish a multi-agency/ sector coordinating committee, representing all parties, responsible for promoting and coordinating the implementation of action programs and for distributing information to key people involved in the prevention and response to major accidents in Canada. In May 1987 agreement was reached to form an interim steering committee to launch the formation of a MAJOR INDUSTRIAL ACCIDENTS COORDINATING COMMITTEE named MIACC. For your information the composition of the interim steering committee is shown in the attachments. At this time steps were taken to organize an initial meeting of all interested parties in the MIACC concept, to be held on November 19 and 20, 1987.

MIACC's initial meeting : November 19 and 20, 1987

Plans were made to hold a day-and-a-half meeting on November 19 and 20, to address the endorsement of MIACC, the formation of a MIACC Steering Committee and its relation to the main committee. At this meeting all interested participants will become involved in an in-depth review of the Committee's proposed objective and terms of reference (attached) during working sessions.

EXPECTATIONS

The initial meeting is meant to be an idea generating meeting, a type of "brain storming" session where input from a diversity of participants will be sought. A portion of the meeting will provide the participants with an historic update on where we stand today on the issues raised in the Bhopal Aftermath Report, and what other industrialized countries are doing. This will be followed by a workshop session intended to reach consensus on key MIACC organizational issues mentioned earlier.

The succes of this meeting will be measured by the commitment of the participants to MIACC and their level of continued support.

WHY IS IT IMPORTANT THAT YOU ATTEND ?

Major accidents involving dangerous chemicals may occur at manufacturing plant sites, in storage, in transport or other industrial operations. As you are involved in working at a senior level in such areas as accident prevention, regulation, transportation emergencies, community emergency response planning, safety in the workplace and other related areas, this is your opportunity to take part in a uniquely Canadian approach to deal with this high profile issue.

Make it a success, by participating actively at the November meeting.

M I A C C

Interim Steering Committee

ALBERTA PUBLIC SAFETY SERVICES	M. Egner	(403)451-7107
BUREAU DE LA PROTECTION CIVILE DU QUEBEC	P. Brien	(418)643-3256
CANADIAN CHEMICAL PRODUCERS' ASSOCIATION	F. Van Zeggeren	(416)229-8097
EMERGENCY PREPAREDNESS CANADA	G. Riley	(613)992-7073
ENVIRONMENT CANADA	W. Bissett	(819)953-1131
PETROLEUM ASSOCIATION FOR THE CONSERVATION... OF THE CANADIAN ENVIRONMENT	J. Reed	(416)441-7673
SASKATCHEWAN EMERGENCY MEASURES ORGANIZATION	M. Hegan	(306)787-9563
TRANSPORT CANADA	M. Salib	(613)990-1132

ATTENDANCE FORM

MEETING OF

MAJOR INDUSTRIAL ACCIDENTS
COORDINATING COMMITTEE

M I A C C

19-20 NOVEMBER, 1987

NAME _____

AFFILIATION _____

ADDRESS _____

PHONE NUMBER _____

I WILL BE PRESENT

☐
YES

☐
NO

Please complete and forward this form by October 31, 1987 to:

Attention: R. Morcos
Environment Canada
351 St-Joseph blvd., 13th floor
Ottawa, K1A 0H3

tel: (819)953-1137

Speaking Notes for an Address by
Mrs. Pauline Browes, M.P.
Parliamentary Secretary to the
Minister of the Environment

to the

Major Industrial Accidents Coordinating Committee (MIACC)
Ottawa, Canada
19 November, 1987

Ladies and Gentlemen:

On behalf of the Honourable Tom McMillan, Minister of the Environment, it is my great pleasure to welcome you to Ottawa to this first Major Industrial Accidents Coordinating Committee Meeting. Mr. McMillan has asked me to convey his regrets that he is not able to attend and to offer every wish that your proceedings prove fruitful.

We all know that industrial accidents are serious occurrences. In 1986, 15,000 Canadians were forced to evacuate their homes as a result of accidents involving hazardous chemicals. In April of this year, 12 persons were injured by a toxic gas release in Calgary. And in August, 156 people required medical treatment after being exposed to sulphur trioxide gas in Sudbury, Ontario. The list goes on.

The Canadian public understandably has become very sensitized to environmental issues. The location and siting of manufacturing plants is becoming more and more difficult as citizens mobilize to secure their neighbourhoods from toxic encroachment. Transporting hazardous products is increasingly a socio-political issue as municipalities and public interest groups rally to isolate their corridors from shipments of toxic goods. And of course there is liability -- when accidents happen -- industry pays -- it pays clean-up costs, it pays damages to individuals.

.../2

These incidents and the potential for their recurrence presents a challenge to everyone. We need to manage operating processes better. We need to conduct safety audits. We need improved communications among governments and with the public. We must get on with the job of minimizing toxic releases to the environment. We must begin to manage chemicals from their point of origin at the manufacturing facility, through transportation to the user, to their final disposal. Our ultimate objective must be the elimination of accidental releases of chemical substances.

The federal government supports this objective. Since 1984, we have introduced regulations and legislation dealing with the transportation of dangerous goods, with workplace safety, emergency planning and, most recently, with the management of toxic chemicals. The new Canadian Environmental Protection Act is currently before Parliament. Within the next two or three weeks, I will begin shepherding this Bill through the House of Commons Legislative Committee where it will undergo clause by clause analysis.

.../3

The Canadian Environmental Protection Act embodies an ecosystem vision of environmental protection encompassing air, land, water, all layers of the atmosphere, all organic and inorganic matter and living organisms. The Act recognizes environmental protection for its own sake while issuing a strong policy statement linking protection of the environment from the effects of toxic substances with the life and health of Canadians. The Act includes chemical substances, products and processes of biotechnology, hazardous wastes, effluents, and emissions. Above all, the Act improves the federal government's ability to control the release of toxics into the environment.

The Act requires the government to set environmental quality objectives, guidelines and codes of practice to protect the quality of our air and water. It calls for the establishment of a Priority Substances List which identifies substances that are toxic or capable of becoming toxic. These chemicals will in turn be given priority for environmental and health hazard assessments. The Act establishes control for new chemicals and export restrictions. The new Canadian Environmental Protection Act makes specific reference to spills and accidents. It addresses the need for urgent action when the environment and human health are at risk. It also prescribes financial obligations.

But legislation on the books is only as good as the intent to enforce it. The government has developed a comprehensive enforcement and compliance policy that will be implemented with vigour. We intend to get tough with those who, by design or through carelessness, allow dangerous substances to enter the environment. Environment Canada will put in place a planned program of regular inspections supplemented by spot checks. We will pursue violators through the courts. Guilty parties will be subject to stiff penalties and possible million dollar fines and life imprisonment. The public expects no less from its legislators -- it demands protection -- it demands action.

Pollution prevention and accident prevention are two sides of the same coin. They are the new currency of a more responsible way of doing business. The concern that recognizes that the physical environment is not the private preserve of any one sector of society -- that the environment should not be the dumping ground for the spent byproducts of our manufacturing processes and lifestyle requirements -- this concern to design environmentally friendly production systems is the same concern motivating the development and incorporation of necessary safety features to prevent accidents and disasters.

Concern about major environmental accidents is an international issue. We know that the impact of such incidents are not always confined to their country of origin. In March, 1987, Ministers of Environment of the Organization for Economic Cooperation and Development member countries recognized "the urgent need to improve the prevention of and response to unintended releases of hazardous substances to the environment, including transfrontier releases with potentially significant environmental effects." Canada is fully committed to supporting the development of international procedures and policies to prevent chemical accidents. In early 1988, another high-level meeting will be held in Paris to provide further guidance and impetus to OECD efforts in this field. Canada will continue to participate and to promote this international initiative.

What we are doing though, in pollution and accident prevention, are part of a larger phenomenon -- a fundamental shift which links the environment and the economy -- a phenomenon which recognizes the true costs of poor environmental practices. Conservation and the protection of life and the environment pays -- not just in the general sense that it is less costly to society to prevent a major chemical release than it is to clean one up, but in other specific and immediate ways that show up on the bottom lines of corporate balance sheets. The benefits are increased efficiency, lower costs and a more marketable product, not to mention the dividends of a better public image.

Pollution prevention and accident prevention go hand in hand and both are necessary to address public concern about threats to human health and safety.

Many of you contributed to the preparation of the "The Bhopal Aftermath Review: An Assessment of the Canadian Situation." However, it was really only a first step. It presents a challenge to key players from all levels of government, the private sector and other interested organisations. Your meeting today is an opportunity to respond to that challenge.

We know that there is no single existing federal/provincial structure with a broad enough mandate to encompass the many aspects of accident prevention and emergency response and the many different groups involved. If the good work and the consensus generated during preparation of the Bhopal Aftermath Report is to maintain momentum, then this meeting must be successful. If we are to protect the Canadian public and the Canadian environment, MIACC must become a reality. That we are not alone in this endeavour is obvious -- other countries are watching to see what we can achieve in implementing the many recommendations. I have every confidence the MIACC and further implementation of the Bhopal Aftermath Report will be a credit to our nation and a beacon to countries around the world.

Thank you and good luck in your endeavours.