



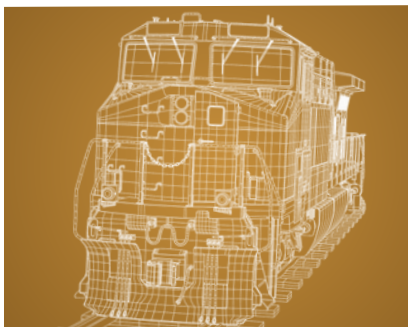
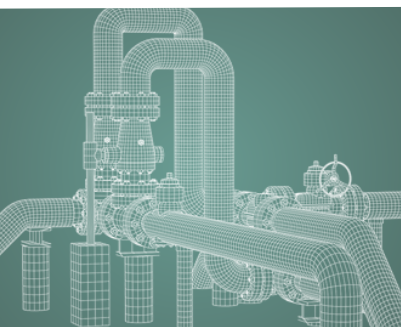
Transportation
Safety Board
of Canada

Bureau de la sécurité
des transports
du Canada



Transportation Safety Board of Canada

INVESTIGATION PROCESS



Canada 



Transportation Safety Board of Canada investigation process

For more information, contact communications@bst-tsb.gc.ca

Transportation Safety Board of Canada
Place du Centre, 4th floor
200 Promenade du Portage Gatineau QC
K1A 1K8

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Transportation Safety Board of Canada

The Transportation Safety Board of Canada (TSB) is an independent agency mandated to advancing transportation safety in the air, marine, pipeline, and rail sectors across Canada.

We do this by:

- conducting independent investigations, including public enquiries, when necessary, into selected transportation occurrences to determine their causes and contributing factors;
- identifying safety deficiencies as evidenced by transportation occurrences;
- making recommendations designed to eliminate or reduce those safety deficiencies; and
- reporting publicly on our investigations and findings.

The TSB does not assign fault or determine civil or criminal liability. Our focus is on understanding what happened and why, so that similar accidents can be prevented in the future.



What we do

Thousands of transportation occurrences are reported to the TSB each year. These range from aircraft component failures and ship fires to pipeline ruptures and train derailments. When notified of an occurrence, the TSB assesses the circumstances to determine whether an investigation is warranted. When necessary, a team may be deployed to the site.

The TSB launches an investigation when it is likely to advance transportation safety or reduce risks to people, property, or the environment. While most investigations take place in Canada, the TSB also supports foreign investigations when appropriate.

The TSB also monitors occurrence statistics to identify trends and emerging safety issues. It reviews developments in transportation safety and identifies safety risks that it believes government and the transportation industry should address to reduce injury and loss of life.

Our resources

The TSB is led by a Board of up to five members, including the Chair. Approximately 220 employees support the organization across Canada. Our head office is in Gatineau, Quebec, and our engineering laboratory is in Ottawa, Ontario. Investigators are located in eight regional offices, enabling rapid response anywhere in the country.

Our investigation methodology

There are three phases to a TSB investigation: the field phase, the examination and analysis phase, and the report phase.

01 FIELD PHASE



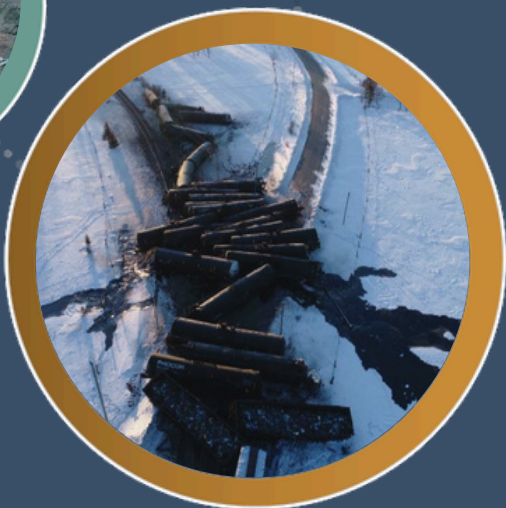
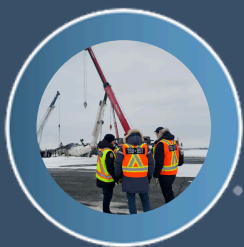
02 EXAMINATION AND ANALYSIS PHASE

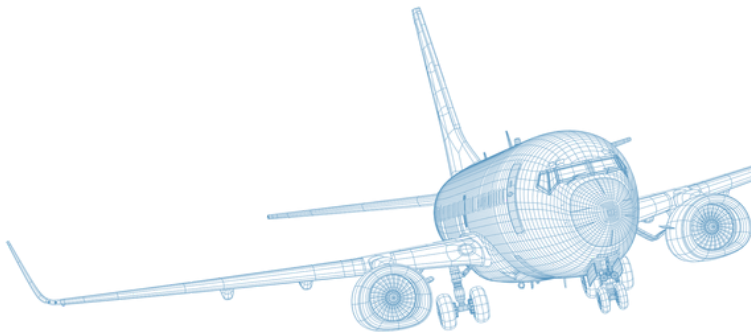


03 REPORT PHASE



01





Field phase

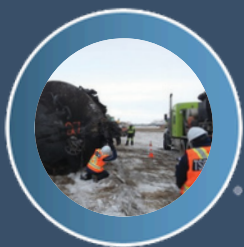
Once an investigation is initiated, an Investigator-in-Charge is assigned and an investigation team is formed. Depending on the occurrence, the team may include experts in operations, engineering, equipment, maintenance, and human performance.

During the field phase, the investigation team typically:

- informs the public of TSB deployment;
- secures and documents the occurrence site;
- examines and photographs equipment or wreckage;
- conducts interviews with any person who may have information relevant to the investigation (more information can be found in the TSB's *Preparing for an interview with the Transportation Safety Board of Canada* pamphlet);
- collects evidence for further examination; and
- reviews documentation.



02



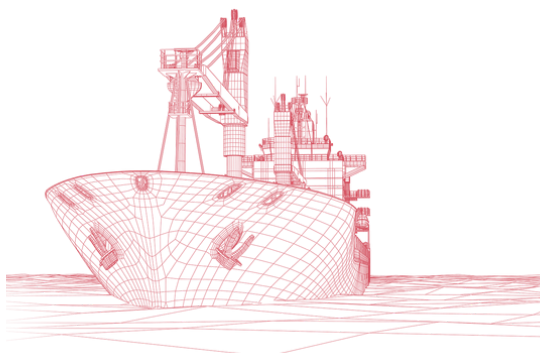
Examination and analysis phase

Most investigative work occurs after leaving the site.

During this phase, the TSB may:

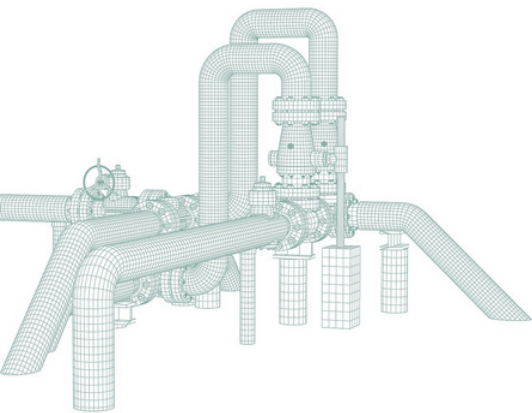
- review company, equipment, and government records;
- conduct laboratory examinations and testing;
- analyze data, such as recorder information;
- create simulations or reconstructions;
- review autopsy or toxicology reports;
- conduct follow-up interviews;
- establish the sequence of events; and
- identify safety deficiencies.

If urgent safety deficiencies are discovered at any point, the TSB promptly notifies those who can take corrective action even before an investigation is complete.



03

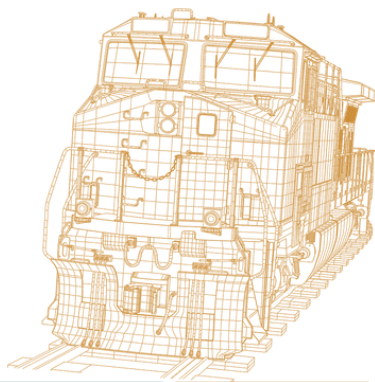




Report phase

Following the examination and analysis phase, a draft investigation report is prepared. The Board reviews the draft and may approve it or request amendments. Once approved, the draft is shared confidentially with designated reviewers—individuals or organizations who have a direct interest in the Board’s findings.

After considering and addressing reviewer comments, the Board approves the final report. It is then released publicly on the TSB website. Reports are published as quickly as possible while ensuring they meet the TSB’s commitment to thorough, evidence based analysis.





Who is involved in a TSB investigation?

The TSB works closely with many stakeholders during an investigation, including all levels of government, transportation companies, manufacturers, regulators, survivors and next of kin, first responders, coroners, medical examiners, and search and rescue organizations. Effective collaboration is essential to delivering on our mandate.

Families, Loved Ones, and Survivors

In fatal occurrences, police, coroners/medical examiners, or transportation companies notify next of kin. The TSB has a Liaison Officer who can serve as a point of contact for families, loved ones and survivors. More information can be found in the TSB's *Information for families, loved ones and survivors* pamphlet.



Observers

The TSB may grant observer status to individuals or organizations with a direct interest and the potential to contribute to transportation safety. Observers—typically regulators, manufacturers, or transportation companies—participate under the supervision of TSB investigators and in accordance with established rules.

Investigation information

Information gathered during a TSB investigation—including on board recordings, witness statements, and representations to the Board is privileged under the *Canadian Transportation Accident Investigation and Safety Board Act*.



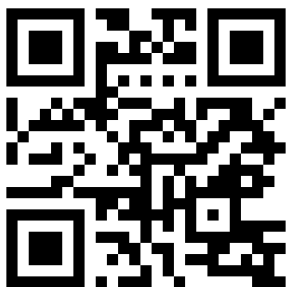


For more information

tsb.gc.ca

communications@bst-tsb.gc.ca

819-994-3741; TTY: 819-953-7287



**Scan the QR code for more
information on the TSB**

