

June 2, 2021

Rae-Ann Lajeunesse
Deputy Minister, Alberta Transportation
2nd Floor, Twin Atria Building
4999 98 Avenue
Edmonton AB T6B 2X3

Dear Ms. Lajeunesse:

**Subject: Jing Zhang - Public Fatality Inquiry
Response to Recommendations**

Please find enclosed a copy of the Honourable Judge M.V. De Souza's report to the Minister of Justice and Solicitor General for the death of the above-noted person. This report will be publicly released on June 23, 2021.

The following recommendations may impact Alberta Transportation Services (ATS):

- ATS should consider requiring Carriers to provide safety training and practices for drivers. For example, safety education and risk prevention checklists, i.e. ensuring passengers do not pass in front of a bus at any time. Drivers not to disembark with keys in the ignition. Prevent driver distraction.
- ATS could consider more proactive oversight, such as Carriers providing proof of driver safety training, driver supervision, and reporting methods, systems and programs, prior to a Safety Fitness licence being issued. Real risk would be reduced by requiring Carriers to provide information, in advance, rather than retrospectively, post-audit or investigation, or triggered by incidents.
- An efficacy analysis should be conducted to consider expanding proactive safety education and training programs for class 4 licences and possibly to existing carriers who were not subject to the mini-audit program.
- Evidence supported that news media triggered ATS's post-accident investigation of the Carrier. The current alert system is not adequate to ensure a timely suspension,

pending investigation and audit, to avoid continuation of real and present danger. For example, there could be an onus on Carriers to report accidents to ATS, upon them occurring.

- Reference was made to British Columbia having additional prerequisites for the issuance of Safety Fitness Certificates. ATS should take steps to consider whether additional requisites have resulted in reducing risk of infractions, accidents, and fatalities, ensuring best-practices are implemented in Alberta.
- Evidence supported that changes to the look-out area could have prevented the fatality. For example: a) a square curb separating the road from the sidewalk; b) a barrier separating the road and pedestrian areas and river; and c) parking requirements to ensure vehicles parked parallel, as opposed to perpendicular, to a steep slope. A study should be conducted in the Rocky Mountain area to identify high-traffic, high risk areas and ensure curbs, barriers and parking zones are adapted to the terrain.

I ask that you please advise the following:

1. Whether Alberta Transportation accepts, accepts in principle, does not accept, or has a different response to each recommendation;
2. A brief explanation of why that decision was made; and
3. If Alberta Transportation intends to accept the recommendations, or to implement different measures, what steps will be taken in that regard.

A response to this enquiry is not mandatory. However, be advised that this letter and any response received will be publicly released and posted on the Open Government Portal:

<https://open.alberta.ca/opendata/responses-to-public-fatality-inquiry-recommendations>.

If a response has not been received by October 25, 2021 (four months from the public release date) that information will also be made publicly available.

Thank you for your cooperation in this matter.

Yours truly,

Original Signed

Abid Mavani
Fatality Inquiry Coordinator

Enclosure