Table 1
Railway Occurrence and Casualty

|  | January |  |  | Year to Date (January) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2013 | 2012 | $\begin{array}{r} 2008-2012 \\ \text { Average } \end{array}$ | 2013 | 2012 | $\begin{array}{r} 2008-2012 \\ \text { Average } \end{array}$ |
| Accidents | 98 | 79 | 96 | 98 | 79 | 96 |
| Main-Track Train Collisions | 1 | 1 | 1 | 1 | 1 | 1 |
| Main-Track Train Derailments - 1-2 cars | 4 | 0 | 6 | 4 | 0 | 6 |
| Main-Track Train Derailments - 3 or more cars | 2 | 4 | 4 | 2 | 4 | 4 |
| Crossings | 21 | 23 | 21 | 21 | 23 | 21 |
| Non-Main-Track Train Collisions | 6 | 8 | 9 | 6 | 8 | 9 |
| Non-Main-Track Train Derailments - 1-2 cars | 40 | 22 | 35 | 40 | 22 | 35 |
| Non-Main-Track Train Derailments - 3 or more cars | 6 | 8 | 9 | 6 | 8 | 9 |
| Collisions/Derailments Involving Track Units | 5 | 2 | 2 | 5 | 2 | 2 |
| Employee/Passenger | 3 | 0 | 1 | 3 | 0 | 1 |
| Trespassers | 3 | 6 | 4 | 3 | 6 | 4 |
| Fires/Explosions | 2 | 3 | 1 | 2 | 3 | 1 |
| Other | 3 | 2 | 3 | 3 | 2 | 3 |
| Incidents | 9 | 12 | 16 | 9 | 12 | 16 |
| Dangerous Goods Leaker | 1 | 2 | 5 | 1 | 2 | 5 |
| Main-track Switch in Abnormal Position | 0 | 0 | 1 | 0 | 0 | 1 |
| Movement Exceeds Limits of Authority | 7 | 7 | 9 | 7 | 7 | 9 |
| Runaway Rolling Stock | 1 | 1 | 1 | 1 | 1 | 1 |
| Others | 0 | 2 | 1 | 0 | 2 | 1 |
| Million Train-miles (a) |  |  |  | 6.59 | 7.32 | 7.08 |
| Accidents/Million Train-miles |  |  |  | 14.87 | 10.79 | 13.56 |
| Accidents Involving Dangerous Goods | 10 | 6 | 15 | 10 | 6 | 15 |
| Main-track Train Derailments | 0 | 0 | 2 | 0 | 0 | 2 |
| Crossings | 2 | 1 | 1 | 2 | 1 | 1 |
| Non-Main-Track Train Collisions | 2 | 2 | 3 | 2 | 2 | 3 |
| Non-Main-Track Train Derailments | 6 | 3 | 9 | 6 | 3 | 9 |
| All Others | 0 | 0 | 1 | 0 | 0 | 1 |
| Accidents with a DG Release | 0 | 1 | 0 | 0 | 1 | 0 |
| Accidents Involving Passenger Trains | 3 | 7 | 6 | 3 | 7 | 6 |
| Fatalities | 12 | 4 | 6 | 12 | 4 | 6 |
| Crossings | 8 | 1 | 3 | 8 | , | 3 |
| Trespassers | 2 | 3 | 2 | 2 | 3 | 2 |
| All Others | 2 | 0 | 0 | 2 | 0 | 0 |
| Serious Injuries | 3 | 9 | 4 | 3 | 9 | 4 |
| Crossings | 1 | 6 | 2 | 1 | 6 | 2 |
| Trespassers | 1 | 2 | 1 | 1 | 2 | 1 |
| All Others | 1 | 1 | 1 | 1 | 1 | 1 |

## Data extracted February 25, 2013.

All 5 -year averages have been rounded. The totals sometimes do not coincide to the sum of these averages.
a. Train-miles estimated. (Source: Transport Canada)

Table 2
Railway crossing and trespasser accidents by province


Figure 1: Number of crossing accidents per month


[^0]*Year to date includes January only for this month.

Table 3
Main-track train derailments by province

|  | Year to Date (January) |  |  | Derailments with DG Involvement Year to Date (January) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2013 | 2012 | $\begin{array}{r} \hline \text { 2008-2012 } \\ \text { Average } \\ \hline \end{array}$ | 2013 | 2012 | $\begin{array}{r} 2008-2012 \\ \text { Average } \\ \hline \end{array}$ |
| Canada | 6 | 4 | 10 | 0 | 0 | 2 |
| Newfoundland | 1 | 0 | 1 | 0 | 0 | 0 |
| Nova Scotia | 1 | 0 | 0 | 0 | 0 | 0 |
| New Brunswick | 0 | 0 | 0 | 0 | 0 | 0 |
| Quebec | 0 | 0 | 1 | 0 | 0 | 0 |
| Ontario | 0 | 0 | 2 | 0 | 0 | 1 |
| Manitoba | 0 | 0 | 1 | 0 | 0 | 0 |
| Saskatchewan | 1 | 0 | 1 | 0 | 0 | 0 |
| Alberta | 0 | 2 | 2 | 0 | 0 | 0 |
| British Columbia | 3 | 2 | 2 | 0 | 0 | 0 |
| Northwest Territories | 0 | 0 | 0 | 0 | 0 | 0 |

* There were no occurrences with dangerous goods release to date in 2013 or in 2012.

Figure 1: Number of main-track train derailments per month


Figure 2: Number of main-track derailments per total number of car derailed


[^1]Table 4
Non main-track train collisions by province

|  | Year to Date (January) |  |  | Collisions with DG Involvement Year to Date (January) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2013 | 2012 | $\begin{array}{r} 2008-2012 \\ \text { Average } \\ \hline \end{array}$ | 2013 | 2012 | $\begin{array}{r} 2008-2012 \\ \text { Average } \\ \hline \end{array}$ |
| Canada | 6 | 8 | 9 | 2 | 2 | 3 |
| Newfoundland | 0 | 0 | 0 | 0 | 0 | 0 |
| Nova Scotia | 0 | 0 | 0 | 0 | 0 | 0 |
| New Brunswick | 0 | 0 | 0 | 0 | 0 | 0 |
| Quebec | 0 | 1 | 1 | 0 | 1 | 0 |
| Ontario | 1 | 0 | 2 | 0 | 0 | 1 |
| Manitoba | 3 | 3 | 2 | 1 | 1 | 1 |
| Saskatchewan | 2 | 0 | 0 | 1 | 0 | 0 |
| Alberta | 0 | 4 | 2 | 0 | 0 | 0 |
| British Columbia | 0 | 0 | 2 | 0 | 0 | 0 |
| Northwest Territories | 0 | 0 | 0 | 0 | 0 | 0 |

* There were no occurrences with dangerous goods release to date in 2013 or in 2012.

Figure 1: Number of non main-track train collisions per month


Figure 2: Number of non main-track train collisions per total number of car derailed


Data extracted February 25, 2013.
*Number of collisions with no derailments.

Table 5
Non main-track train derailments by province

|  | Year to Date (January) |  |  | Derailments with DG Involvement Year to Date (January) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2013 | 2012 | $\begin{array}{r} \hline 2008-2012 \\ \text { Average } \\ \hline \end{array}$ | 2013 | 2012 | $\begin{array}{r} \hline 2008-2012 \\ \text { Average } \\ \hline \end{array}$ |
| Canada | 46 | 30 | 44 | 6 | 3 | 9 |
| Newfoundland | 0 | 0 | 0 | 0 | 0 | 0 |
| Nova Scotia | 0 | 1 | 0 | 0 | 0 | 0 |
| New Brunswick | 1 | 0 | 0 | 1 | 0 | 0 |
| Quebec | 4 | 3 | 4 | 1 | 0 | 1 |
| Ontario | 7 | 11 | 9 | 0 | 2 | 1 |
| Manitoba | 3 | 3 | 5 | 0 | 0 | 1 |
| Saskatchewan | 8 | 4 | 4 | 0 | 0 | 0 |
| Alberta | 14 | 5 | 12 | 3 | 0 | 3 |
| British Columbia | 8 | 3 | 9 | 0 | 1 | 2 |
| Northwest Territories | 1 | 0 | 0 | 1 | 0 | 0 |

* There were no occurrences with dangerous goods release to date in 2013 or in 2012.

Figure 1: Number of non main-track train derailments per month


Figure 2: Number of non main-track derailments per total number of car derailed


[^2]
[^0]:    Data extracted February 25, 2013.

[^1]:    Data extracted February 25, 2013.

[^2]:    Data extracted February 25, 2013.

