

Table 1  
Railway Occurrence and Casualty

|   | August    |           |                      | January to August |              |                      |
|---|-----------|-----------|----------------------|-------------------|--------------|----------------------|
|   | 2016      | 2015      | 2011-2015<br>Average | 2016              | 2015         | 2011-2015<br>Average |
| <b>Accidents</b>                                  | <b>76</b> | <b>94</b> | <b>95</b>            | <b>670</b>        | <b>838</b>   | <b>764</b>           |
| Main-track train collisions                       | 1         | 1         | 1                    | 2                 | 3            | 4                    |
| Main-track train derailments - 1-2 cars*          | 1         | 0         | 1                    | 24                | 30           | 33                   |
| Main-track train derailments - 3-5 cars           | 0         | 1         | 1                    | 6                 | 6            | 9                    |
| Main-track train derailments - 6 or more cars     | 1         | 1         | 2                    | 7                 | 24           | 24                   |
| Crossings   | 3         | 13        | 15                   | 77                | 106          | 115                  |
| Non-main-track train collisions                   | 4         | 8         | 10                   | 46                | 66           | 65                   |
| Non-main-track train derailments - 1-2 cars*      | 43        | 42        | 37                   | 303               | 374          | 312                  |
| Non-main-track train derailments - 3-5 cars       | 4         | 4         | 8                    | 35                | 61           | 61                   |
| Non-main-track train derailments - 6 or more cars | 2         | 3         | 3                    | 19                | 20           | 20                   |
| Collisions/Derailments involving track units      | 2         | 7         | 5                    | 23                | 33           | 24                   |
| Employee/Passenger                                | 1         | 0         | 1                    | 11                | 11           | 8                    |
| Trespassers                                       | 5         | 10        | 8                    | 49                | 42           | 44                   |
| Fires/Explosions                                  | 3         | 1         | 1                    | 19                | 21           | 18                   |
| Other   | 6         | 3         | 2                    | 48                | 41           | 29                   |
| <b>Incidents</b>                                  | <b>13</b> | <b>18</b> | <b>23</b>            | <b>128</b>        | <b>132</b>   | <b>151</b>           |
| Dangerous goods leaker**                          | 1         | 3         | 8                    | 23                | 23           | 52                   |
| Main-track switch in abnormal position            | 1         | 2         | 1                    | 3                 | 9            | 6                    |
| Movement exceeds limits of authority              | 9         | 11        | 12                   | 89                | 86           | 77                   |
| Runaway rolling stock                             | 1         | 2         | 1                    | 7                 | 7            | 9                    |
| Others  | 1         | 0         | 0                    | 5                 | 7            | 7                    |
| <b>Million train-miles (a)</b>                    |           |           |                      | <b>53.21</b>      | <b>57.1</b>  | <b>57.13</b>         |
| <b>Accidents/Million train-miles</b>              |           |           |                      | <b>12.59</b>      | <b>14.68</b> | <b>13.37</b>         |
| <b>Accidents involving dangerous goods</b>        | <b>6</b>  | <b>3</b>  | <b>9</b>             | <b>79</b>         | <b>107</b>   | <b>98</b>            |
| Main-track train derailments                      | 1         | 0         | 1                    | 7                 | 11           | 12                   |
| Crossings   | 0         | 0         | 0                    | 2                 | 2            | 2                    |
| Non-main-track train collisions                   | 2         | 0         | 1                    | 15                | 22           | 19                   |
| Non-main-track train derailments                  | 3         | 3         | 6                    | 51                | 71           | 62                   |
| All others  | 0         | 0         | 1                    | 4                 | 1            | 3                    |
| <b>Accidents with a DG release</b>                | <b>0</b>  | <b>0</b>  | <b>0</b>             | <b>1</b>          | <b>4</b>     | <b>3</b>             |
| <b>Accidents involving passenger trains</b>       | <b>4</b>  | <b>3</b>  | <b>5</b>             | <b>42</b>         | <b>38</b>    | <b>38</b>            |
| <b>Accidents involving runaway rolling stock</b>  | <b>2</b>  | <b>3</b>  | <b>2</b>             | <b>24</b>         | <b>15</b>    | <b>17</b>            |
| <b>Fatalities</b>                                 | <b>4</b>  | <b>7</b>  | <b>8</b>             | <b>46</b>         | <b>31</b>    | <b>58</b>            |
| Crossings   | 0         | 2         | 3                    | 13                | 6            | 18                   |
| Trespassers                                       | 4         | 5         | 5                    | 33                | 24           | 28                   |
| All others  | 0         | 0         | 0                    | 0                 | 1            | 12                   |
| <b>Serious Injuries</b>                           | <b>8</b>  | <b>7</b>  | <b>6</b>             | <b>40</b>         | <b>35</b>    | <b>36</b>            |
| Crossings   | 6         | 2         | 2                    | 19                | 9            | 14                   |
| Trespassers                                       | 1         | 5         | 3                    | 13                | 16           | 14                   |
| All others  | 1         | 0         | 1                    | 8                 | 10           | 8                    |

Data extracted September 15, 2016.

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)

New TSB regulations came into effect on July 1, 2014, changing some reporting requirements.

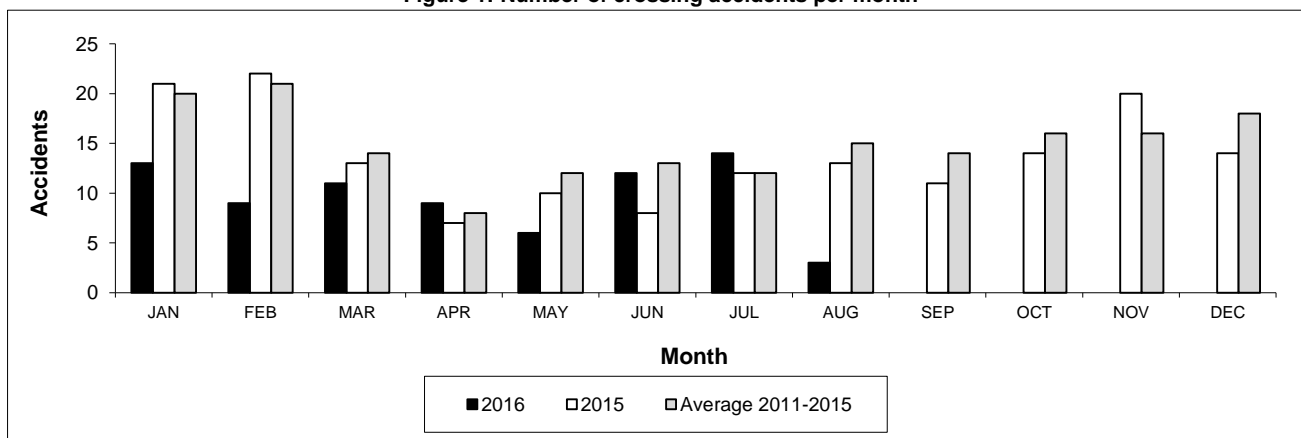
\* Under new reporting requirements all derailments are reportable.

\*\* Under new reporting requirements the minimum reporting threshold for incidents (200 litres) involving the release of low vapour pressure flammable liquids has been harmonized with Part 8 of the Transportation of Dangerous Goods Regulations.

**Table 2**  
**Railway crossing and trespasser accidents by province**

|                              | Crossings with Type Recorded |                |         |      | All Crossings |      | Trespasser    |      |  |
|------------------------------|------------------------------|----------------|---------|------|---------------|------|---------------|------|--|
|                              | 2016 - Year To Date*         |                |         |      | Year To Date* |      | Year To Date* |      |  |
|                              | Public Automated             | Public Passive | Private | Farm | 2016          | 2015 | 2016          | 2015 |  |
| <b>Newfoundland</b>          |                              |                |         |      |               |      |               |      |  |
| Accidents                    | 0                            | 0              | 0       | 0    | 0             | 0    | 0             | 0    |  |
| Fatalities                   | 0                            | 0              | 0       | 0    | 0             | 0    | 0             | 0    |  |
| Serious injuries             | 0                            | 0              | 0       | 0    | 0             | 0    | 0             | 0    |  |
| <b>Nova Scotia</b>           |                              |                |         |      |               |      |               |      |  |
| Accidents                    | 0                            | 0              | 0       | 0    | 0             | 2    | 1             | 0    |  |
| Fatalities                   | 0                            | 0              | 0       | 0    | 0             | 0    | 2             | 0    |  |
| Serious injuries             | 0                            | 0              | 0       | 0    | 0             | 0    | 0             | 0    |  |
| <b>New Brunswick</b>         |                              |                |         |      |               |      |               |      |  |
| Accidents                    | 1                            | 0              | 1       | 0    | 2             | 5    | 1             | 0    |  |
| Fatalities                   | 1                            | 0              | 0       | 0    | 1             | 0    | 0             | 0    |  |
| Serious injuries             | 0                            | 0              | 0       | 0    | 0             | 0    | 1             | 0    |  |
| <b>Quebec</b>                |                              |                |         |      |               |      |               |      |  |
| Accidents                    | 9                            | 4              | 2       | 1    | 16            | 21   | 3             | 3    |  |
| Fatalities                   | 1                            | 0              | 0       | 0    | 1             | 0    | 2             | 3    |  |
| Serious injuries             | 5                            | 1              | 1       | 0    | 7             | 1    | 1             | 0    |  |
| <b>Ontario</b>               |                              |                |         |      |               |      |               |      |  |
| Accidents                    | 9                            | 1              | 5       | 1    | 16            | 18   | 17            | 19   |  |
| Fatalities                   | 3                            | 0              | 0       | 0    | 3             | 3    | 12            | 11   |  |
| Serious injuries             | 2                            | 0              | 1       | 0    | 3             | 0    | 4             | 7    |  |
| <b>Manitoba</b>              |                              |                |         |      |               |      |               |      |  |
| Accidents                    | 3                            | 2              | 1       | 0    | 6             | 10   | 2             | 0    |  |
| Fatalities                   | 1                            | 1              | 0       | 0    | 2             | 0    | 1             | 0    |  |
| Serious injuries             | 0                            | 1              | 0       | 0    | 1             | 0    | 1             | 0    |  |
| <b>Saskatchewan</b>          |                              |                |         |      |               |      |               |      |  |
| Accidents                    | 5                            | 6              | 0       | 0    | 11            | 16   | 1             | 4    |  |
| Fatalities                   | 0                            | 2              | 0       | 0    | 2             | 0    | 1             | 1    |  |
| Serious injuries             | 1                            | 1              | 0       | 0    | 2             | 2    | 0             | 4    |  |
| <b>Alberta</b>               |                              |                |         |      |               |      |               |      |  |
| Accidents                    | 10                           | 3              | 2       | 0    | 15            | 23   | 7             | 4    |  |
| Fatalities                   | 1                            | 2              | 0       | 0    | 3             | 2    | 3             | 3    |  |
| Serious injuries             | 5                            | 0              | 1       | 0    | 6             | 3    | 3             | 1    |  |
| <b>British Columbia</b>      |                              |                |         |      |               |      |               |      |  |
| Accidents                    | 6                            | 1              | 4       | 0    | 11            | 11   | 17            | 12   |  |
| Fatalities                   | 1                            | 0              | 0       | 0    | 1             | 1    | 12            | 6    |  |
| Serious injuries             | 0                            | 0              | 0       | 0    | 0             | 3    | 3             | 4    |  |
| <b>Northwest Territories</b> |                              |                |         |      |               |      |               |      |  |
| Accidents                    | 0                            | 0              | 0       | 0    | 0             | 0    | 0             | 0    |  |
| Fatalities                   | 0                            | 0              | 0       | 0    | 0             | 0    | 0             | 0    |  |
| Serious injuries             | 0                            | 0              | 0       | 0    | 0             | 0    | 0             | 0    |  |
| <b>Canada</b>                |                              |                |         |      |               |      |               |      |  |
| Accidents                    | 43                           | 17             | 15      | 2    | 77            | 106  | 49            | 42   |  |
| Fatalities                   | 8                            | 5              | 0       | 0    | 13            | 6    | 33            | 24   |  |
| Serious injuries             | 13                           | 3              | 3       | 0    | 19            | 9    | 13            | 16   |  |

**Figure 1: Number of crossing accidents per month**



Data extracted September 15, 2016.

\*Year to date is from January to August.

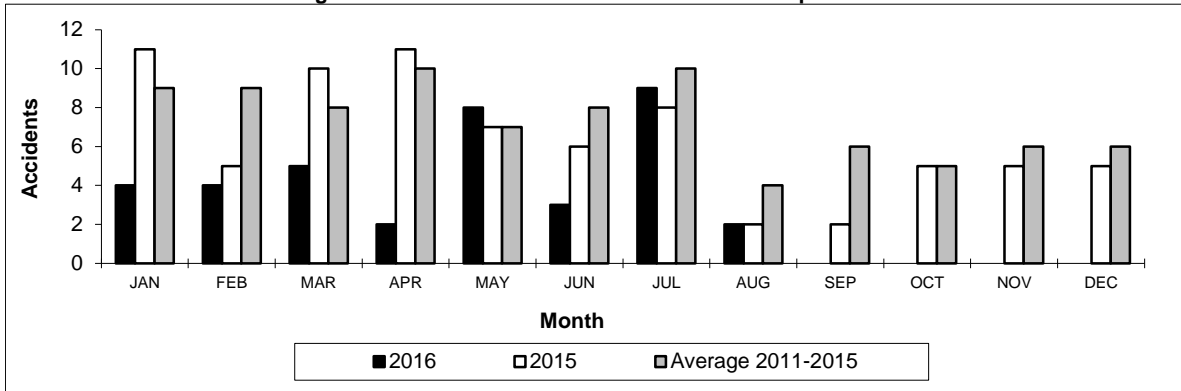
New TSB regulations came into effect on July 1, 2014, changing some reporting requirements.

**Table 3**  
Main-track train derailments by province\*

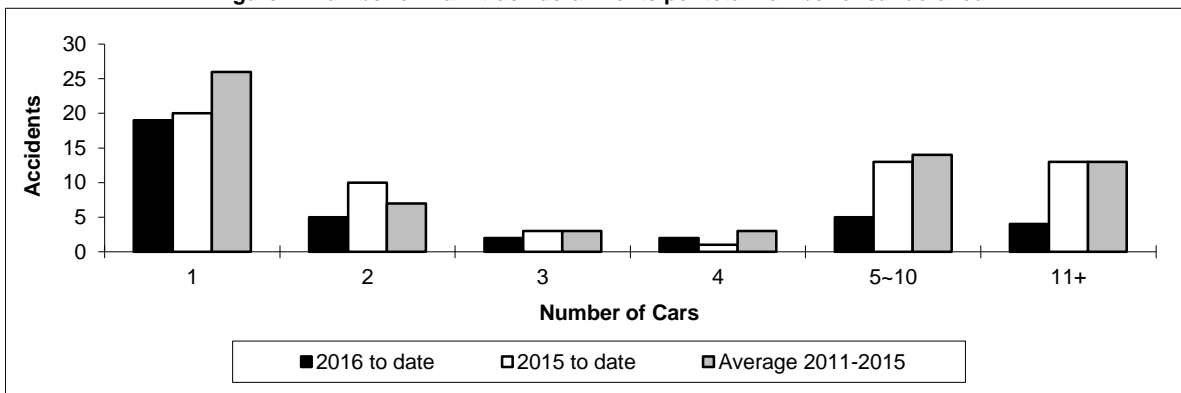
|                       | January to August |           |                      | Derailments with DG Involvement<br>January to August |           |                      |
|-----------------------|-------------------|-----------|----------------------|--|-----------|----------------------|
|                       | 2016              | 2015      | 2011-2015<br>Average | 2016   | 2015      | 2011-2015<br>Average |
| <b>Canada</b>         | <b>37</b>         | <b>60</b> | <b>66</b>            | <b>7</b>   | <b>11</b> | <b>12</b>            |
| Newfoundland          | 0                 | 0         | 0                    | 0  | 0         | 0                    |
| Nova Scotia           | 0                 | 0         | 0                    | 0  | 0         | 0                    |
| New Brunswick         | 1                 | 2         | 1                    | 1  | 1         | 1                    |
| Quebec                | 7                 | 6         | 7                    | 0  | 0         | 1                    |
| Ontario               | 14                | 19        | 14                   | 4  | 6         | 4                    |
| Manitoba              | 3                 | 3         | 7                    | 0  | 1         | 1                    |
| Saskatchewan          | 2                 | 5         | 7                    | 1  | 1         | 1                    |
| Alberta               | 6                 | 11        | 14                   | 0  | 2         | 3                    |
| British Columbia      | 4                 | 14        | 15                   | 1  | 0         | 1                    |
| Northwest Territories | 0                 | 0         | 0                    | 0  | 0         | 0                    |

\* There were no occurrences with dangerous goods release to date in 2016 and 3 in 2015.

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



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



Data extracted September 15, 2016.

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

New TSB regulations came into effect on July 1, 2014, changing some reporting requirements.

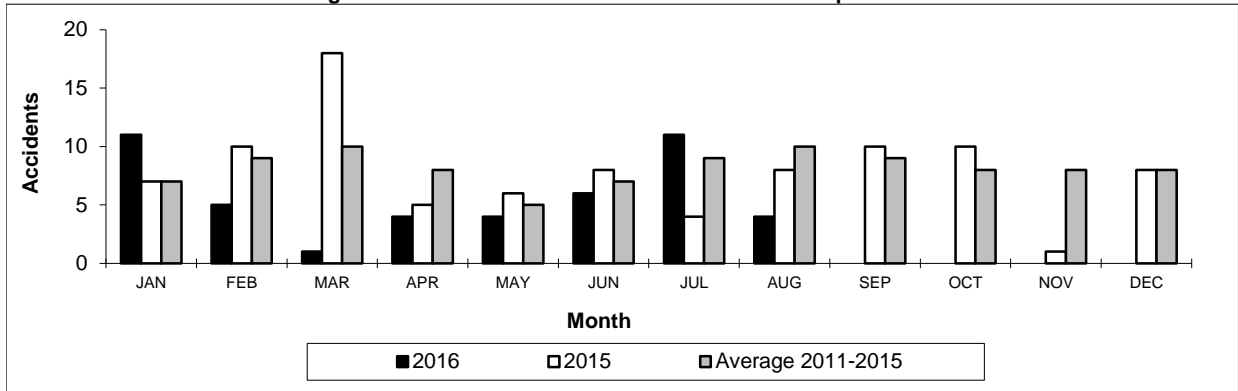
\* Under new reporting requirements all derailments are reportable.

**Table 4**  
**Non main-track train collisions by province**

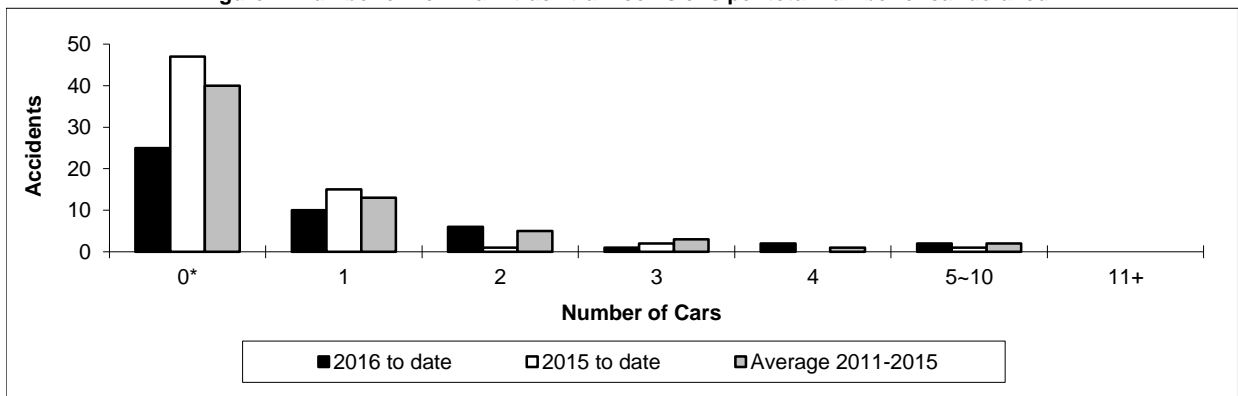
|                       | January to August |           |                      | Collisions with DG Involvement<br>January to August |           |                      |
|-----------------------|-------------------|-----------|----------------------|---|-----------|----------------------|
|                       | 2016              | 2015      | 2011-2015<br>Average | 2016  | 2015      | 2011-2015<br>Average |
|                       | <b>Canada</b>     | <b>46</b> | <b>66</b>            | <b>65</b>   | <b>15</b> | <b>22</b>            |
| Newfoundland          | 0                 | 0         | 0                    | 0   | 0         | 0                    |
| Nova Scotia           | 0                 | 0         | 0                    | 0   | 0         | 0                    |
| New Brunswick         | 1                 | 0         | 1                    | 1   | 0         | 0                    |
| Quebec                | 5                 | 8         | 7                    | 0   | 5         | 3                    |
| Ontario               | 14                | 14        | 11                   | 6   | 4         | 4                    |
| Manitoba              | 7                 | 12        | 11                   | 2   | 4         | 4                    |
| Saskatchewan          | 4                 | 7         | 8                    | 0   | 3         | 2                    |
| Alberta               | 10                | 11        | 16                   | 4   | 5         | 4                    |
| British Columbia      | 5                 | 14        | 10                   | 2   | 1         | 3                    |
| Northwest Territories | 0                 | 0         | 0                    | 0   | 0         | 0                    |

\* There were no occurrences with dangerous goods release to date in 2016 or in 2015.

**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 September 15, 2016.

\* Number of collisions with no derailments.

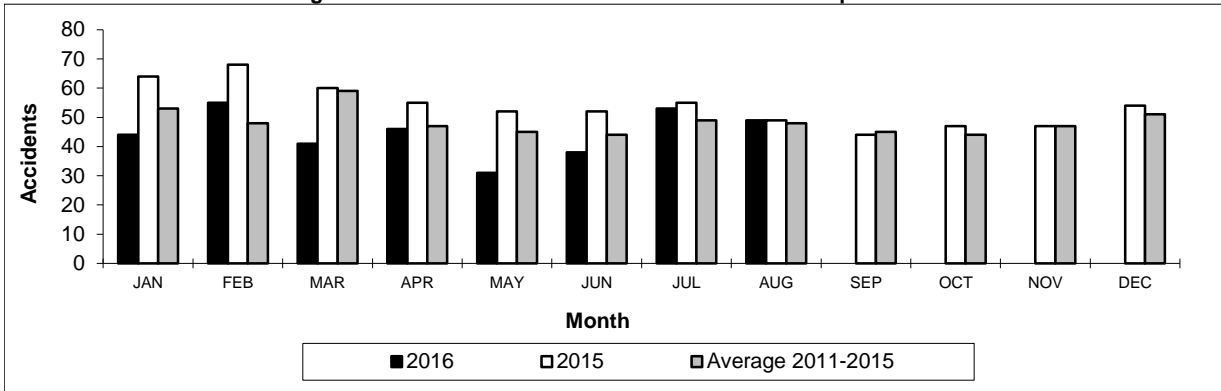
New TSB regulations came into effect on July 1, 2014, changing some reporting requirements.

**Table 5**  
**Non main-track train derailments by province\***

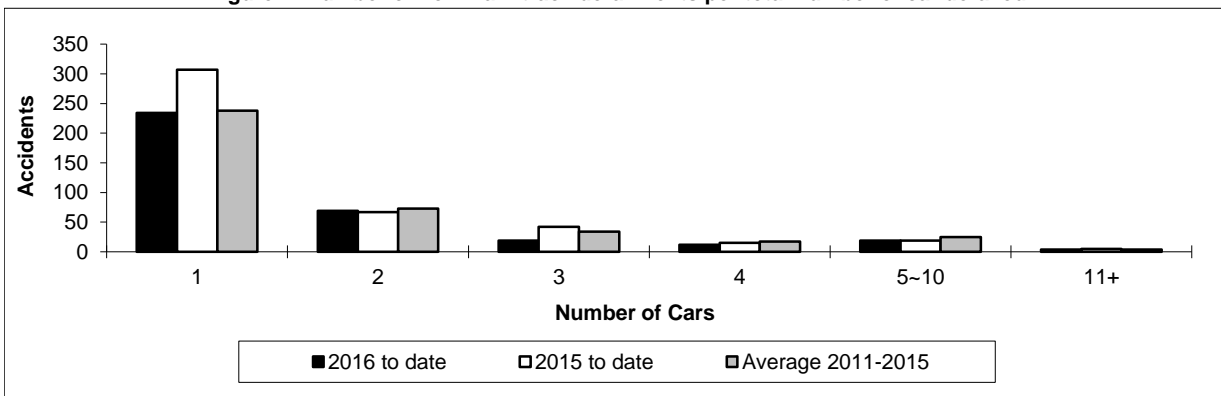
|                       | January to August |            |                      | Derailments with DG Involvement<br>January to August |           |                      |
|-----------------------|-------------------|------------|----------------------|--|-----------|----------------------|
|                       | 2016              | 2015       | 2011-2015<br>Average | 2016   | 2015      | 2011-2015<br>Average |
|                       | <b>Canada</b>     | <b>357</b> | <b>455</b>           | <b>392</b>   | <b>51</b> | <b>71</b>            |
| Newfoundland          | 11                | 3          | 1                    | 0  | 0         | 0                    |
| Nova Scotia           | 2                 | 4          | 2                    | 0  | 1         | 0                    |
| New Brunswick         | 9                 | 10         | 8                    | 4  | 3         | 2                    |
| Quebec                | 64                | 75         | 48                   | 5  | 8         | 6                    |
| Ontario               | 72                | 91         | 73                   | 13   | 14        | 12                   |
| Manitoba              | 46                | 56         | 53                   | 4  | 11        | 6                    |
| Saskatchewan          | 44                | 43         | 52                   | 4  | 5         | 7                    |
| Alberta               | 56                | 97         | 94                   | 14   | 21        | 21                   |
| British Columbia      | 53                | 76         | 61                   | 7  | 8         | 6                    |
| Northwest Territories | 0                 | 0          | 1                    | 0  | 0         | 1                    |

\* There were no occurrences with dangerous goods release to date in 2016 and 1 in 2015.

**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**



Data extracted September 15, 2016.

New TSB regulations came into effect on July 1, 2014, changing some reporting requirements.

\* Under new reporting requirements all derailments are reportable.