

Table 1

Railway Occurrence and Casualty

	January			January to December		
	2017	2016	2012-2016 Average	2017	2016	2012-2016 Average
Accidents	82	84	101	82	84	101
Main-track train collisions	0	0	1	0	0	1
Main-track train derailments - 1-2 cars*	4	2	4	4	2	4
Main-track train derailments - 3-5 cars	0	1	1	0	1	1
Main-track train derailments - 6 or more cars	1	1	3	1	1	3
Crossings	13	13	20	13	13	20
Non-main-track train collisions	11	11	9	11	11	9
Non-main-track train derailments - 1-2 cars*	27	35	44	27	35	44
Non-main-track train derailments - 3-5 cars	8	7	7	8	7	7
Non-main-track train derailments - 6 or more cars	3	2	1	3	2	1
Collisions/Derailments involving track units	4	2	3	4	2	3
Employee/Passenger	1	1	1	1	1	1
Trespassers	6	2	3	6	2	3
Fires/Explosions	1	1	2	1	1	2
Other	3	6	4	3	6	4
Incidents	30	13	14	30	13	14
Main-track train derailments - 1-2 cars* (no damage)	0	N/A	N/A	0	N/A	N/A
Non-main-track train collisions* (no derailment, no damage)	0	N/A	N/A	0	N/A	N/A
Non-main-track train derailments - 1-2 cars* (no damage)	12	N/A	N/A	12	N/A	N/A
Dangerous goods leaker**	2	3	4	2	3	4
Main-track switch in abnormal position	1	0	0	1	0	0
Movement exceeds limits of authority	14	9	8	14	9	8
Runaway rolling stock	1	1	1	1	1	1
Others	0	0	1	0	0	1
Million train-miles (a)	6.85	6.71	7.1	6.85	6.71	7.1
Accidents/Million train-miles	11.97	12.52	14.23	11.97	12.52	14.23
Accidents involving dangerous goods	10	18	14	10	18	14
Main-track train derailments	1	2	2	1	2	2
Crossings	0	1	1	0	1	1
Non-main-track train collisions	6	6	4	6	6	4
Non-main-track train derailments	3	9	8	3	9	8
All others	0	0	0	0	0	0
Accidents with a DG release	1	0	1	1	0	1
Accidents involving passenger trains	5	4	6	5	4	6
Accidents involving runaway rolling stock	4	0	2	4	0	2
Fatalities	5	2	4	5	2	4
Crossings	2	1	3	2	1	3
Trespassers	3	1	1	3	1	1
All others	0	0	0	0	0	0
Serious Injuries	5	5	5	5	5	5
Crossings	3	4	3	3	4	3
Trespassers	2	1	1	2	1	1
All others	0	0	1	0	0	1

Data extracted February 15, 2017.

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. As of January 1, 2017, some derailments and collisions with minimal consequences will be categorized as reportable incidents, including:

Derailments involving 1 to 2 cars, with no equipment or track damage, no equipment set aside/removed/bad ordered, no injuries, no fires, and no release of dangerous goods.

Non-main-track collisions, with no equipment or track damage, no equipment set aside/removed/bad ordered, no injuries, no fires, no release of dangerous goods, and did not foul the main track.

For previously reported occurrences (going back to January 1, 2014), the TSB will review these types of occurrences and make adjustments to the category (as required). As such, until the review is completed, monthly statistics involving these types of occurrences will continue to change as the records are updated. In addition, on an ongoing basis, some occurrences, initially categorized as an accident, will be adjusted to the incident category upon receipt of the occurrence details.

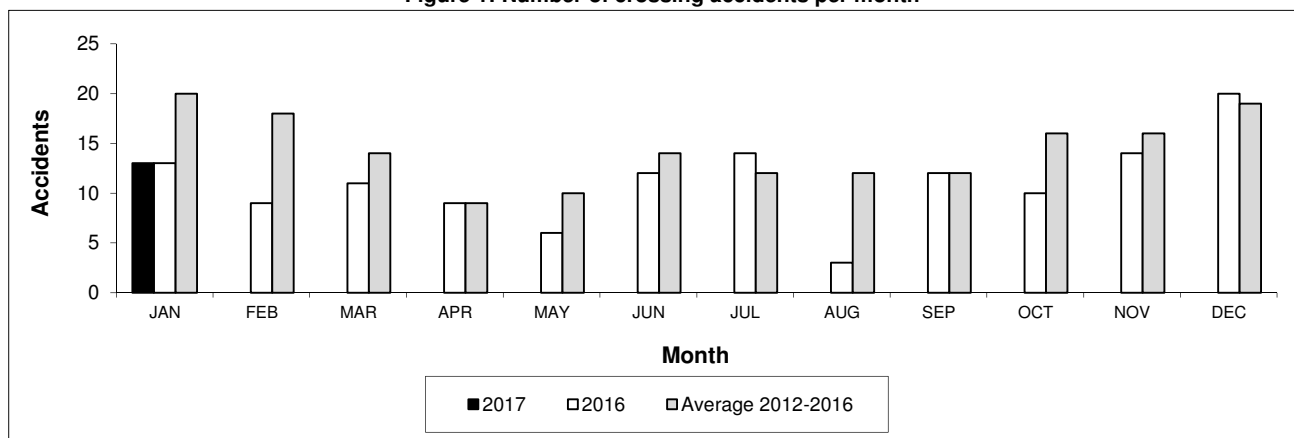
** Under new reporting requirements the minimum reporting threshold for incidents (200 litres) involving the release of low vapour pressure flammable liquids has been harmonized with Part 8 of the Transportation of Dangerous Goods Regulations.

Table 2

Railway crossing and trespasser accidents by province

	Crossings with Type Recorded 2017 - Year To Date*				All Crossings Year To Date*		Trespasser Year To Date*	
	Public Automated	Public Passive	Private	Farm	2017	2016	2017	2016
Newfoundland								
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
Nova Scotia								
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
New Brunswick								
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
Quebec								
Accidents	2	0	1	0	3	2	2	0
Fatalities	1	0	0	0	1	0	0	0
Serious injuries	0	0	0	0	0	0	2	0
Ontario								
Accidents	1	0	2	0	3	0	2	2
Fatalities	0	0	0	0	0	0	1	1
Serious injuries	0	0	0	0	0	0	0	1
Manitoba								
Accidents	0	2	0	0	2	3	0	0
Fatalities	0	1	0	0	1	1	0	0
Serious injuries	0	0	0	0	0	1	0	0
Saskatchewan								
Accidents	0	1	0	0	1	3	0	0
Fatalities	0	0	0	0	0	0	0	0
Serious injuries	0	0	0	0	0	1	0	0
Alberta								
Accidents	0	3	0	0	3	3	1	0
Fatalities	0	0	0	0	0	0	1	0
Serious injuries	0	1	0	0	1	2	0	0
British Columbia								
Accidents	1	0	0	0	1	2	1	0
Fatalities	0	0	0	0	0	0	1	0
Serious injuries	2	0	0	0	2	0	0	0
Northwest Territories								
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
Canada								
Accidents	4	6	3	0	13	13	6	2
Fatalities	1	1	0	0	2	1	3	1
Serious injuries	2	1	0	0	3	4	2	1

Figure 1: Number of crossing accidents per month



Data extracted February 15, 2017.

*Year to date includes January only for this month.

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

Table 3

Main-track train derailments by province*

	Year to Date (January)			Derailments with DG Involvement Year to Date (January)		
	2017	2016	2012-2016 Average	2017	2016	2012-2016 Average
Canada	5	4	8	1	2	2
Newfoundland	0	0	0	0	0	0
Nova Scotia	0	0	0	0	0	0
New Brunswick	0	0	0	0	0	0
Quebec	1	1	1	1	0	0
Ontario	1	2	2	0	2	1
Manitoba	0	0	1	0	0	0
Saskatchewan	1	0	0	0	0	0
Alberta	1	1	1	0	0	0
British Columbia	1	0	2	0	0	0
Northwest Territories	0	0	0	0	0	0

* There was 1 occurrence with dangerous goods release to date in 2017 and none in 2016.

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

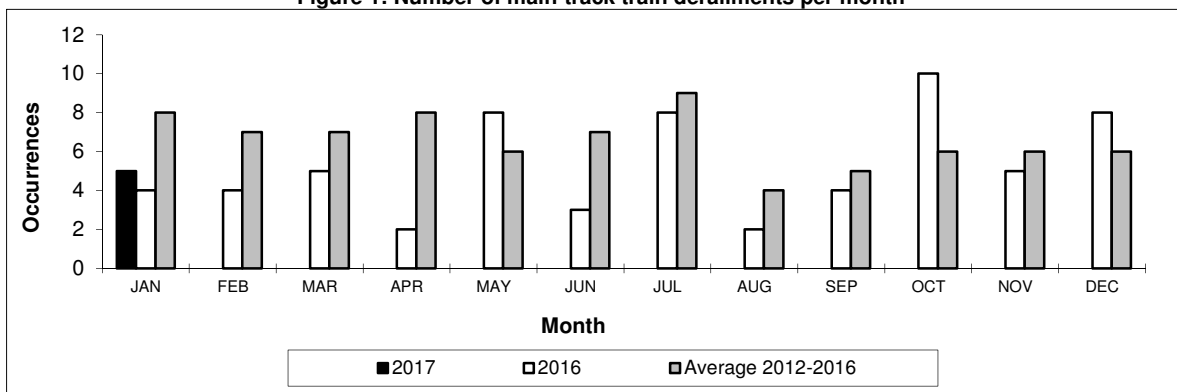
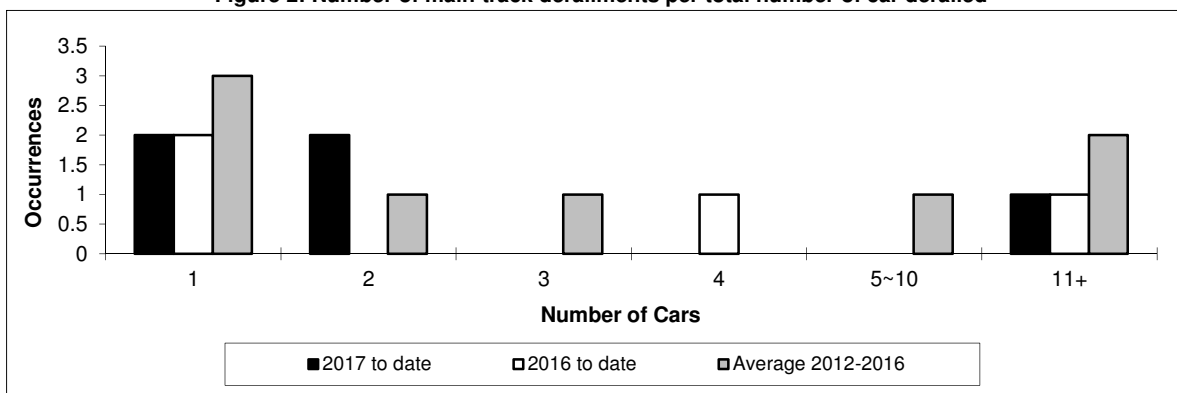


Figure 2: Number of main-track derailments per total number of car derailed



Data extracted February 15, 2017.

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

	Year to Date (January)			Collisions with DG Involvement Year to Date (January)		
	2017	2016	2012-2016 Average	2017	2016	2012-2016 Average
Canada	11	11	9	6	6	4
Newfoundland	0	0	0	0	0	0
Nova Scotia	0	0	0	0	0	0
New Brunswick	0	1	0	0	1	0
Quebec	1	0	0	1	0	0
Ontario	2	4	2	1	2	1
Manitoba	4	1	3	2	0	1
Saskatchewan	1	1	1	1	0	0
Alberta	2	2	2	1	2	1
British Columbia	1	2	1	0	1	0
Northwest Territories	0	0	0	0	0	0

* There were no occurrences with dangerous goods release to date in 2017 or in 2016.

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

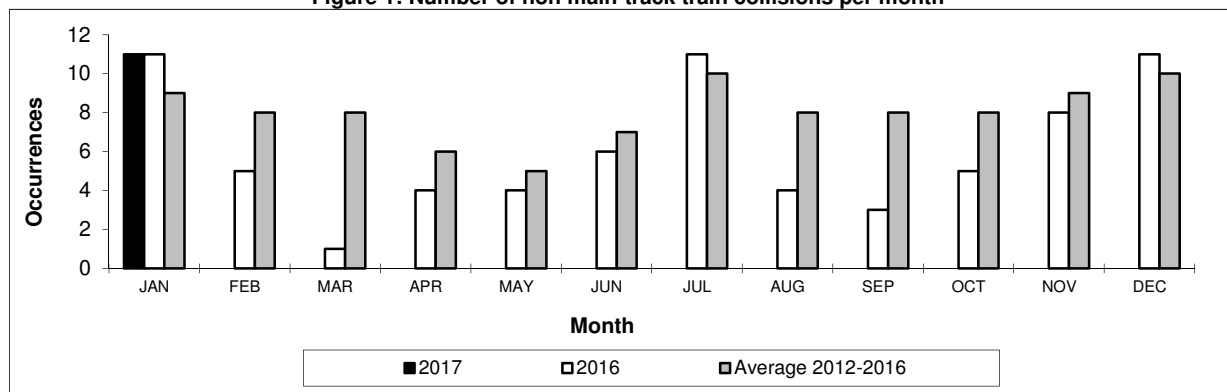
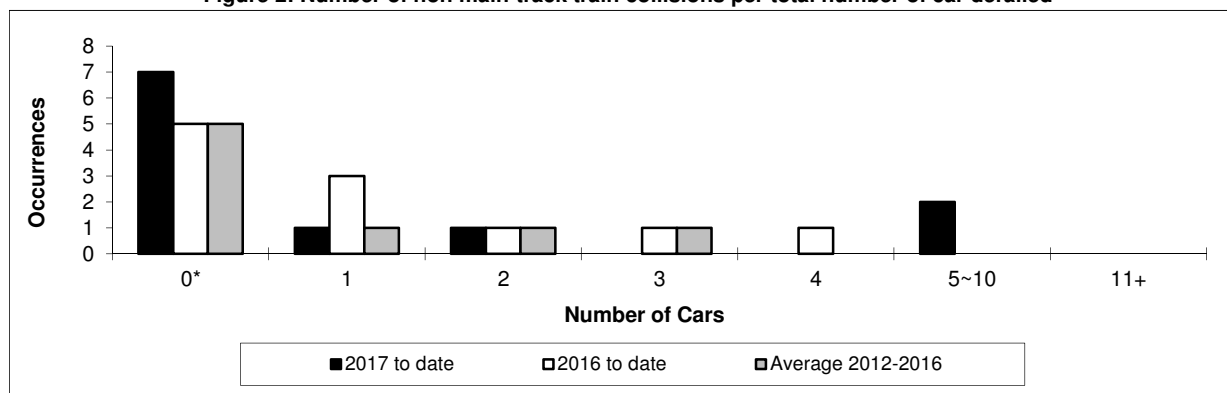


Figure 2: Number of non main-track train collisions per total number of car derailed



Data extracted February 15, 2017.

* 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*

	Year to Date (January)			Derailments with DG Involvement Year to Date (January)		
	2017	2016	2012-2016 Average	2017	2016	2012-2016 Average
Canada	50	44	51	4	9	8
Newfoundland	2	3	1	0	0	0
Nova Scotia	0	0	0	0	0	0
New Brunswick	0	0	1	0	0	0
Quebec	11	6	6	0	1	1
Ontario	9	13	10	2	4	2
Manitoba	3	3	7	1	1	1
Saskatchewan	7	8	6	1	0	0
Alberta	11	6	13	0	2	3
British Columbia	7	5	7	0	1	0
Northwest Territories	0	0	0	0	0	0

* There were no occurrences with dangerous goods release to date in 2017 or in 2016.

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

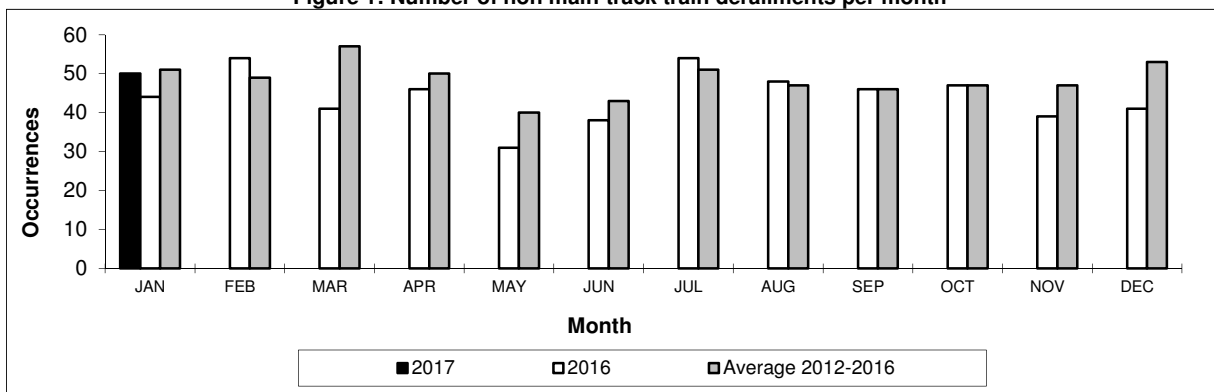
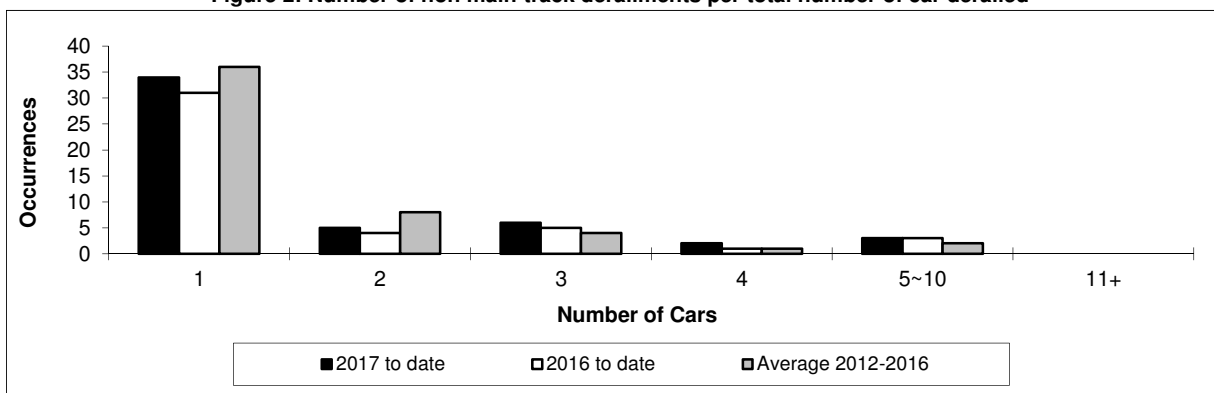


Figure 2: Number of non main-track derailments per total number of car derailed



Data extracted February 15, 2017.

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

* Under new reporting requirements all derailments are reportable.