

Table 1

## Railway Occurrence and Casualty

|   | February  |           |                      | January to February |              |                      |
|---|-----------|-----------|----------------------|---------------------|--------------|----------------------|
|   | 2017      | 2016      | 2012-2016<br>Average | 2017                | 2016         | 2012-2016<br>Average |
| <b>Accidents</b>  | <b>95</b> | <b>99</b> | <b>99</b>            | <b>178</b>          | <b>183</b>   | <b>200</b>           |
| Main-track train collisions                                 | 0         | 0         | 1                    | 0                   | 0            | 2                    |
| Main-track train derailments - 1-2 cars*                    | 8         | 2         | 4                    | 12                  | 4            | 8                    |
| Main-track train derailments - 3-5 cars                     | 1         | 2         | 1                    | 1                   | 3            | 2                    |
| Main-track train derailments - 6 or more cars               | 0         | 0         | 2                    | 1                   | 1            | 5                    |
| Crossings   | 14        | 9         | 18                   | 27                  | 22           | 38                   |
| Non-main-track train collisions                             | 9         | 5         | 8                    | 20                  | 16           | 17                   |
| Non-main-track train derailments - 1-2 cars*                | 36        | 47        | 43                   | 63                  | 82           | 86                   |
| Non-main-track train derailments - 3-5 cars                 | 6         | 4         | 4                    | 14                  | 11           | 11                   |
| Non-main-track train derailments - 6 or more cars           | 3         | 3         | 2                    | 6                   | 5            | 3                    |
| Collisions/Derailments involving track units                | 1         | 7         | 4                    | 5                   | 9            | 7                    |
| Employee/Passenger  | 2         | 3         | 1                    | 3                   | 4            | 2                    |
| Trespassers   | 5         | 6         | 4                    | 11                  | 8            | 7                    |
| Fires/Explosions  | 2         | 3         | 3                    | 3                   | 4            | 5                    |
| Other   | 8         | 8         | 4                    | 12                  | 14           | 8                    |
| <b>Incidents</b>  | <b>32</b> | <b>17</b> | <b>16</b>            | <b>62</b>           | <b>30</b>    | <b>30</b>            |
| 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)    | 7         | N/A       | N/A                  | 19                  | N/A          | N/A                  |
| Dangerous goods leaker**                                    | 1         | 0         | 4                    | 3                   | 3            | 8                    |
| Main-track switch in abnormal position                      | 0         | 0         | 1                    | 1                   | 0            | 1                    |
| Movement exceeds limits of authority                        | 15        | 16        | 9                    | 29                  | 25           | 17                   |
| Runaway rolling stock                                       | 4         | 0         | 1                    | 5                   | 1            | 2                    |
| Others  | 5         | 1         | 0                    | 5                   | 1            | 1                    |
| <b>Million train-miles (a)</b>                              |           |           |                      | <b>13.34</b>        | <b>13.34</b> | <b>13.82</b>         |
| <b>Accidents/Million train-miles</b>                        |           |           |                      | <b>13.34</b>        | <b>13.72</b> | <b>14.47</b>         |
| <b>Accidents involving dangerous goods</b>                  | <b>11</b> | <b>14</b> | <b>14</b>            | <b>21</b>           | <b>32</b>    | <b>29</b>            |
| Main-track train derailments                                | 0         | 1         | 1                    | 1                   | 3            | 3                    |
| Crossings   | 2         | 0         | 0                    | 2                   | 1            | 1                    |
| Non-main-track train collisions                             | 3         | 1         | 4                    | 9                   | 7            | 7                    |
| Non-main-track train derailments                            | 5         | 11        | 9                    | 8                   | 20           | 17                   |
| All others  | 1         | 1         | 0                    | 1                   | 1            | 0                    |
| <b>Accidents with a DG release</b>                          | <b>1</b>  | <b>0</b>  | <b>0</b>             | <b>2</b>            | <b>0</b>     | <b>1</b>             |
| <b>Accidents involving passenger trains</b>                 | <b>5</b>  | <b>4</b>  | <b>4</b>             | <b>10</b>           | <b>8</b>     | <b>10</b>            |
| <b>Accidents involving runaway rolling stock</b>            | <b>1</b>  | <b>1</b>  | <b>2</b>             | <b>5</b>            | <b>1</b>     | <b>4</b>             |
| <b>Fatalities</b>   | <b>2</b>  | <b>4</b>  | <b>6</b>             | <b>7</b>            | <b>6</b>     | <b>10</b>            |
| Crossings   | 0         | 0         | 2                    | 2                   | 1            | 5                    |
| Trespassers   | 2         | 4         | 3                    | 5                   | 5            | 4                    |
| All others  | 0         | 0         | 1                    | 0                   | 0            | 1                    |
| <b>Serious Injuries</b>                                     | <b>5</b>  | <b>7</b>  | <b>6</b>             | <b>10</b>           | <b>12</b>    | <b>11</b>            |
| Crossings   | 0         | 3         | 2                    | 3                   | 7            | 5                    |
| Trespassers   | 3         | 2         | 1                    | 5                   | 3            | 2                    |
| All others  | 2         | 2         | 3                    | 2                   | 2            | 3                    |

Data extracted March 17, 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 "minor derailments / minor collisions" with minimal consequences will be categorized as reportable incidents, including:

Derailments involving 1 to 2 cars, with no equipment or track damage, no injuries, no fires, and no release of dangerous goods

Non-main-track collisions, with no equipment or track damage, no injuries, no fires, no release of dangerous goods, and did not foul the main track

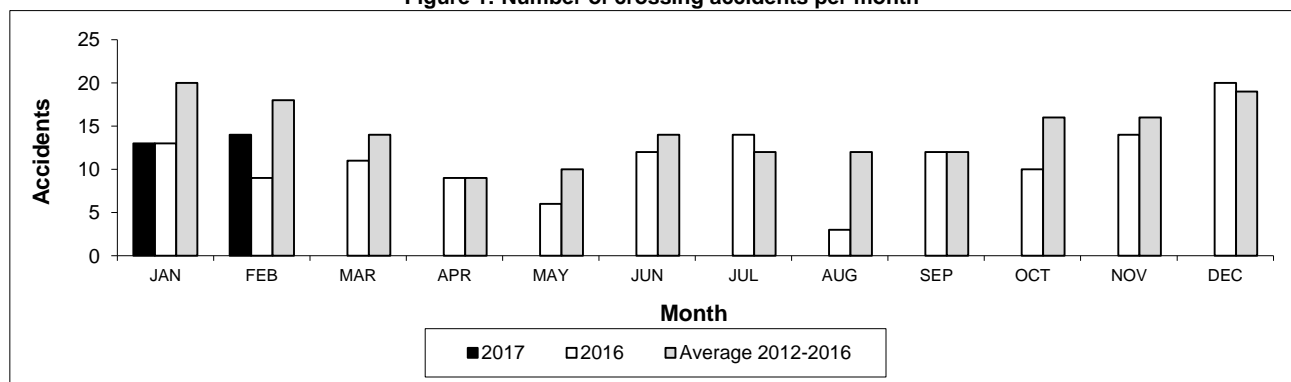
For previously reported occurrences (going back to January 1, 2014), the TSB will review these types of occurrences and make adjustments to the category (as required). As such, until the review is completed, monthly statistics involving these types of occurrences will continue to change as the records 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<br>2017 - Year To Date* |                |         |      | All Crossings<br>Year To Date* |      | Trespasser<br>Year To Date* |      |
|------------------------------|--|----------------|---------|------|--------------------------------|------|-----------------------------|------|
|                              | Public Automated                                     | Public Passive | Private | Farm | 2017                           | 2016 | 2017                        | 2016 |
| <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                              | 0    | 0                           | 0    |
| Fatalities                   | 0  | 0              | 0       | 0    | 0                              | 0    | 0                           | 0    |
| Serious injuries             | 0  | 0              | 0       | 0    | 0                              | 0    | 0                           | 0    |
| <b>New Brunswick</b>         |  |                |         |      |                                |      |                             |      |
| Accidents                    | 0  | 0              | 0       | 0    | 0                              | 1    | 0                           | 0    |
| Fatalities                   | 0  | 0              | 0       | 0    | 0                              | 0    | 0                           | 0    |
| Serious injuries             | 0  | 0              | 0       | 0    | 0                              | 0    | 0                           | 0    |
| <b>Quebec</b>                |  |                |         |      |                                |      |                             |      |
| Accidents                    | 4  | 0              | 1       | 0    | 5                              | 4    | 2                           | 0    |
| Fatalities                   | 1  | 0              | 0       | 0    | 1                              | 0    | 0                           | 0    |
| Serious injuries             | 0  | 0              | 0       | 0    | 0                              | 1    | 2                           | 0    |
| <b>Ontario</b>               |  |                |         |      |                                |      |                             |      |
| Accidents                    | 3  | 0              | 2       | 0    | 5                              | 2    | 7                           | 3    |
| Fatalities                   | 0  | 0              | 0       | 0    | 0                              | 0    | 3                           | 2    |
| Serious injuries             | 0  | 0              | 0       | 0    | 0                              | 1    | 3                           | 1    |
| <b>Manitoba</b>              |  |                |         |      |                                |      |                             |      |
| Accidents                    | 1  | 2              | 0       | 1    | 4                              | 4    | 0                           | 1    |
| Fatalities                   | 0  | 1              | 0       | 0    | 1                              | 1    | 0                           | 0    |
| Serious injuries             | 0  | 0              | 0       | 0    | 0                              | 1    | 0                           | 1    |
| <b>Saskatchewan</b>          |  |                |         |      |                                |      |                             |      |
| Accidents                    | 1  | 2              | 0       | 0    | 3                              | 4    | 0                           | 0    |
| Fatalities                   | 0  | 0              | 0       | 0    | 0                              | 0    | 0                           | 0    |
| Serious injuries             | 0  | 0              | 0       | 0    | 0                              | 1    | 0                           | 0    |
| <b>Alberta</b>               |  |                |         |      |                                |      |                             |      |
| Accidents                    | 1  | 6              | 0       | 0    | 8                              | 5    | 1                           | 2    |
| Fatalities                   | 0  | 0              | 0       | 0    | 0                              | 0    | 1                           | 1    |
| Serious injuries             | 0  | 1              | 0       | 0    | 1                              | 3    | 0                           | 1    |
| <b>British Columbia</b>      |  |                |         |      |                                |      |                             |      |
| Accidents                    | 1  | 1              | 0       | 0    | 2                              | 2    | 1                           | 2    |
| Fatalities                   | 0  | 0              | 0       | 0    | 0                              | 0    | 1                           | 2    |
| Serious injuries             | 2  | 0              | 0       | 0    | 2                              | 0    | 0                           | 0    |
| <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                    | 11   | 11             | 3       | 1    | 27                             | 22   | 11                          | 8    |
| Fatalities                   | 1  | 1              | 0       | 0    | 2                              | 1    | 5                           | 5    |
| Serious injuries             | 2  | 1              | 0       | 0    | 3                              | 7    | 5                           | 3    |

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



Data extracted March 17, 2017.

\*Year to date is from January to February.

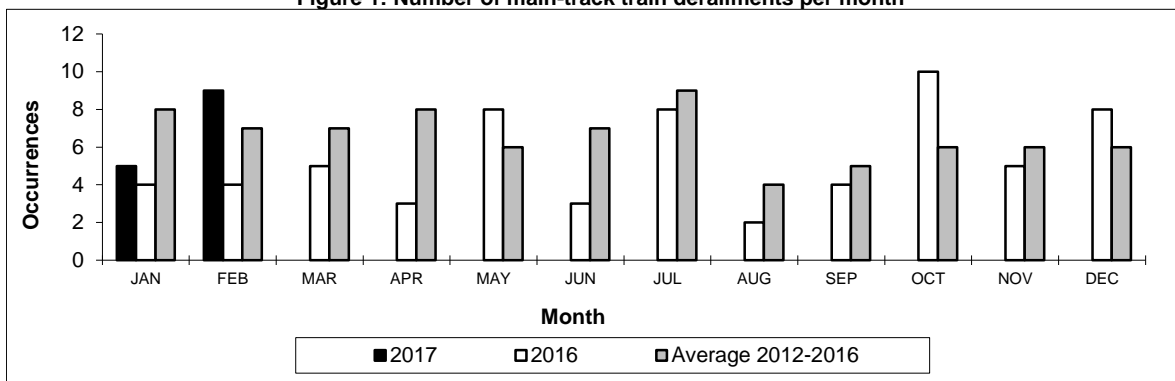
New TSB regulations came into effect on July 1, 2014, changing some reporting requirements.

**Table 3**  
**Main-track train derailment accidents and incidents by province\***

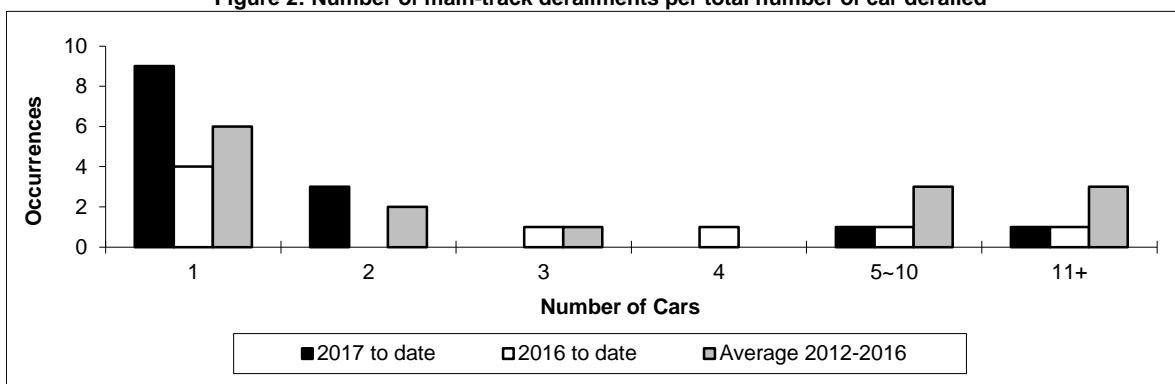
|                       | January to February |          |                      | Derailments with DG Involvement<br>January to February |          |                      |
|-----------------------|---------------------|----------|----------------------|--|----------|----------------------|
|                       | 2017                | 2016     | 2012-2016<br>Average | 2017   | 2016     | 2012-2016<br>Average |
| <b>Canada</b>         | <b>14</b>           | <b>8</b> | <b>15</b>            | <b>1</b>   | <b>3</b> | <b>3</b>             |
| Newfoundland          | 0                   | 0        | 0                    | 0  | 0        | 0                    |
| Nova Scotia           | 0                   | 0        | 0                    | 0  | 0        | 0                    |
| New Brunswick         | 0                   | 0        | 0                    | 0  | 0        | 0                    |
| Quebec                | 3                   | 1        | 2                    | 1  | 0        | 0                    |
| Ontario               | 1                   | 4        | 4                    | 0  | 3        | 1                    |
| Manitoba              | 0                   | 0        | 1                    | 0  | 0        | 0                    |
| Saskatchewan          | 2                   | 1        | 1                    | 0  | 0        | 0                    |
| Alberta               | 1                   | 1        | 2                    | 0  | 0        | 1                    |
| British Columbia      | 7                   | 1        | 3                    | 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 March 17, 2017.

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 collision accidents and incidents by province

|                       | January to February |           |                      | Collisions with DG Involvement<br>January to February |          |                      |
|-----------------------|---------------------|-----------|----------------------|---|----------|----------------------|
|                       | 2017                | 2016      | 2012-2016<br>Average | 2017  | 2016     | 2012-2016<br>Average |
| <b>Canada</b>         | <b>20</b>           | <b>16</b> | <b>17</b>            | <b>9</b>  | <b>7</b> | <b>7</b>             |
| 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         | 1                    | 1   | 0        | 1                    |
| Ontario               | 4                   | 5         | 3                    | 3   | 3        | 1                    |
| Manitoba              | 5                   | 2         | 5                    | 2   | 0        | 2                    |
| Saskatchewan          | 3                   | 2         | 2                    | 1   | 0        | 1                    |
| Alberta               | 2                   | 4         | 5                    | 1   | 2        | 2                    |
| British Columbia      | 5                   | 2         | 1                    | 1   | 1        | 1                    |
| 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

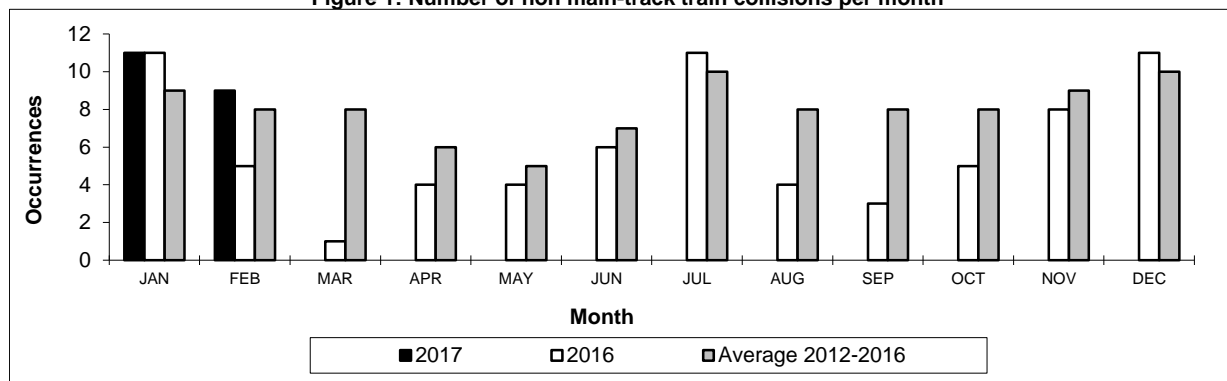
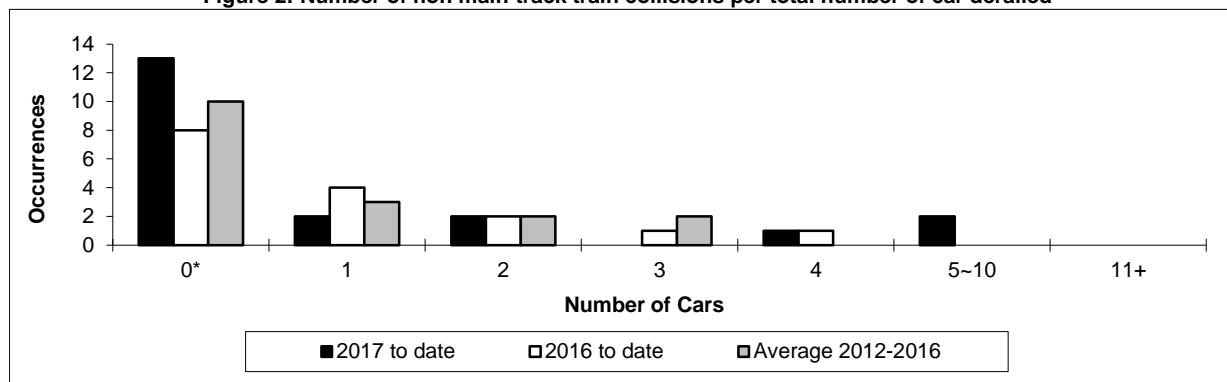


Figure 2: Number of non main-track train collisions per total number of car derailed



Data extracted March 17, 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 derailment accidents and incidents by province\*

|                       | January to February |           |                      | Derailments with DG Involvement<br>January to February |           |                      |
|-----------------------|---------------------|-----------|----------------------|--|-----------|----------------------|
|                       | 2017                | 2016      | 2012-2016<br>Average | 2017   | 2016      | 2012-2016<br>Average |
| <b>Canada</b>         | <b>102</b>          | <b>98</b> | <b>100</b>           | <b>9</b>   | <b>20</b> | <b>17</b>            |
| Newfoundland          | 2                   | 5         | 1                    | 0  | 0         | 0                    |
| Nova Scotia           | 0                   | 1         | 1                    | 0  | 0         | 0                    |
| New Brunswick         | 2                   | 0         | 1                    | 1  | 0         | 0                    |
| Quebec                | 20                  | 18        | 13                   | 0  | 2         | 1                    |
| Ontario               | 16                  | 18        | 19                   | 3  | 5         | 4                    |
| Manitoba              | 11                  | 16        | 15                   | 2  | 2         | 2                    |
| Saskatchewan          | 11                  | 12        | 12                   | 2  | 0         | 1                    |
| Alberta               | 22                  | 14        | 24                   | 1  | 7         | 6                    |
| British Columbia      | 18                  | 14        | 14                   | 0  | 4         | 1                    |
| 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

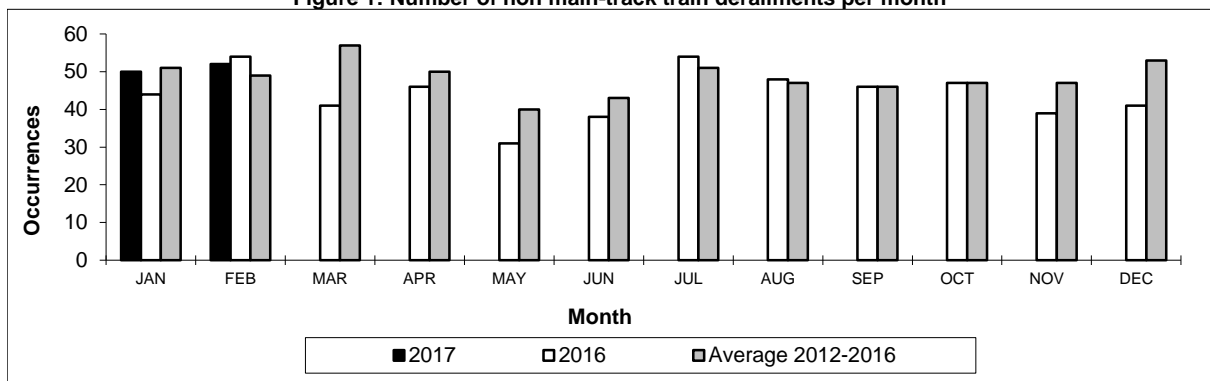
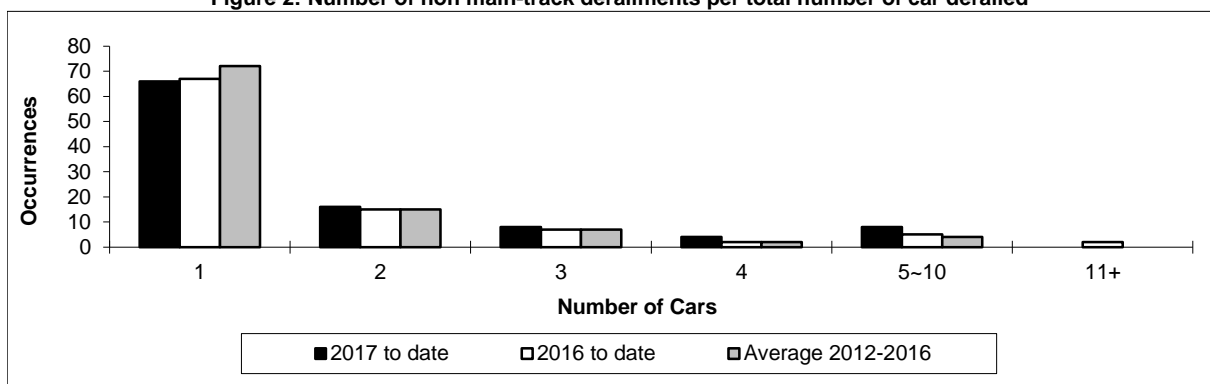


Figure 2: Number of non main-track derailments per total number of car derailed



Data extracted March 17, 2017.

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

\* Under new reporting requirements all derailments are reportable.