

Table 1  
Railway Occurrence and Casualty

	March			January to March		
	2017	2016	2012-2016 Average	2017	2016	2012-2016 Average
<b>Accidents</b>	<b>114</b>	<b>81</b>	<b>104</b>	<b>292</b>	<b>264</b>	<b>304</b>
Main-track train collisions	1	0	0	1	0	2
Main-track train derailments - 1-2 cars*	4	3	4	16	7	12
Main-track train derailments - 3-5 cars	1	1	1	2	4	3
Main-track train derailments - 6 or more cars	1	1	1	2	2	6
Crossings	10	11	14	37	33	52
Non-main-track train collisions	12	1	8	32	17	26
Non-main-track train derailments - 1-2 cars*	57	37	47	119	119	133
Non-main-track train derailments - 3-5 cars	6	1	7	20	12	18
Non-main-track train derailments - 6 or more cars	2	3	3	8	8	6
Collisions/Derailments involving track units	4	4	3	10	13	10
Employee/Passenger	1	2	1	4	6	3
Trespassers	6	5	5	17	13	12
Fires/Explosions	3	1	1	6	5	6
Other	6	11	7	18	25	15
<b>Incidents</b>	<b>26</b>	<b>21</b>	<b>20</b>	<b>90</b>	<b>51</b>	<b>49</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	1	N/A	N/A
Non-main-track train derailments - 1-2 cars* (no damage)	13	N/A	N/A	33	N/A	N/A
Dangerous goods leaker**	0	1	7	3	4	15
Main-track switch in abnormal position	2	1	2	3	1	2
Movement exceeds limits of authority	7	17	8	36	42	26
Runaway rolling stock	0	2	1	5	3	3
Others	4	0	2	9	1	3
<b>Million train-miles (a)</b>				<b>20.57</b>	<b>20.22</b>	<b>21.12</b>
<b>Accidents/Million train-miles</b>				<b>14.20</b>	<b>13.06</b>	<b>14.39</b>
<b>Accidents involving dangerous goods</b>	<b>13</b>	<b>8</b>	<b>17</b>	<b>34</b>	<b>40</b>	<b>45</b>
Main-track train derailments	0	0	1	1	3	4
Crossings	1	0	0	3	1	2
Non-main-track train collisions	5	1	3	14	8	10
Non-main-track train derailments	5	5	11	13	25	29
All others	2	2	1	3	3	1
<b>Accidents with a DG release</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>2</b>
<b>Accidents involving passenger trains</b>	<b>3</b>	<b>7</b>	<b>4</b>	<b>13</b>	<b>15</b>	<b>14</b>
<b>Accidents involving runaway rolling stock</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>10</b>	<b>2</b>	<b>7</b>
<b>Fatalities</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>14</b>	<b>11</b>	<b>15</b>
Crossings	1	1	2	3	2	6
Trespassers	6	4	3	11	9	7
All others	0	0	0	0	0	1
<b>Serious Injuries</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>16</b>	<b>13</b>	<b>16</b>
Crossings	3	0	2	6	7	7
Trespassers	0	0	2	5	3	4
All others	2	1	1	5	3	5

Data extracted April 18, 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 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

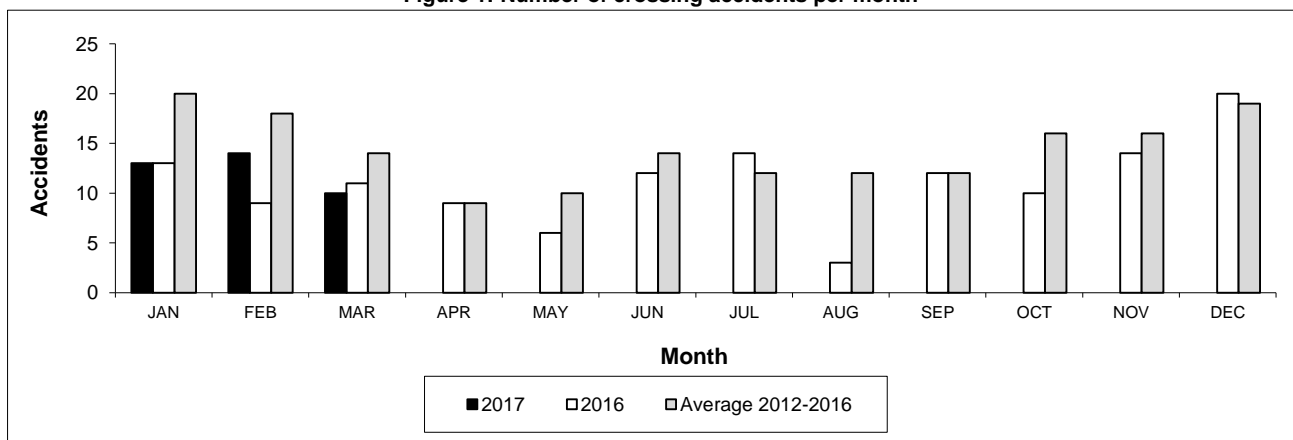
For previously reported occurrences (going back to January 1, 2014), the TSB will review these types of occurrences and make adjustments to the category (as required). As such, until the review is completed, monthly statistics involving these types of occurrences will continue to change as the records 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 2017 - Year To Date*				All Crossings Year To Date*		Trespasser 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	1	0	0	0	1	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	7	3	0
Fatalities	1	0	0	0	1	0	1	0
Serious injuries	0	0	0	0	0	1	2	0
<b>Ontario</b>								
Accidents	5	0	2	0	7	4	12	5
Fatalities	1	0	0	0	1	0	8	4
Serious injuries	1	0	0	0	1	1	3	1
<b>Manitoba</b>								
Accidents	1	2	0	1	4	5	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	5	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	2	7	1	0	12	7	1	3
Fatalities	0	0	0	0	0	0	1	1
Serious injuries	0	1	2	0	3	3	0	1
<b>British Columbia</b>								
Accidents	3	1	0	0	5	4	1	4
Fatalities	0	0	0	0	0	1	1	4
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	17	12	4	1	37	33	17	13
Fatalities	2	1	0	0	3	2	11	9
Serious injuries	3	1	2	0	6	7	5	3

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



Data extracted April 18, 2017.

\*Year to date is from January to March.

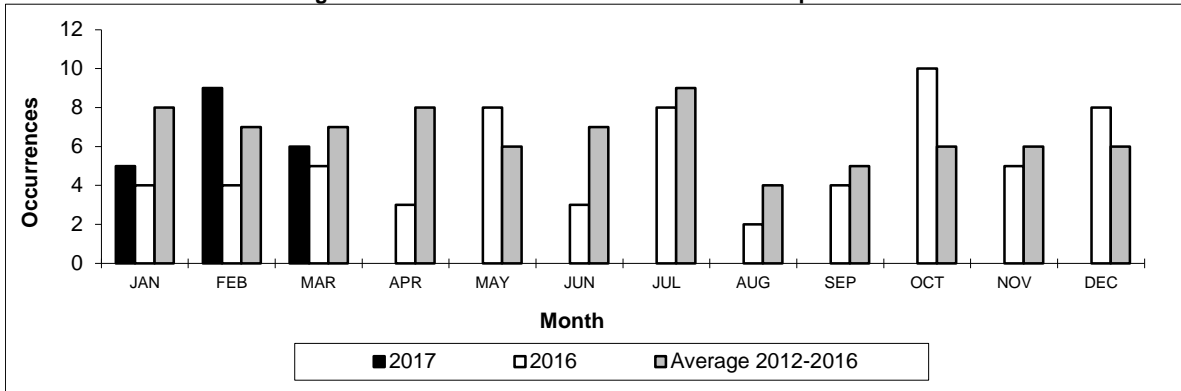
New TSB regulations came into effect on July 1, 2014, changing some reporting requirements.

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

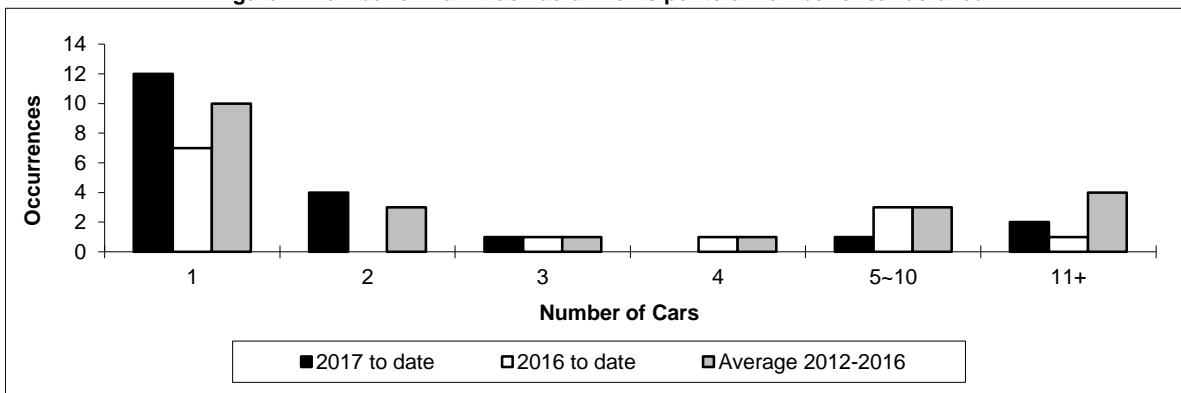
	January to March			Derailments with DG Involvement January to March		
	2017	2016	2012-2016 Average	2017	2016	2012-2016 Average
<b>Canada</b>	<b>20</b>	<b>13</b>	<b>22</b>	<b>1</b>	<b>3</b>	<b>4</b>
Newfoundland	0	0	0	0	0	0
Nova Scotia	0	0	0	0	0	0
New Brunswick	0	0	0	0	0	0
Quebec	3	3	3	1	0	0
Ontario	2	5	6	0	3	2
Manitoba	0	0	1	0	0	0
Saskatchewan	3	1	2	0	0	0
Alberta	4	2	4	0	0	1
British Columbia	8	2	4	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 April 18, 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.

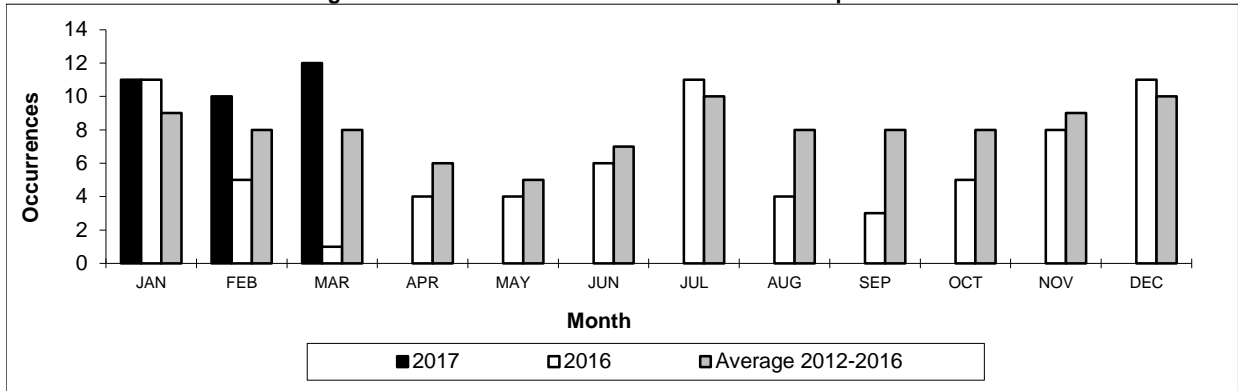
\* Under new reporting requirements all derailments are reportable.

**Table 4**  
**Non main-track train collision accidents and incidents by province**

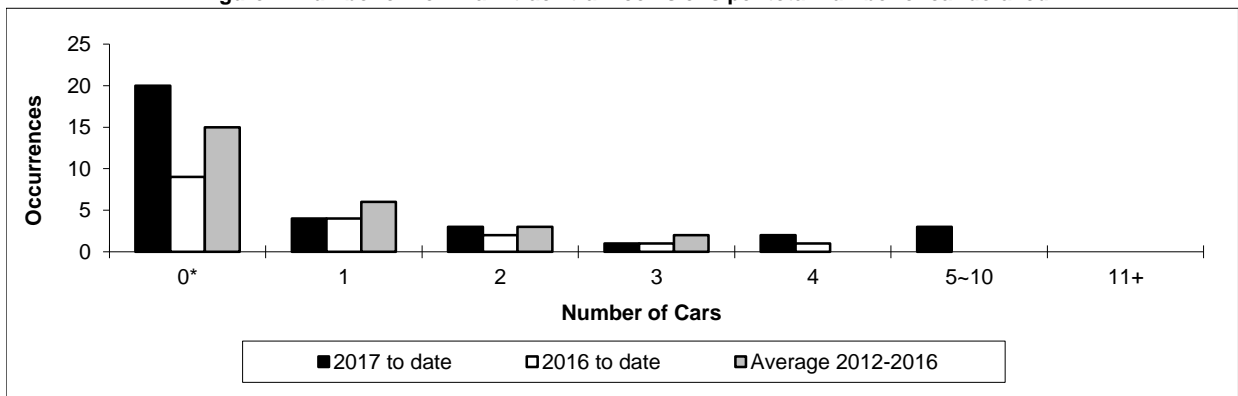
	January to March			Collisions with DG Involvement January to March		
	2017	2016	2012-2016 Average	2017	2016	2012-2016 Average
	<b>Canada</b>	<b>33</b>	<b>17</b>	<b>26</b>	<b>14</b>	<b>8</b>
Newfoundland	0	0	0	0	0	0
Nova Scotia	1	0	0	0	0	0
New Brunswick	0	1	0	0	1	0
Quebec	3	0	2	1	0	1
Ontario	7	5	4	4	3	2
Manitoba	7	2	7	3	0	3
Saskatchewan	4	2	3	1	0	1
Alberta	5	5	6	3	3	2
British Columbia	6	2	3	2	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 April 18, 2017.

\* Number of collisions with no derailments.

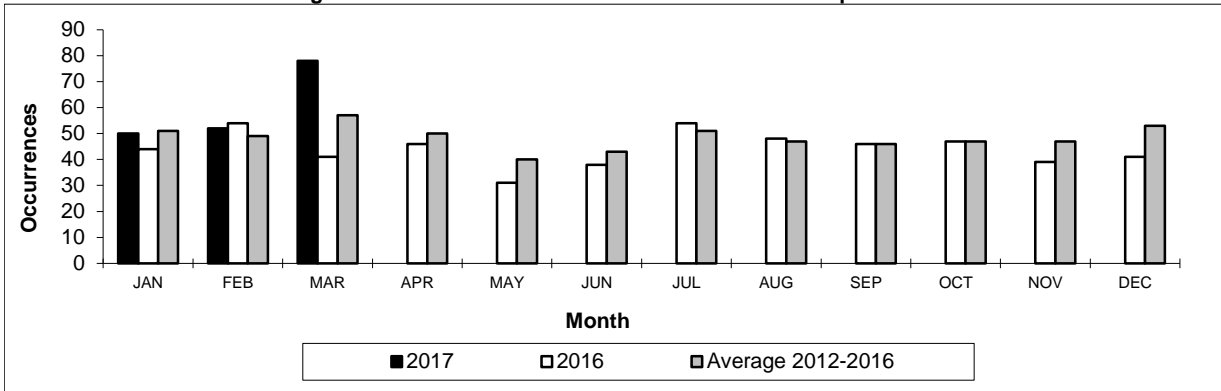
New TSB regulations came into effect on July 1, 2014, changing some reporting requirements.

**Table 5**  
**Non main-track train derailment accidents and incidents by province\***

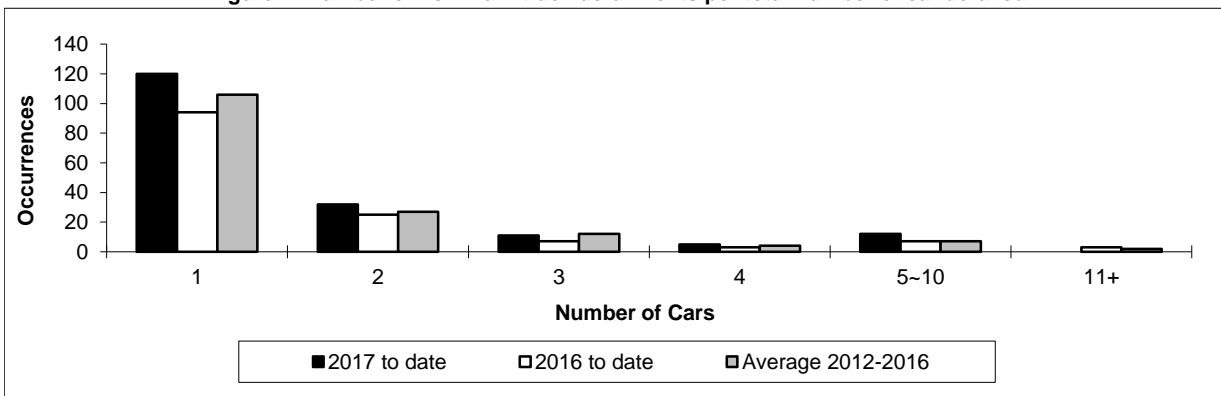
	January to March			Derailments with DG Involvement January to March		
	2017	2016	2012-2016 Average	2017	2016	2012-2016 Average
<b>Canada</b>	<b>180</b>	<b>139</b>	<b>157</b>	<b>14</b>	<b>25</b>	<b>29</b>
Newfoundland	3	6	2	0	0	0
Nova Scotia	0	1	2	0	0	0
New Brunswick	2	1	2	1	0	1
Quebec	41	28	19	1	3	2
Ontario	26	27	29	4	7	6
Manitoba	19	23	24	2	2	3
Saskatchewan	17	15	19	2	1	3
Alberta	37	18	36	3	8	10
British Columbia	35	20	24	1	4	3
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 April 18, 2017.

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

\* Under new reporting requirements all derailments are reportable.