

Table 1

Railway occurrence and casualty

	April			January to April		
	2017	2016	2012-2016 average	2017	2016	2012-2016 average
Accidents	83	78	87	375	342	391
Main-track train collisions	0	0	1	1	0	2
Main-track train derailments - 1-2 cars*	2	2	5	18	9	17
Main-track train derailments - 3-5 cars	0	0	1	2	4	4
Main-track train derailments - 6 or more cars	0	0	3	2	2	9
Crossings	7	9	9	44	42	61
Non-main-track train collisions	10	4	6	42	21	32
Non-main-track train derailments - 1-2 cars*	36	39	38	155	158	171
Non-main-track train derailments - 3-5 cars	8	4	8	28	16	25
Non-main-track train derailments - 6 or more cars	3	3	4	11	11	10
Collisions/Derailments involving track units	5	2	2	15	15	12
Employee/Passenger	1	0	1	5	6	4
Trespassers	6	4	4	23	17	16
Fires/Explosions	1	3	2	7	8	9
Other	4	8	4	22	33	19
Incidents	18	16	17	108	67	66
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)	4	N/A	N/A	37	N/A	N/A
Dangerous goods leaker**	2	1	5	5	5	20
Main-track switch in abnormal position	1	0	0	4	1	3
Movement exceeds limits of authority	9	12	9	45	54	35
Runaway rolling stock	1	0	1	6	3	5
Others	1	2	1	10	3	4
Million train-miles (a)				27.52	26.85	28.37
Accidents/Million train-miles				13.63	12.74	13.78
Accidents involving dangerous goods	2	10	10	36	50	55
Main-track train derailments	0	0	1	1	3	4
Crossings	0	0	0	3	1	2
Non-main-track train collisions	1	2	1	15	10	12
Non-main-track train derailments	1	7	7	14	32	35
All others	0	1	1	3	4	2
Accidents with a DG release	0	0	1	2	1	2
Accidents involving passenger trains	3	5	3	16	20	17
Accidents involving runaway rolling stock	2	3	2	12	5	10
Fatalities	4	8	5	18	19	20
Crossings	0	4	2	3	6	8
Trespassers	4	4	3	15	13	10
All others	0	0	0	0	0	2
Serious Injuries	4	2	2	20	15	18
Crossings	2	2	1	8	9	8
Trespassers	1	0	1	6	3	5
All others	1	0	0	6	3	5

Data extracted May 16, 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

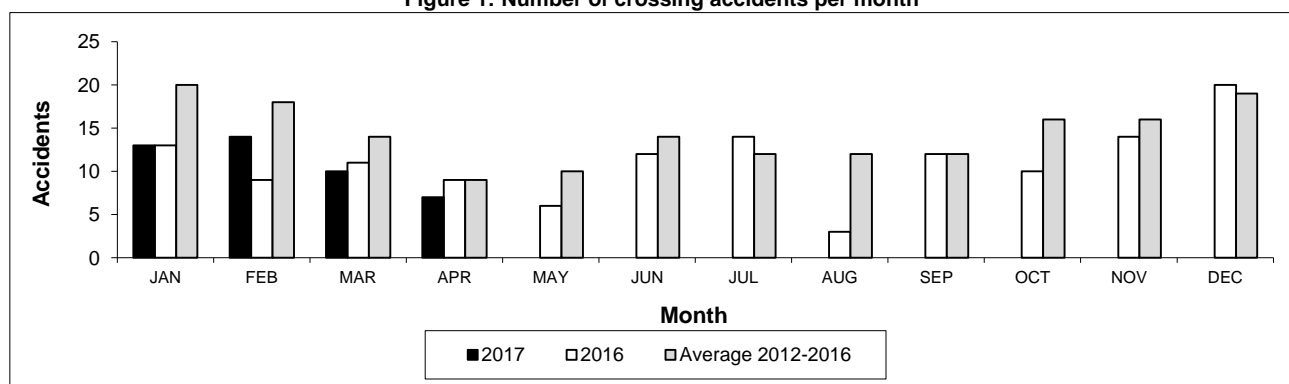
For previously reported occurrences (going back to January 1, 2014), the TSB will review these types of occurrences and make adjustments to the category (as required). As such, until the review is completed, monthly statistics involving these types of occurrences will continue to change as the records 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
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	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
New Brunswick								
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
Quebec								
Accidents	4	0	1	0	5	11	4	1
Fatalities	1	0	0	0	1	0	2	1
Serious injuries	0	0	0	0	0	2	2	0
Ontario								
Accidents	7	0	2	0	9	6	14	6
Fatalities	1	0	0	0	1	2	9	5
Serious injuries	1	0	0	0	1	1	4	1
Manitoba								
Accidents	1	3	0	2	6	5	0	2
Fatalities	0	1	0	0	1	1	0	1
Serious injuries	0	0	0	1	1	1	0	1
Saskatchewan								
Accidents	1	3	0	0	4	5	0	1
Fatalities	0	0	0	0	0	0	0	1
Serious injuries	0	0	0	0	0	1	0	0
Alberta								
Accidents	3	7	2	0	13	9	1	3
Fatalities	0	0	0	0	0	2	1	1
Serious injuries	0	1	2	0	3	4	0	1
British Columbia								
Accidents	4	1	0	0	6	5	4	4
Fatalities	0	0	0	0	0	1	3	4
Serious injuries	3	0	0	0	3	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	21	14	5	2	44	42	23	17
Fatalities	2	1	0	0	3	6	15	13
Serious injuries	4	1	2	1	8	9	6	3

Figure 1: Number of crossing accidents per month



Data extracted May 16, 2017.

*Year to date is from January to April.

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 April			Derailments with DG involvement January to April		
	2017	2016	2012-2016 average	2017	2016	2012-2016 average
Canada	22	16	30	1	4	5
Newfoundland	0	0	0	0	0	0
Nova Scotia	0	0	0	0	0	0
New Brunswick	0	0	1	0	0	1
Quebec	3	6	4	1	1	0
Ontario	3	5	8	0	3	3
Manitoba	0	0	2	0	0	0
Saskatchewan	3	1	3	0	0	0
Alberta	4	2	5	0	0	1
British Columbia	9	2	6	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

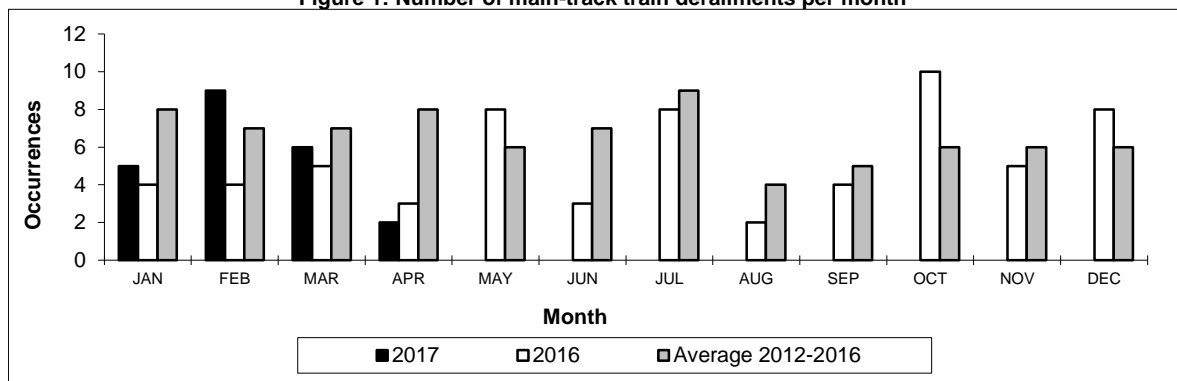
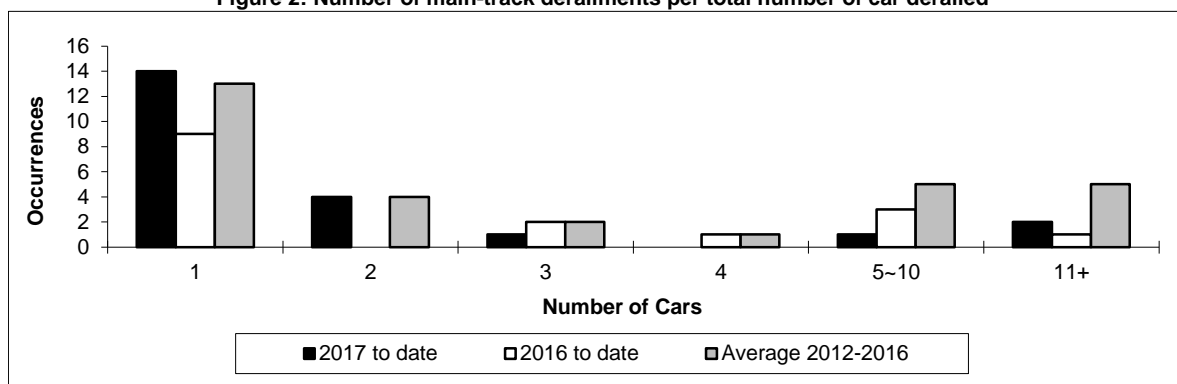


Figure 2: Number of main-track derailments per total number of car derailed



Data extracted May 16, 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 April			Collisions with DG involvement January to April		
	2017	2016	2012-2016 average	2017	2016	2012-2016 average
Canada	43	21	32	15	10	12
Newfoundland	0	0	0	0	0	0
Nova Scotia	1	0	0	0	0	0
New Brunswick	0	1	1	0	1	0
Quebec	3	1	3	1	0	1
Ontario	10	7	5	5	4	2
Manitoba	8	3	7	3	1	3
Saskatchewan	4	2	4	1	0	1
Alberta	6	5	8	3	3	3
British Columbia	11	2	4	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

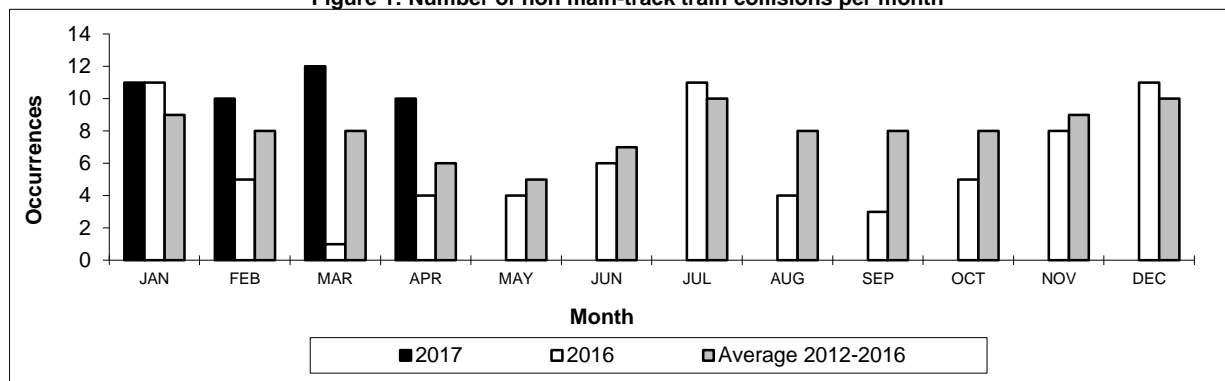
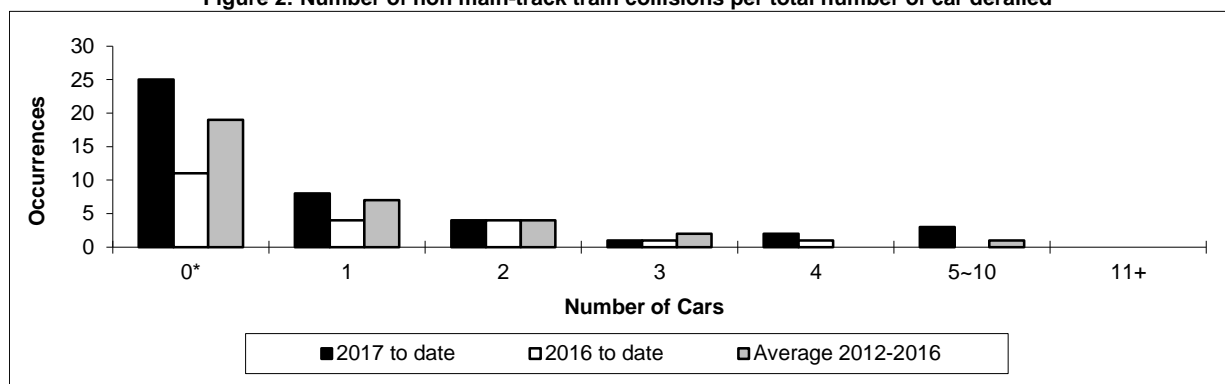


Figure 2: Number of non main-track train collisions per total number of car derailed



Data extracted May 16, 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 April			Derailments with DG involvement January to April		
	2017	2016	2012-2016 average	2017	2016	2012-2016 average
Canada	231	185	207	15	32	35
Newfoundland	3	8	2	0	0	0
Nova Scotia	0	2	2	0	0	0
New Brunswick	3	2	3	1	1	1
Quebec	47	32	25	2	3	2
Ontario	42	39	39	4	10	8
Manitoba	27	30	30	2	3	4
Saskatchewan	20	19	25	2	1	4
Alberta	42	26	48	3	8	12
British Columbia	47	27	32	1	6	4
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

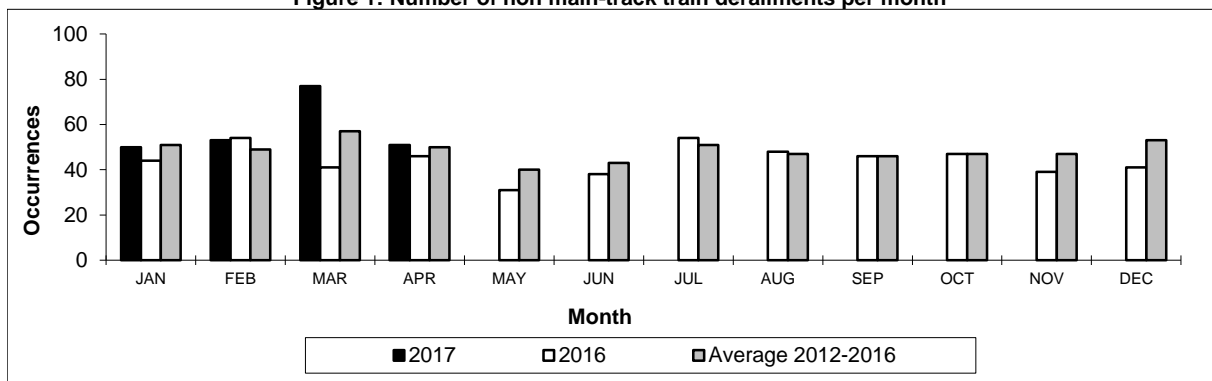
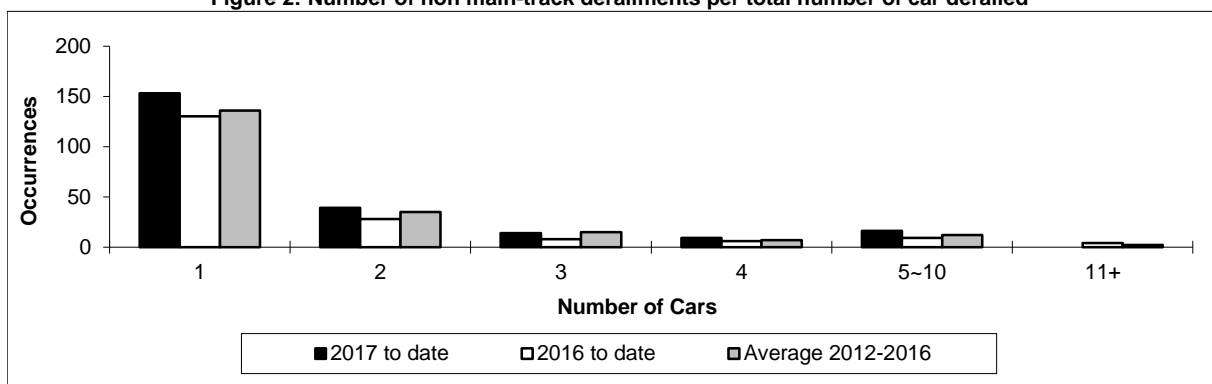


Figure 2: Number of non main-track derailments per total number of car derailed



Data extracted May 16, 2017.

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

* Under new reporting requirements all derailments are reportable.