

Table 1

Railway occurrence and casualty

	May			January to May		
	2017	2016	2012-2016 average	2017	2016	2012-2016 average
Accidents	85	71	78	460	413	469
Main-track train collisions	1	0	0	2	0	3
Main-track train derailments - 1-2 cars*	6	5	3	24	14	20
Main-track train derailments - 3-5 cars	0	1	1	2	5	5
Main-track train derailments - 6 or more cars	5	2	2	7	4	11
Crossings	6	6	10	50	48	70
Non-main-track train collisions	5	4	5	47	25	37
Non-main-track train derailments - 1-2 cars*	33	26	30	188	184	201
Non-main-track train derailments - 3-5 cars	7	3	8	35	19	33
Non-main-track train derailments - 6 or more cars	5	2	3	16	13	13
Collisions/Derailments involving track units	4	5	2	19	20	14
Employee/Passenger	1	1	0	6	7	4
Trespassers	5	11	9	28	28	24
Fires/Explosions	2	2	3	9	10	12
Other	5	3	3	27	36	22
Incidents	27	14	18	135	81	84
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)	2	N/A	N/A	39	N/A	N/A
Dangerous goods leaker**	7	1	4	12	6	24
Main-track switch in abnormal position	0	0	0	4	1	3
Movement exceeds limits of authority	13	11	12	58	65	46
Runaway rolling stock	3	1	1	9	4	6
Others	2	1	1	12	4	5
Million train-miles (a)				34.55	33.42	35.50
Accidents/Million train-miles				13.31	12.36	13.21
Accidents involving dangerous goods	8	9	10	44	59	65
Main-track train derailments	0	3	2	1	6	6
Crossings	0	1	0	3	2	2
Non-main-track train collisions	3	0	1	18	10	12
Non-main-track train derailments	5	5	7	19	37	42
All others	0	0	0	3	4	2
Accidents with a DG release	0	0	0	2	1	3
Accidents involving passenger trains	4	5	4	20	25	22
Accidents involving runaway rolling stock	0	3	3	12	8	13
Fatalities	4	7	7	22	26	27
Crossings	1	0	1	4	6	10
Trespassers	3	7	6	18	20	16
All others	0	0	0	0	0	2
Serious Injuries	5	5	4	25	20	22
Crossings	3	1	2	11	10	10
Trespassers	1	3	2	7	6	7
All others	1	1	0	7	4	5

Data extracted June 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 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.

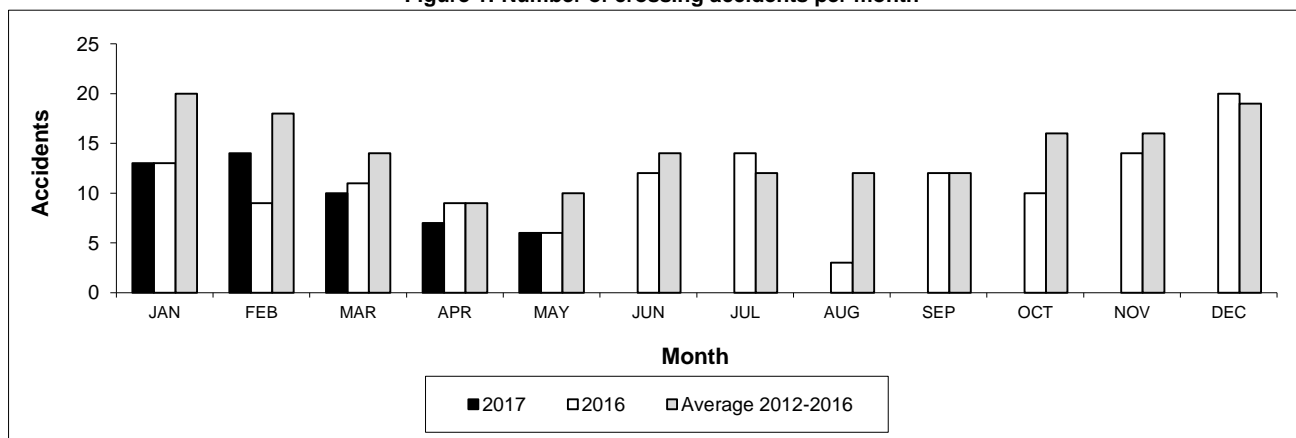
** Under new reporting requirements the minimum reporting threshold for incidents (200 litres) involving the release of low vapour pressure flammable liquids has been harmonized with Part 8 of the Transportation of Dangerous Goods Regulations.

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	1
Fatalities	0	0	0	0	0	0	0	0
Serious injuries	0	0	0	0	0	0	0	1
Quebec								
Accidents	4	0	1	0	5	12	4	1
Fatalities	1	0	0	0	1	0	2	1
Serious injuries	0	0	0	0	0	2	2	0
Ontario								
Accidents	8	0	2	0	10	6	18	11
Fatalities	1	0	0	0	1	2	12	10
Serious injuries	1	0	0	0	1	1	4	1
Manitoba								
Accidents	1	3	0	2	6	5	1	2
Fatalities	0	1	0	0	1	1	0	1
Serious injuries	0	0	0	1	1	1	1	1
Saskatchewan								
Accidents	3	4	0	0	7	6	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	14	10	1	5
Fatalities	0	0	0	0	0	2	1	1
Serious injuries	0	1	2	0	3	5	0	3
British Columbia								
Accidents	4	2	1	0	7	8	4	7
Fatalities	0	1	0	0	1	1	3	6
Serious injuries	3	3	0	0	6	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	24	16	6	2	50	48	28	28
Fatalities	2	2	0	0	4	6	18	20
Serious injuries	4	4	2	1	11	10	7	6

Figure 1: Number of crossing accidents per month



Data extracted June 15, 2017.

*Year to date is from January to May.

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 May			Derailments with DG involvement January to May		
	2017	2016	2012-2016 average	2017	2016	2012-2016 average
Canada	33	24	36	1	7	6
Newfoundland	0	0	0	0	0	0
Nova Scotia	0	0	0	0	0	0
New Brunswick	0	1	1	0	1	1
Quebec	3	7	5	1	1	0
Ontario	4	8	9	0	4	3
Manitoba	0	0	2	0	0	0
Saskatchewan	6	2	4	0	1	1
Alberta	6	4	7	0	0	1
British Columbia	14	2	8	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

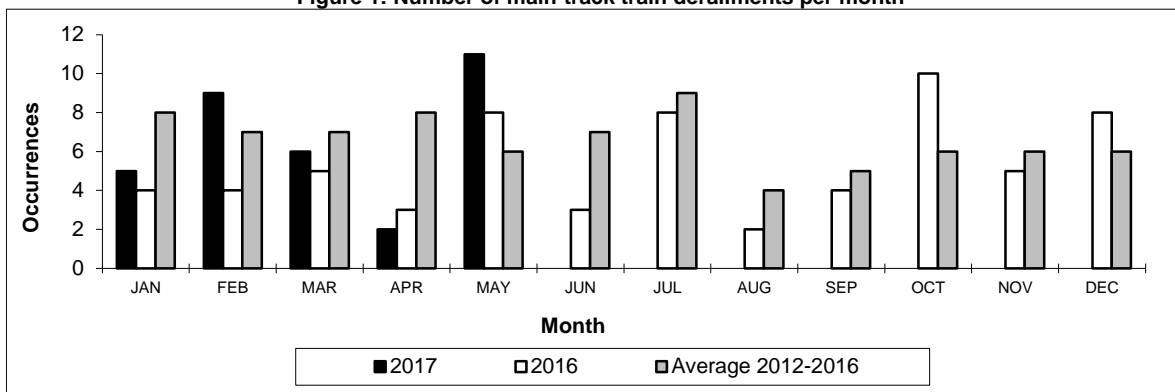
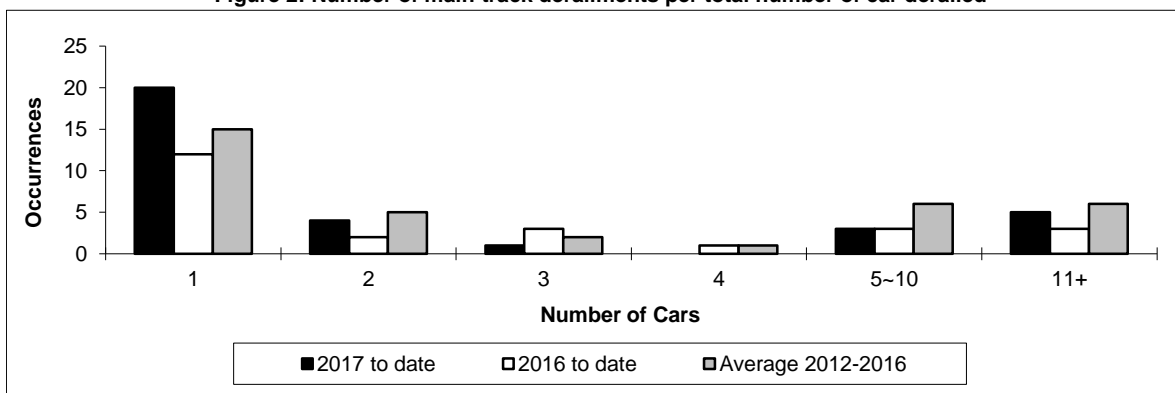


Figure 2: Number of main-track derailments per total number of cars derailed



Data extracted June 15, 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 May			Collisions with DG involvement January to May		
	2017	2016	2012-2016 average	2017	2016	2012-2016 average
Canada	48	25	37	18	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	4	1	3	1	0	1
Ontario	11	8	6	6	4	2
Manitoba	9	3	8	3	1	3
Saskatchewan	4	3	4	1	0	1
Alberta	8	6	10	5	3	3
British Columbia	11	3	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

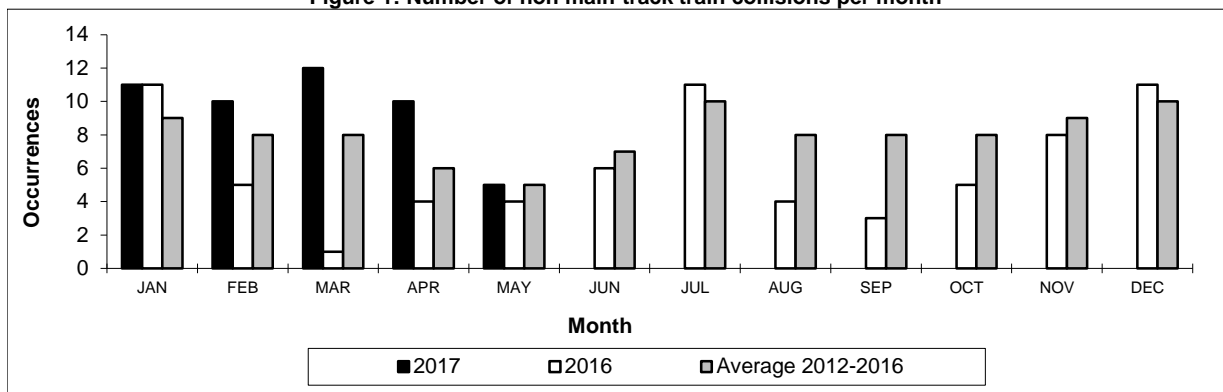
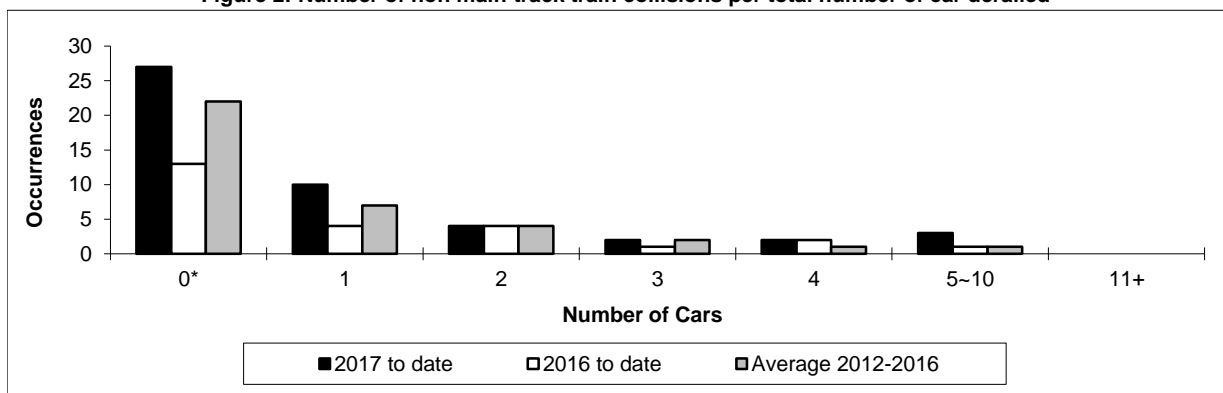


Figure 2: Number of non main-track train collisions per total number of car derailed



Data extracted June 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 derailment accidents and incidents by province*

	January to May			Derailments with DG involvement January to May		
	2017	2016	2012-2016 average	2017	2016	2012-2016 average
Canada	278	216	247	20	37	42
Newfoundland	4	9	2	0	0	0
Nova Scotia	2	2	2	0	0	0
New Brunswick	4	2	4	2	1	1
Quebec	52	40	31	2	5	4
Ontario	53	43	47	6	10	9
Manitoba	37	31	35	3	4	5
Saskatchewan	24	27	31	2	3	4
Alberta	46	30	57	4	8	14
British Columbia	56	32	38	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

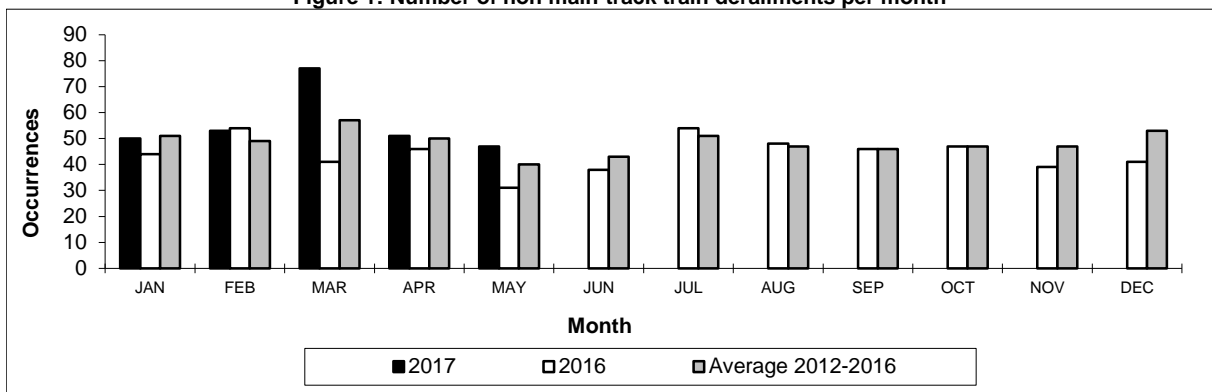
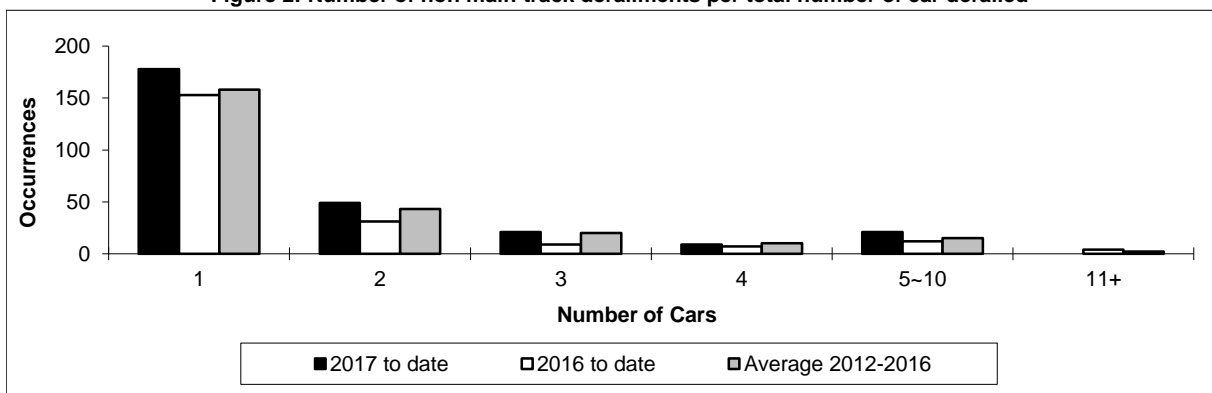


Figure 2: Number of non main-track derailments per total number of car derailed



Data extracted June 15, 2017.

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

* Under new reporting requirements all derailments are reportable.