

Table 1  
Railway occurrence and casualty

	August			January to August		
	2018	2017	2013-2017 average	2018	2017	2013-2017 average
<b>Accidents</b>	<b>101</b>	<b>89</b>	<b>83</b>	<b>798</b>	<b>731</b>	<b>685</b>
Main-track train collisions	1	0	1	3	3	4
Main-track train derailments - 1-2 cars*	4	5	2	34	39	32
Main-track train derailments - 3-5 cars	1	0	1	10	3	7
Main-track train derailments - 6 or more cars	0	3	3	30	15	17
Crossings	12	17	13	108	92	101
Non-main-track train collisions	4	8	7	68	71	60
Non-main-track train derailments - 1-2 cars*	42	31	32	310	281	261
Non-main-track train derailments - 3-5 cars	9	8	6	64	54	56
Non-main-track train derailments - 6 or more cars	1	0	2	15	21	20
Collisions/Derailments involving track units	8	3	3	31	29	23
Employee/Passenger	3	1	1	7	10	9
Trespassers	6	4	8	51	53	45
Fires/Explosions	6	5	3	25	21	20
Other	4	4	3	41	39	31
<b>Incidents</b>	<b>18</b>	<b>27</b>	<b>26</b>	<b>199</b>	<b>201</b>	<b>219</b>
Main-track train derailments - 1-2 cars* (no damage)	0	0	0	3	2	2
Non-main-track train collisions* (no derailment, no damage)	0	0	0	1	2	3
Non-main-track train derailments - 1-2 cars* (no damage)	1	5	6	75	50	66
Dangerous goods leaker**	0	5	4	13	26	37
Main-track switch in abnormal position	0	1	1	7	5	6
Movement exceeds limits of authority	14	16	12	81	92	81
Runaway rolling stock	1	0	1	7	10	9
Others	2	0	1	13	13	17
<b>Million train-miles (a)</b>				<b>56.76</b>	<b>54.88</b>	<b>55.81</b>
<b>Accidents/Million train-miles</b>				<b>14.06</b>	<b>13.32</b>	<b>12.27</b>
<b>Accidents involving dangerous goods</b>	<b>9</b>	<b>4</b>	<b>6</b>	<b>87</b>	<b>70</b>	<b>83</b>
Main-track train derailments	0	0	1	14	5	10
Crossings	1	0	0	7	4	3
Non-main-track train collisions	2	1	1	20	24	21
Non-main-track train derailments	6	3	4	40	32	45
All others	0	0	1	6	5	4
<b>Accidents with a DG release</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>3</b>
<b>Accidents involving passenger trains</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>43</b>	<b>34</b>	<b>34</b>
<b>Accidents involving runaway rolling stock</b>	<b>2</b>	<b>6</b>	<b>3</b>	<b>28</b>	<b>31</b>	<b>29</b>
<b>Fatalities</b>	<b>4</b>	<b>6</b>	<b>6</b>	<b>34</b>	<b>47</b>	<b>55</b>
Crossings	0	3	2	11	10	13
Trespassers	4	3	5	23	37	31
All others	0	0	0	0	0	11
<b>Serious Injuries</b>	<b>7</b>	<b>4</b>	<b>6</b>	<b>59</b>	<b>45</b>	<b>35</b>
Crossings	3	1	2	24	16	15
Trespassers	2	1	3	24	14	13
All others	2	2	1	11	15	7

Data extracted September 17, 2018.

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. The TSB has reviewed derailments and collisions back to January 1, 2014 and recategorized occurrences with minimal consequences 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.

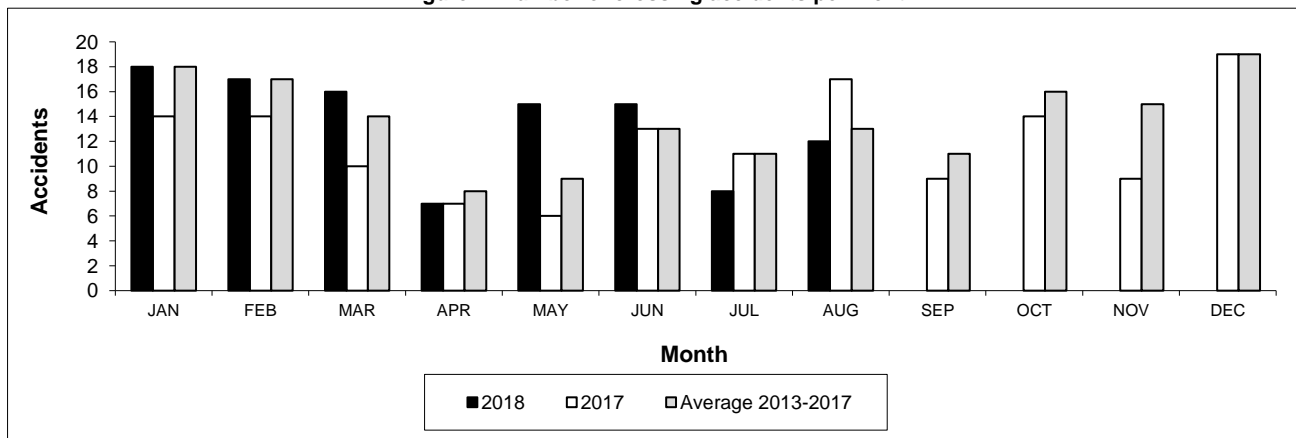
\*\* Under new reporting requirements the minimum reporting threshold for incidents (200 litres) involving the release of low vapour pressure flammable liquids has been harmonized with Part 8 of the Transportation of Dangerous Goods Regulations.



**Table 2**  
**Railway crossing and trespasser accidents by province**

	Crossings with type recorded 2018 - Year to date*				All crossings Year to date*		Trespasser Year to date*	
	Public automated	Public passive	Private	Farm	2018	2017	2018	2017
<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	2	0	2	1	0	1
Fatalities	0	0	0	0	0	0	0	1
Serious injuries	0	0	0	0	0	0	0	0
<b>New Brunswick</b>								
Accidents	2	0	1	0	3	0	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	8	2	2	0	12	14	9	6
Fatalities	2	0	0	0	2	4	5	5
Serious injuries	0	1	3	0	4	1	4	1
<b>Ontario</b>								
Accidents	14	7	4	0	25	19	21	26
Fatalities	3	1	0	0	4	4	9	18
Serious injuries	3	1	0	0	4	2	9	7
<b>Manitoba</b>								
Accidents	5	6	0	0	11	9	1	2
Fatalities	0	0	0	0	0	1	0	1
Serious injuries	3	5	0	0	8	2	1	1
<b>Saskatchewan</b>								
Accidents	6	6	1	0	13	17	1	1
Fatalities	0	0	0	0	0	0	0	1
Serious injuries	1	1	0	0	2	1	1	0
<b>Alberta</b>								
Accidents	12	11	2	0	25	20	8	6
Fatalities	2	0	0	0	2	0	3	5
Serious injuries	1	1	0	0	2	4	5	1
<b>British Columbia</b>								
Accidents	8	4	4	1	17	12	11	11
Fatalities	2	0	0	1	3	1	6	6
Serious injuries	4	0	0	0	4	6	4	4
<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	55	36	16	1	108	92	51	53
Fatalities	9	1	0	1	11	10	23	37
Serious injuries	12	9	3	0	24	16	24	14

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



Data extracted September 17, 2018.

\*Year to date is from January to August.

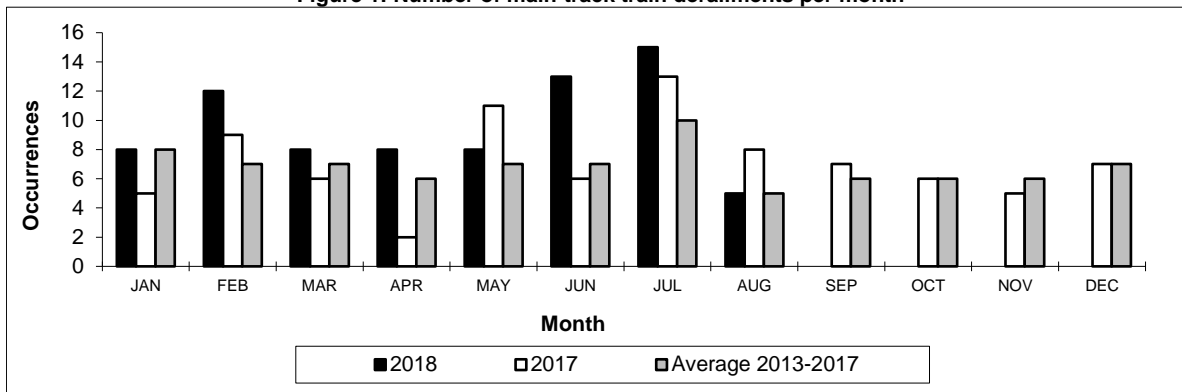
New TSB regulations came into effect on July 1, 2014, changing some reporting requirements.

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

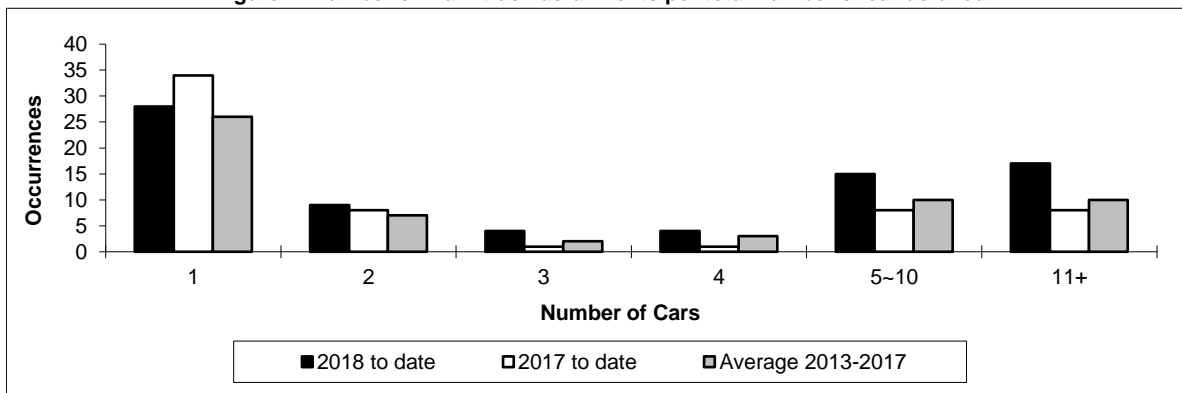
	January to August			Derailments with DG involvement January to August		
	2018	2017	2013-2017 average	2018	2017	2013-2017 average
<b>Canada</b>	<b>77</b>	<b>60</b>	<b>58</b>	<b>14</b>	<b>5</b>	<b>10</b>
Newfoundland	0	2	1	0	0	0
Nova Scotia	0	0	0	0	0	0
New Brunswick	0	0	1	0	0	1
Quebec	11	5	7	1	1	1
Ontario	11	7	14	1	1	4
Manitoba	7	3	4	1	0	1
Saskatchewan	12	9	6	3	0	1
Alberta	18	18	13	5	3	2
British Columbia	18	16	12	3	0	0
Northwest Territories	0	0	0	0	0	0

\* There was 1 occurrence with dangerous goods release to date in 2018 and 2 in 2017.

**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 September 17, 2018.

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

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

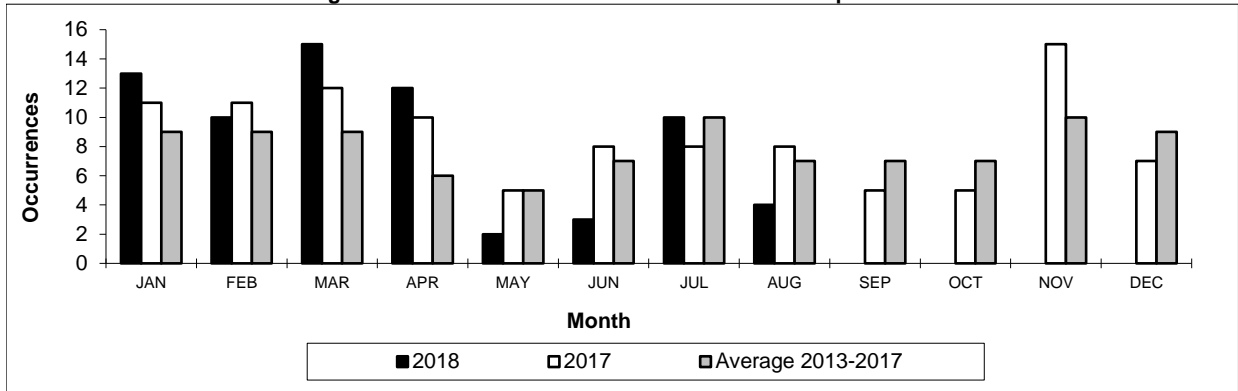
\* Under new reporting requirements all derailments are reportable.

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

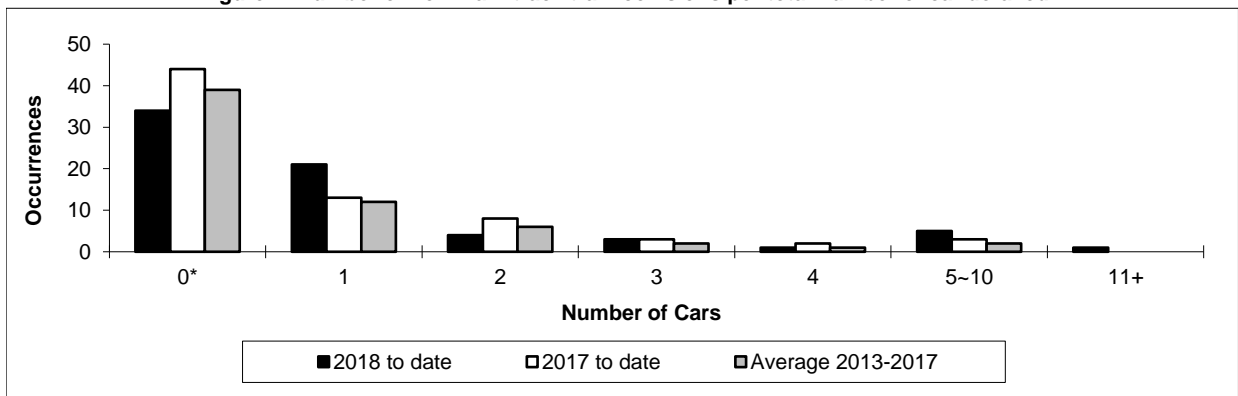
	January to August			Collisions with DG involvement January to August		
	2018	2017	2013-2017 average	2018	2017	2013-2017 average
	<b>Canada</b>	<b>69</b>	<b>73</b>	<b>63</b>	<b>20</b>	<b>24</b>
Newfoundland	1	0	0	0	0	0
Nova Scotia	0	1	0	0	0	0
New Brunswick	1	0	1	0	0	0
Quebec	3	8	7	3	2	2
Ontario	16	21	15	5	8	5
Manitoba	4	10	10	2	3	4
Saskatchewan	10	6	8	1	1	2
Alberta	17	12	13	6	6	5
British Columbia	17	15	9	3	4	3
Northwest Territories	0	0	0	0	0	0

\* There were no occurrences with dangerous goods release to date in 2018 or in 2017.

**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 September 17, 2018.

\* Number of collisions with no derailments.

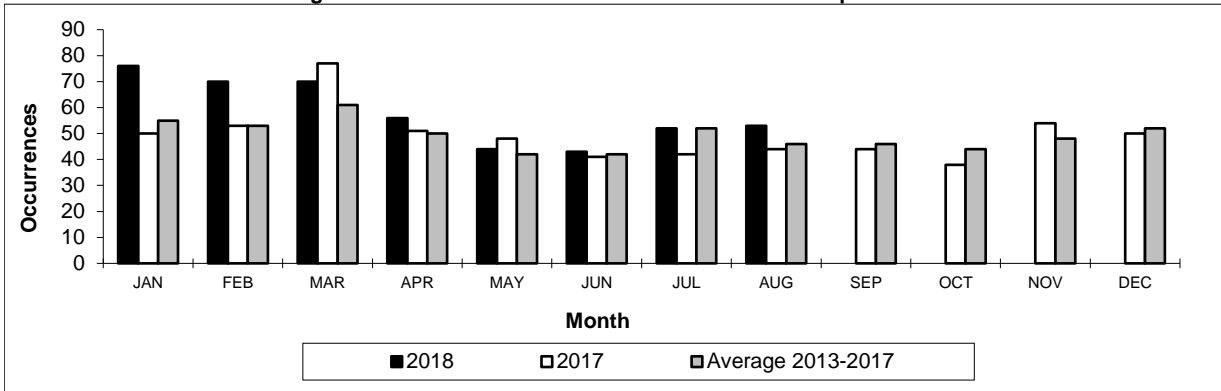
New TSB regulations came into effect on July 1, 2014, changing some reporting requirements.

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

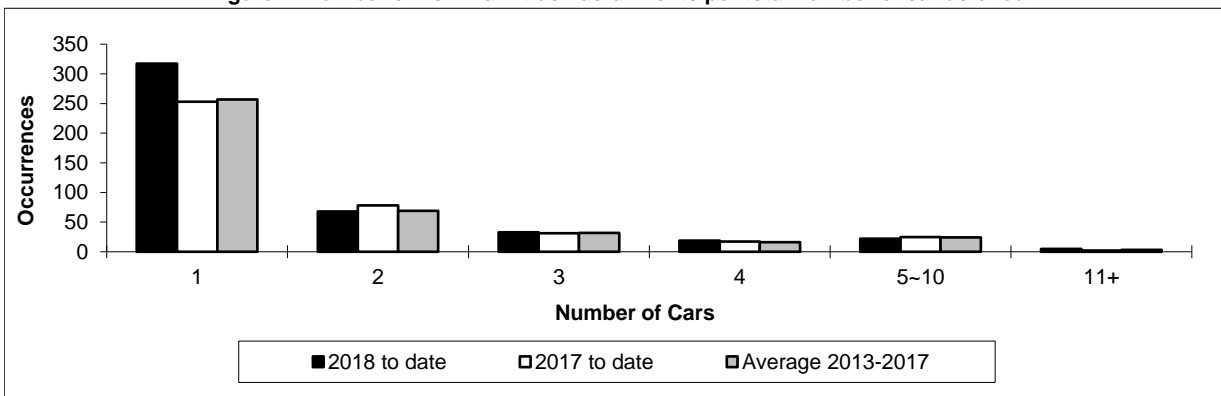
	January to August			Derailments with DG involvement January to August		
	2018	2017	2013-2017 average	2018	2017	2013-2017 average
	<b>Canada</b>	<b>464</b>	<b>406</b>	<b>402</b>	<b>48</b>	<b>35</b>
Newfoundland	5	6	4	0	0	0
Nova Scotia	3	2	3	1	0	0
New Brunswick	4	7	7	0	2	2
Quebec	69	74	57	11	3	5
Ontario	84	74	75	7	8	12
Manitoba	56	55	54	5	6	6
Saskatchewan	62	36	47	2	2	6
Alberta	95	73	87	13	7	16
British Columbia	86	79	68	9	7	7
Northwest Territories	0	0	1	0	0	1

\* There were no occurrences with dangerous goods release to date in 2018 or in 2017.

**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 September 17, 2018.

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

\* Under new reporting requirements all derailments are reportable.