

Table 1  
Railway occurrence and casualty

	February			January to February		
	2019	2018	2014-2018 average	2019	2018	2014-2018 average
<b>Accidents</b>	<b>180</b>	<b>100</b>	<b>89</b>	<b>296</b>	<b>213</b>	<b>179</b>
Main-track train collisions	0	0	1	1	1	1
Main-track train derailments - 1-2 cars*	9	6	4	17	11	9
Main-track train derailments - 3-5 cars	0	0	1	0	0	2
Main-track train derailments - 6 or more cars	3	6	2	9	9	5
Crossings	27	17	16	43	35	32
Non-main-track train collisions	14	10	8	28	23	18
Non-main-track train derailments - 1-2 cars*	95	36	34	139	84	68
Non-main-track train derailments - 3-5 cars	10	9	6	18	19	13
Non-main-track train derailments - 6 or more cars	4	3	3	7	5	4
Collisions/Derailments involving track units	3	3	2	9	8	6
Employee/Passenger	1	0	1	2	0	2
Trespassers	3	3	4	6	7	7
Fires/Explosions	3	3	3	6	3	4
Other	8	4	4	11	8	7
<b>Incidents</b>	<b>33</b>	<b>28</b>	<b>38</b>	<b>71</b>	<b>63</b>	<b>72</b>
Main-track train derailments - 1-2 cars* (no damage)	2	0	0	2	0	1
Non-main-track train collisions* (no derailment, no damage)	0	0	1	0	0	1
Non-main-track train derailments - 1-2 cars* (no damage)	15	23	18	30	42	36
Dangerous goods leaker**	0	0	3	0	0	5
Main-track switch in abnormal position	0	0	1	3	0	1
Movement exceeds limits of authority	14	5	11	30	16	21
Uncontrolled movement of rolling stock	1	0	1	5	2	2
Others	1	0	4	1	3	6
<b>Million train-miles (a)</b>				<b>13.98</b>	<b>13.31</b>	<b>13.50</b>
<b>Accidents/Million train-miles</b>				<b>21.17</b>	<b>16.00</b>	<b>13.26</b>
<b>Accidents involving dangerous goods</b>	<b>31</b>	<b>13</b>	<b>12</b>	<b>49</b>	<b>25</b>	<b>24</b>
Main-track train derailments	2	3	1	4	4	3
Crossings	0	1	1	1	3	1
Non-main-track train collisions	6	3	3	15	4	8
Non-main-track train derailments	23	6	6	28	14	11
All others	0	0	0	1	0	0
<b>Accidents with a DG release</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>
<b>Accidents involving passenger trains</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>14</b>	<b>8</b>	<b>9</b>
<b>Accidents involving an uncontrolled movement of rolling stock</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>9</b>	<b>8</b>	<b>5</b>
<b>Fatalities</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>16</b>	<b>5</b>	<b>6</b>
Crossings	4	2	1	8	3	2
Trespassers	3	2	2	5	2	3
All others	3	0	0	3	0	0
<b>Serious Injuries</b>	<b>3</b>	<b>7</b>	<b>6</b>	<b>9</b>	<b>15</b>	<b>11</b>
Crossings	1	6	3	4	10	6
Trespassers	0	1	2	1	4	3
All others	2	0	1	4	1	2

Data extracted March 19, 2019.

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.

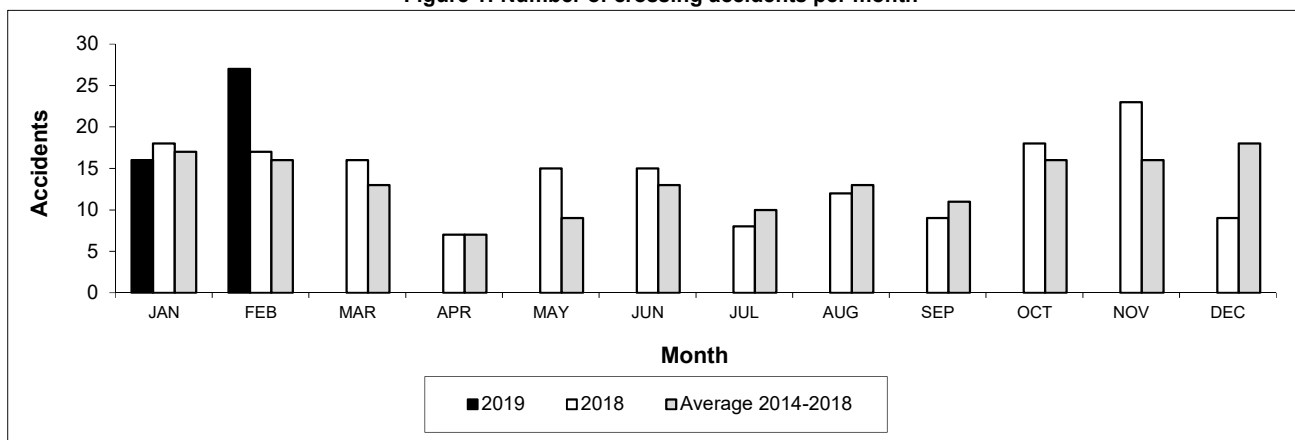
\* Under new reporting requirements all derailments are reportable. The TSB has reviewed derailments and collisions back to January 1, 2014 and recategorized occurrences with minimal consequences as reportable incidents including: derailments involving 1 to 2 cars, with no equipment or track damage, 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.

\*\* TSB Regulations have been harmonized with Section 8.4 of the Transportation of Dangerous Goods Regulations, under which TSB DG leaker incidents are only reportable if they result in death or serious injury, evacuation, or the closure of a DG loading facility, a road, a main railway line, or a main waterway.

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

	Crossings with type recorded				All crossings		Trespasser	
	2019 - Year to date*				Year to date*		Year to date*	
	Public automated	Public passive	Private	Farm	2019	2018	2019	2018
<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	1	0	1	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	0	2
Fatalities	0	0	1	0	1	0	0	1
Serious injuries	0	0	0	0	0	0	0	1
<b>Ontario</b>								
Accidents	9	2	3	0	14	8	5	3
Fatalities	2	0	2	0	4	3	5	1
Serious injuries	1	0	0	0	1	1	0	1
<b>Manitoba</b>								
Accidents	3	0	1	0	4	3	0	0
Fatalities	0	0	0	0	0	0	0	0
Serious injuries	0	0	0	0	0	5	0	0
<b>Saskatchewan</b>								
Accidents	3	3	0	0	6	5	0	0
Fatalities	1	0	0	0	1	0	0	0
Serious injuries	1	1	0	0	2	1	0	0
<b>Alberta</b>								
Accidents	2	4	2	0	8	7	1	1
Fatalities	1	0	0	0	1	0	0	0
Serious injuries	0	0	0	0	0	1	1	1
<b>British Columbia</b>								
Accidents	2	2	1	0	5	7	0	1
Fatalities	1	0	0	0	1	0	0	0
Serious injuries	0	1	0	0	1	2	0	1
<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	23	11	9	0	43	35	6	7
Fatalities	5	0	3	0	8	3	5	2
Serious injuries	2	2	0	0	4	10	1	4

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



Data extracted March 19, 2019.

\*Year to date is from January to February.

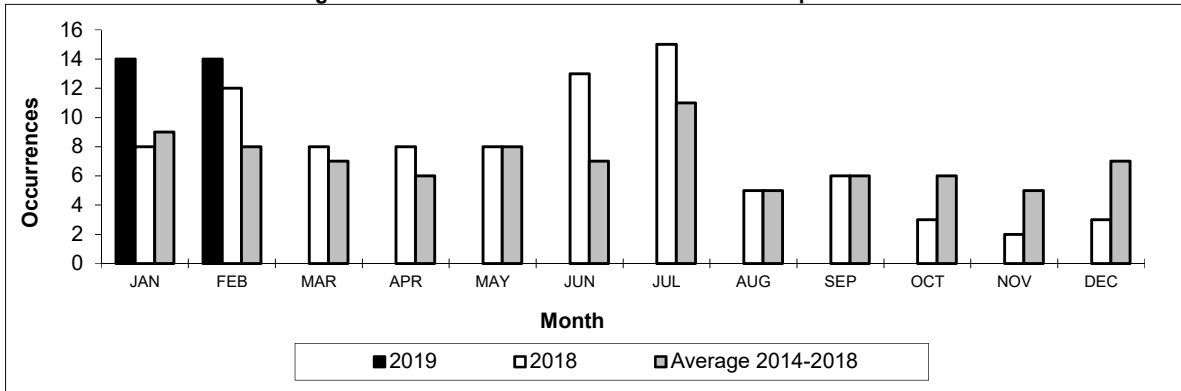
New TSB regulations came into effect on July 1, 2014, changing some reporting requirements.

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

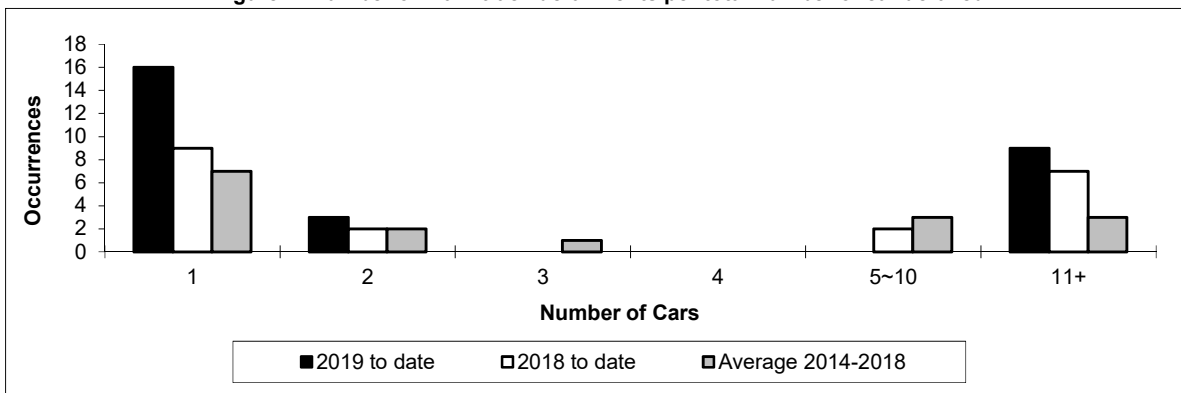
	January to February			Derailments with DG involvement January to February		
	2019	2018	2014-2018 average	2019	2018	2014-2018 average
<b>Canada</b>	<b>28</b>	<b>20</b>	<b>16</b>	<b>4</b>	<b>4</b>	<b>3</b>
Newfoundland	0	0	0	0	0	0
Nova Scotia	0	0	0	0	0	0
New Brunswick	0	0	0	0	0	0
Quebec	4	2	3	0	0	0
Ontario	6	3	4	1	1	1
Manitoba	3	3	2	2	1	0
Saskatchewan	3	2	1	0	0	0
Alberta	5	5	2	0	1	1
British Columbia	7	5	4	1	1	0
Northwest Territories	0	0	0	0	0	0

\* There was 1 occurrence with dangerous goods release to date in 2019 and none in 2018.

**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 19, 2019.

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

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

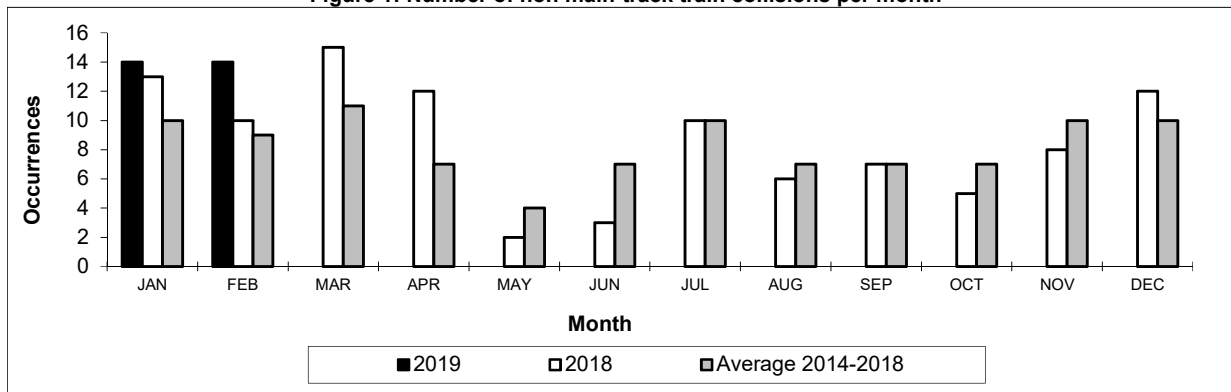
\* Under new reporting requirements all derailments are reportable.

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

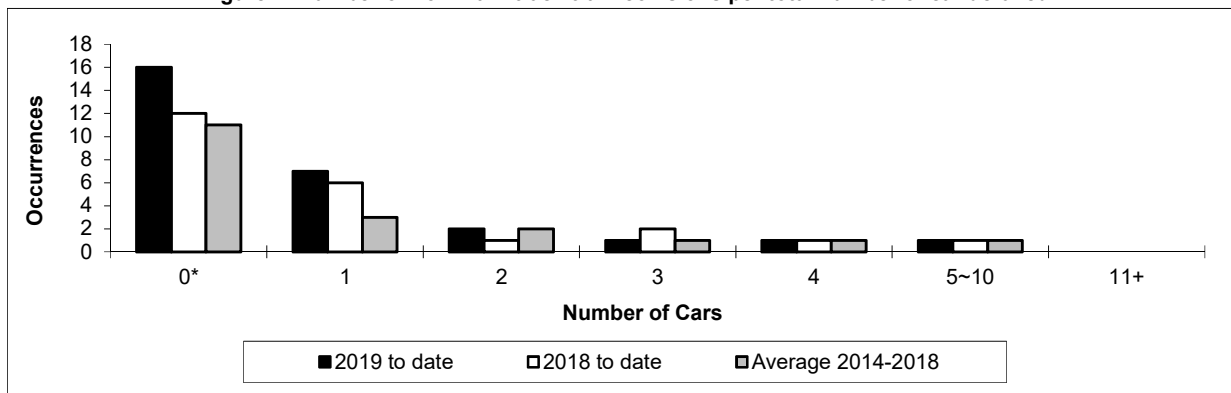
	January to February			Collisions with DG involvement January to February		
	2019	2018	2014-2018 average	2019	2018	2014-2018 average
	<b>Canada</b>	<b>28</b>	<b>23</b>	<b>19</b>	<b>15</b>	<b>4</b>
Newfoundland	0	0	0	0	0	0
Nova Scotia	0	0	0	0	0	0
New Brunswick	0	1	1	0	0	0
Quebec	2	1	1	0	1	1
Ontario	4	4	4	2	1	2
Manitoba	4	2	4	1	0	2
Saskatchewan	3	1	2	2	0	1
Alberta	12	7	4	9	2	2
British Columbia	3	7	3	1	0	1
Northwest Territories	0	0	0	0	0	0

\* There were no occurrences with dangerous goods release to date in 2019 or in 2018.

**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 19, 2019.

\* Number of collisions with no derailments.

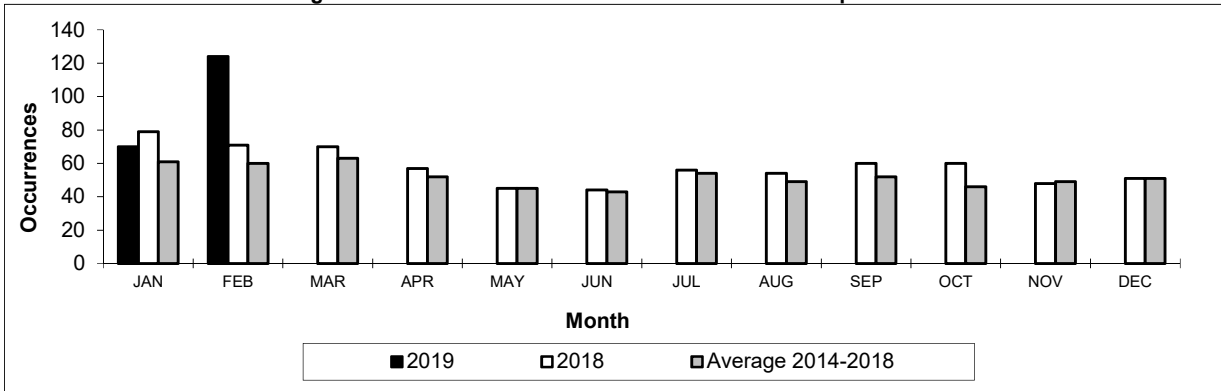
New TSB regulations came into effect on July 1, 2014, changing some reporting requirements.

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

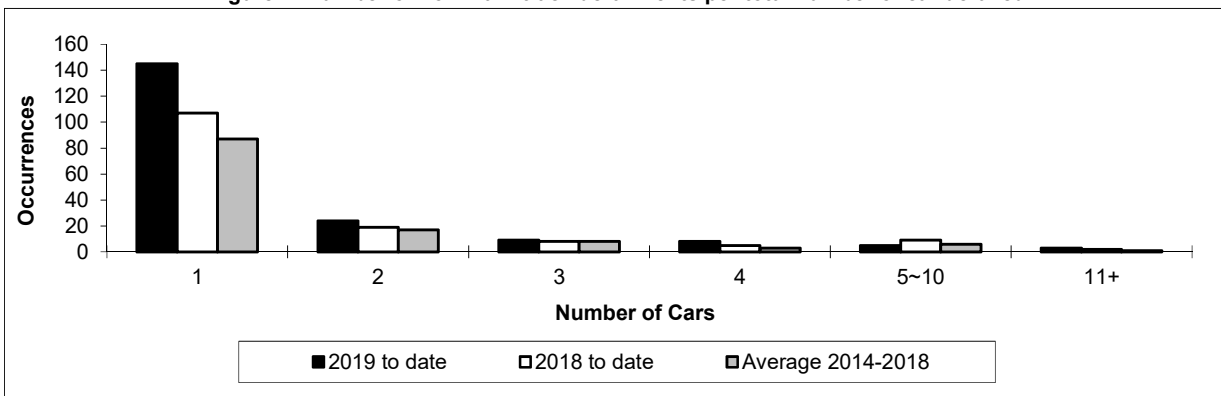
	January to February			Derailments with DG involvement January to February		
	2019	2018	2014-2018 average	2019	2018	2014-2018 average
	<b>Canada</b>	<b>194</b>	<b>150</b>	<b>121</b>	<b>37</b>	<b>20</b>
Newfoundland	4	2	2	0	0	0
Nova Scotia	0	1	1	0	1	0
New Brunswick	2	1	1	0	0	0
Quebec	47	31	21	10	7	2
Ontario	29	27	21	4	3	4
Manitoba	20	14	17	5	3	3
Saskatchewan	18	8	11	4	0	1
Alberta	43	28	26	8	2	5
British Columbia	30	38	21	5	4	2
Northwest Territories	1	0	0	1	0	0

\* There were no occurrences with dangerous goods release to date in 2019 or in 2018.

**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 19, 2019.

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

\* Under new reporting requirements all derailments are reportable.