

Table 1  
Railway occurrence and casualty

	September			January to September		
	2019	2018	2014-2018 average	2019	2018	2014-2018 average
<b>Accidents</b>	<b>87</b>	<b>94</b>	<b>88</b>	<b>1004</b>	<b>891</b>	<b>788</b>
Main-track train collisions	1	0	0	3	3	4
Main-track train derailments - 1-2 cars*	1	0	3	46	34	34
Main-track train derailments - 3-5 cars	0	0	0	5	10	7
Main-track train derailments - 6 or more cars	3	5	2	24	35	23
Crossings	10	9	11	134	117	110
Non-main-track train collisions	9	7	7	91	77	69
Non-main-track train derailments - 1-2 cars*	30	49	39	395	369	310
Non-main-track train derailments - 3-5 cars	8	7	6	64	72	63
Non-main-track train derailments - 6 or more cars	2	0	2	24	15	21
Collisions/Derailments involving track units	9	4	4	38	34	28
Employee/Passenger	1	1	1	11	8	10
Trespassers	10	6	7	46	57	52
Fires/Explosions	2	3	3	90	27	25
Other	1	3	3	34	33	31
<b>Incidents</b>	<b>13</b>	<b>24</b>	<b>23</b>	<b>205</b>	<b>214</b>	<b>240</b>
Main-track train derailments - 1-2 cars* (no damage)	0	1	0	2	4	2
Non-main-track train collisions* (no derailment, no damage)	0	0	0	0	1	3
Non-main-track train derailments - 1-2 cars* (no damage)	1	4	5	52	80	86
Dangerous goods leaker**	0	0	2	0	0	18
Main-track switch in abnormal position	2	0	0	14	7	6
Movement exceeds limits of authority	8	11	11	112	95	95
Uncontrolled movement of rolling stock	2	2	1	12	8	9
Others	0	6	2	12	19	21
<b>Million train-miles (a)</b>				<b>66.42</b>	<b>64.88</b>	<b>63.07</b>
<b>Accidents/Million train-miles</b>				<b>15.12</b>	<b>13.73</b>	<b>12.49</b>
<b>Accidents involving dangerous goods</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>139</b>	<b>92</b>	<b>90</b>
Main-track train derailments	2	2	1	17	16	12
Crossings	1	0	0	6	6	3
Non-main-track train collisions	2	2	1	37	22	22
Non-main-track train derailments	5	3	4	74	44	47
All others	1	0	0	5	4	4
<b>Accidents with a DG release</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>3</b>
<b>Accidents involving passenger trains</b>	<b>3</b>	<b>7</b>	<b>5</b>	<b>42</b>	<b>50</b>	<b>41</b>
<b>Accidents involving an uncontrolled movement of rolling</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>52</b>	<b>39</b>	<b>31</b>
<b>Fatalities</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>60</b>	<b>40</b>	<b>45</b>
Crossings	2	0	1	23	12	13
Trespassers	8	4	4	32	27	31
All others	0	1	0	5	1	1
<b>Serious Injuries</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>44</b>	<b>64</b>	<b>48</b>
Crossings	0	2	2	18	25	19
Trespassers	2	1	2	13	25	18
All others	2	2	1	13	14	11

Data extracted 16 October 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.

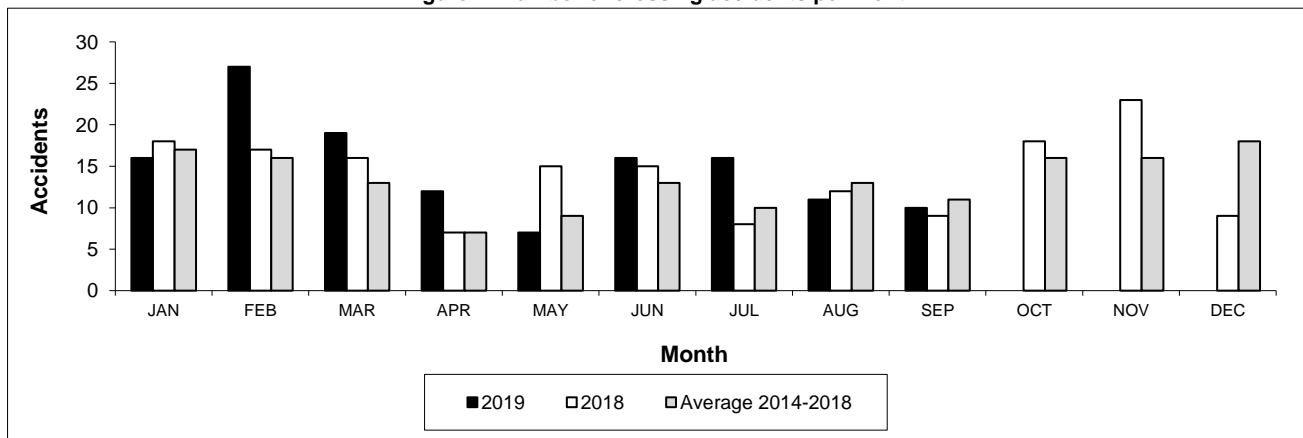
\* Under new reporting requirements all derailments are reportable. The TSB has reviewed derailments and collisions back to January 1, 2014 and reclassified occurrences with minimal consequences as reportable incidents including: derailments involving 1 to 2 cars, with no equipment or track damage, no 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 2019 - Year to date*				All crossings Year to date*		Trespasser 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	1	0	1	2	0	0
Fatalities	0	0	0	0	0	0	0	0
Serious injuries	0	0	2	0	2	0	0	0
<b>New Brunswick</b>								
Accidents	0	0	2	0	2	3	1	0
Fatalities	0	0	0	0	0	0	0	0
Serious injuries	0	0	0	0	0	0	1	0
<b>Quebec</b>								
Accidents	8	0	9	1	18	14	6	11
Fatalities	0	0	1	0	1	2	4	7
Serious injuries	0	0	1	0	1	5	2	4
<b>Ontario</b>								
Accidents	23	6	7	1	37	28	16	23
Fatalities	6	2	2	0	10	4	14	10
Serious injuries	1	0	0	0	1	5	2	9
<b>Manitoba</b>								
Accidents	6	6	2	1	15	12	2	2
Fatalities	3	1	0	0	4	0	2	1
Serious injuries	0	0	0	0	0	8	0	1
<b>Saskatchewan</b>								
Accidents	10	9	0	0	19	14	2	1
Fatalities	2	1	0	0	3	1	2	0
Serious injuries	3	1	0	0	4	1	0	1
<b>Alberta</b>								
Accidents	10	12	5	0	28	27	12	9
Fatalities	1	1	0	0	2	2	7	3
Serious injuries	3	1	2	0	6	2	4	6
<b>British Columbia</b>								
Accidents	6	2	6	0	14	17	7	11
Fatalities	3	0	0	0	3	3	3	6
Serious injuries	2	1	1	0	4	4	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	63	35	32	3	134	117	46	57
Fatalities	15	5	3	0	23	12	32	27
Serious injuries	9	3	6	0	18	25	13	25

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



Data extracted 16 October 2019.

\*Year to date is from January to September.

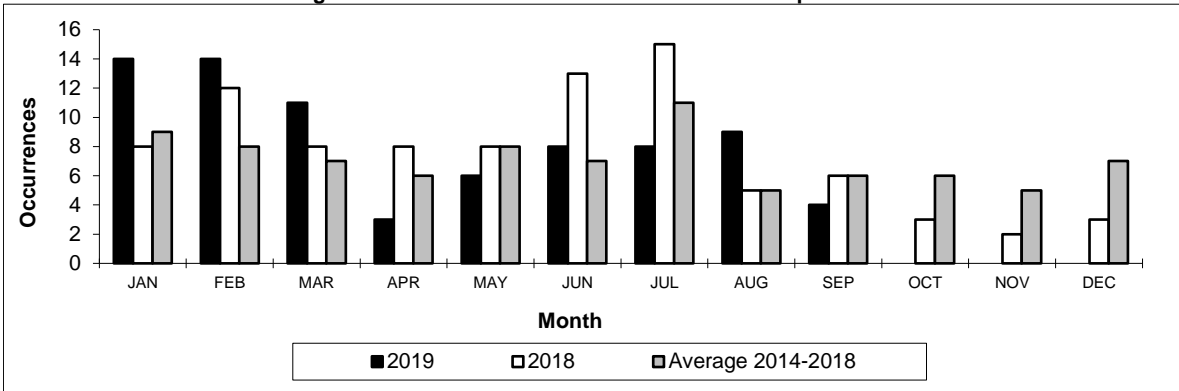
New TSB regulations came into effect on July 1, 2014, changing some reporting requirements.

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

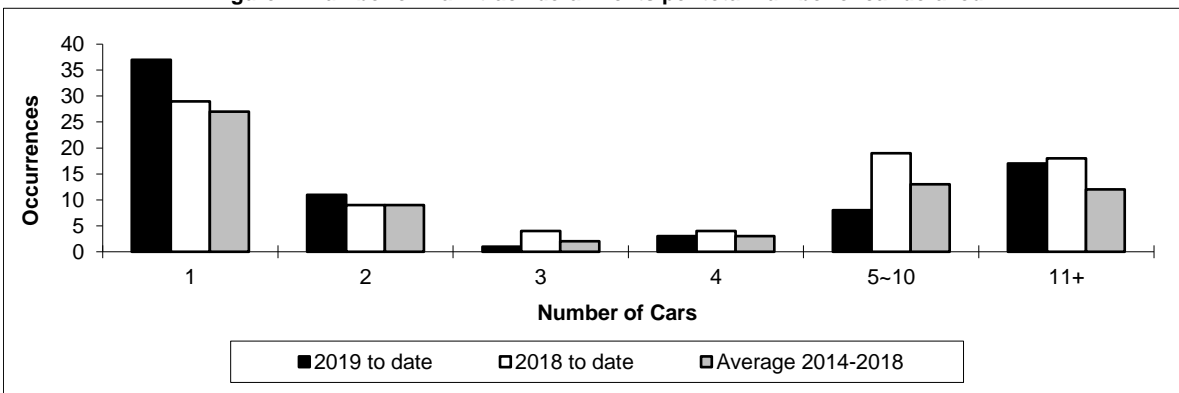
	January to September			Derailments with DG involvement January to September		
	2019	2018	2014-2018 average	2019	2018	2014-2018 average
<b>Canada</b>	<b>77</b>	<b>83</b>	<b>66</b>	<b>17</b>	<b>16</b>	<b>12</b>
Newfoundland	0	0	0	0	0	0
Nova Scotia	0	0	0	0	0	0
New Brunswick	1	0	1	0	0	1
Quebec	10	11	8	3	1	1
Ontario	16	13	14	4	2	4
Manitoba	10	8	6	3	2	1
Saskatchewan	10	13	7	1	3	1
Alberta	16	20	16	4	5	4
British Columbia	14	18	14	2	3	1
Northwest Territories	0	0	0	0	0	0

\* There were 5 occurrences with dangerous goods release to date in 2019 and 1 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 16 October 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.

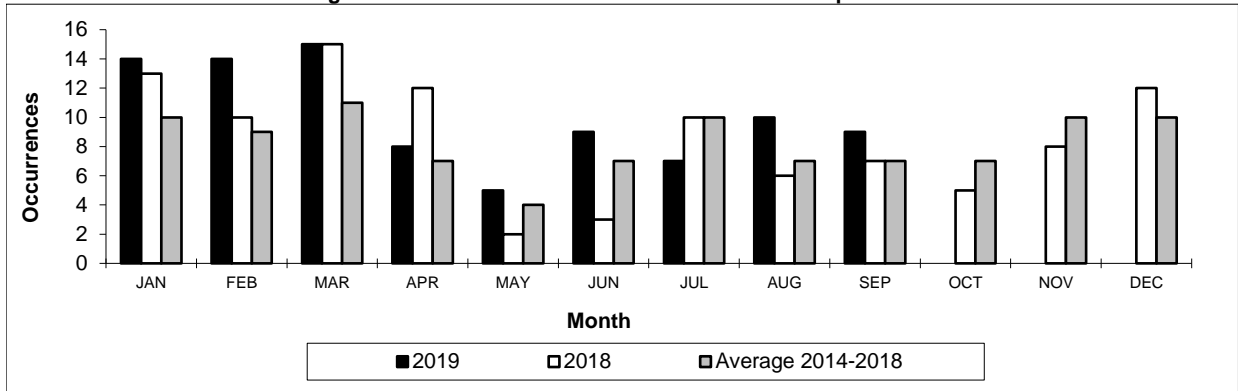
\* Under new reporting requirements all derailments are reportable.

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

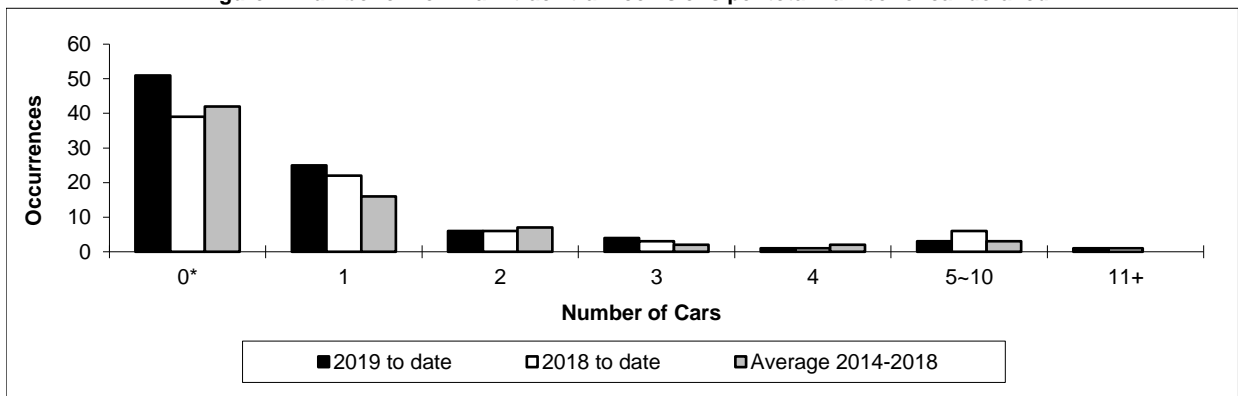
	January to September			Collisions with DG involvement January to September		
	2019	2018	2014-2018 average	2019	2018	2014-2018 average
	<b>Canada</b>	<b>91</b>	<b>78</b>	<b>72</b>	<b>37</b>	<b>22</b>
Newfoundland	0	1	0	0	0	0
Nova Scotia	0	0	0	0	0	0
New Brunswick	0	1	1	0	0	0
Quebec	6	3	7	2	3	2
Ontario	21	18	18	9	5	6
Manitoba	10	4	10	4	2	3
Saskatchewan	11	11	9	4	2	2
Alberta	28	18	13	15	6	5
British Columbia	15	22	14	3	4	3
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 16 October 2019.

\* Number of collisions with no derailments.

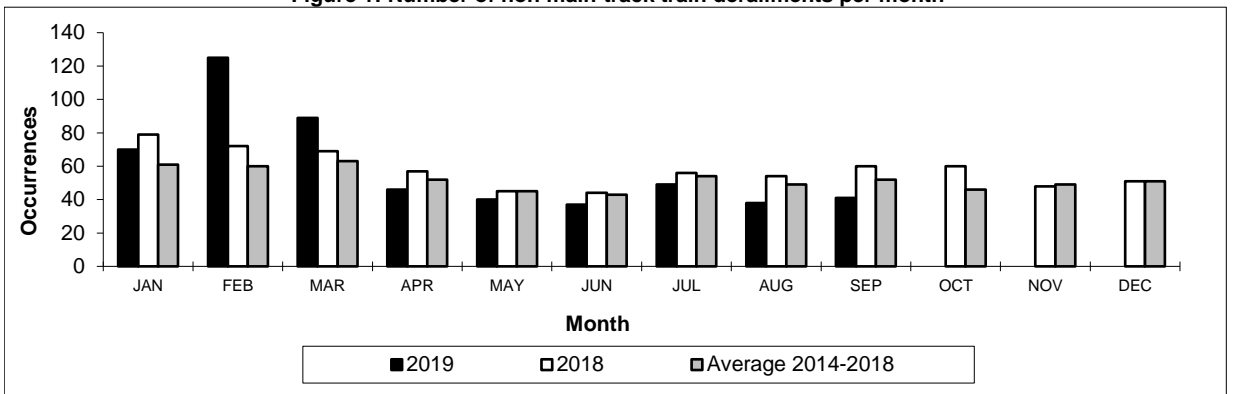
New TSB regulations came into effect on July 1, 2014, changing some reporting requirements.

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

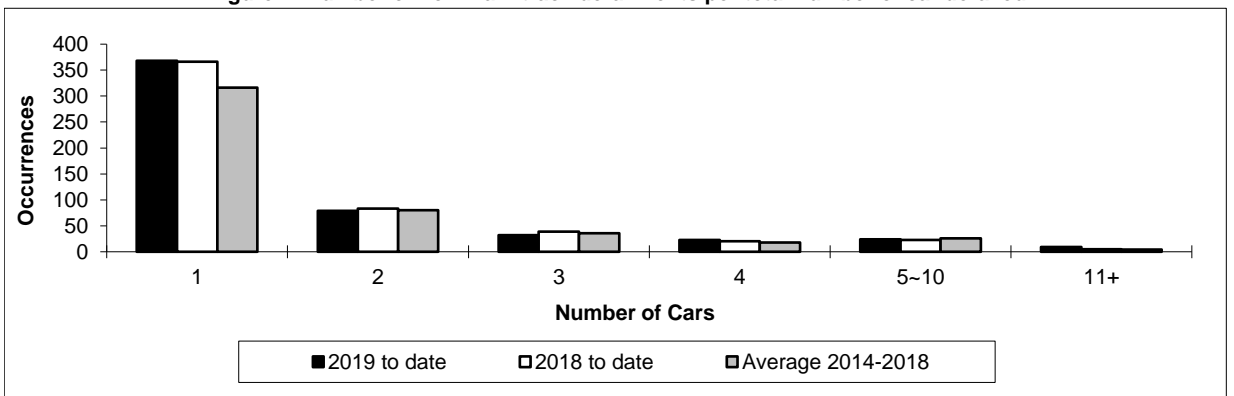
	January to September			Derailments with DG involvement January to September		
	2019	2018	2014-2018 average	2019	2018	2014-2018 average
	<b>Canada</b>	<b>535</b>	<b>536</b>	<b>480</b>	<b>84</b>	<b>52</b>
Newfoundland	7	5	5	0	0	0
Nova Scotia	4	4	3	0	1	0
New Brunswick	9	4	8	2	0	3
Quebec	116	77	71	19	12	7
Ontario	105	101	93	10	7	12
Manitoba	64	61	62	12	5	7
Saskatchewan	48	73	54	9	2	5
Alberta	100	110	99	22	15	16
British Columbia	81	101	85	9	10	8
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 16 October 2019.

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

\* Under new reporting requirements all derailments are reportable.