

Table 1

## Railway occurrence and casualty

	July			January to July		
	2019	2018	2014-2018 average	2019	2018	2014-2018 average
<b>Accidents</b>	<b>106</b>	<b>102</b>	<b>95</b>	<b>826</b>	<b>695</b>	<b>611</b>
Main-track train collisions	1	0	0	2	2	3
Main-track train derailments - 1-2 cars*	4	3	5	38	30	29
Main-track train derailments - 3-5 cars	1	4	1	3	9	6
Main-track train derailments - 6 or more cars	3	7	4	20	30	18
Crossings	15	8	10	112	96	86
Non-main-track train collisions	6	9	9	71	64	56
Non-main-track train derailments - 1-2 cars*	39	45	37	334	277	237
Non-main-track train derailments - 3-5 cars	6	4	7	51	56	50
Non-main-track train derailments - 6 or more cars	4	3	2	21	14	18
Collisions/Derailments involving track units	3	3	3	25	22	19
Employee/Passenger	0	1	2	9	4	8
Trespassers	4	7	6	27	45	38
Fires/Explosions	15	4	4	83	19	19
Other	4	4	4	30	27	25
<b>Incidents</b>	<b>8</b>	<b>19</b>	<b>23</b>	<b>172</b>	<b>170</b>	<b>193</b>
Main-track train derailments - 1-2 cars* (no damage)	0	1	0	2	3	2
Non-main-track train collisions* (no derailment, no damage)	0	1	1	0	1	3
Non-main-track train derailments - 1-2 cars* (no damage)	0	4	8	50	75	75
Dangerous goods leaker**	0	0	3	0	0	14
Main-track switch in abnormal position	1	0	0	12	7	5
Movement exceeds limits of authority	7	11	9	86	68	71
Uncontrolled movement of rolling stock	0	1	1	10	5	7
Others	0	1	1	11	11	17
<b>Million train-miles (a)</b>				<b>51.73</b>	<b>49.44</b>	<b>48.88</b>
<b>Accidents/Million train-miles</b>				<b>15.97</b>	<b>14.06</b>	<b>12.50</b>
<b>Accidents involving dangerous goods</b>	<b>15</b>	<b>11</b>	<b>11</b>	<b>120</b>	<b>76</b>	<b>76</b>
Main-track train derailments	1	4	3	12	14	10
Crossings	2	0	0	4	5	3
Non-main-track train collisions	1	3	3	32	18	20
Non-main-track train derailments	10	4	4	68	35	40
All others	1	0	1	4	4	4
<b>Accidents with a DG release</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>3</b>
<b>Accidents involving passenger trains</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>36</b>	<b>37</b>	<b>30</b>
<b>Accidents involving an uncontrolled movement of rolling</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>44</b>	<b>31</b>	<b>24</b>
<b>Fatalities</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>40</b>	<b>30</b>	<b>33</b>
Crossings	1	1	2	19	11	10
Trespassers	1	3	4	17	19	23
All others	0	0	0	4	0	1
<b>Serious Injuries</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>36</b>	<b>53</b>	<b>36</b>
Crossings	6	0	1	16	21	15
Trespassers	2	3	2	9	22	13
All others	1	4	2	11	10	8

Data extracted 15 August 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.

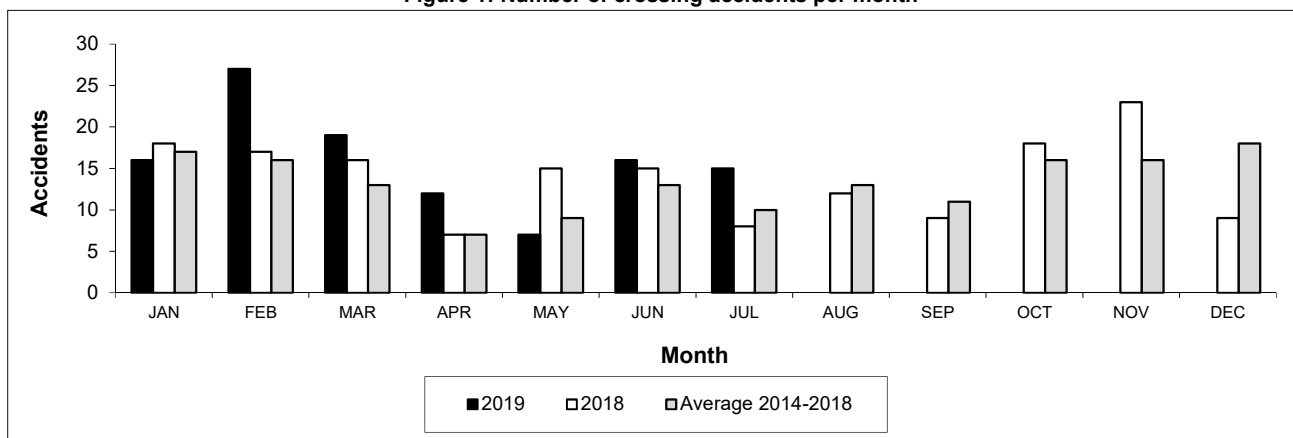
\*\* TSB Regulations have been harmonized with Section 8.4 of the Transportation of Dangerous Goods Regulations, under which TSB DG leaker incidents are only reportable if they result in death or serious injury, evacuation, or the closure of a DG loading facility, a road, a main railway line, or a main 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	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	1	0	1	3	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	6	0	8	0	15	12	2	6
Fatalities	0	0	1	0	1	2	1	2
Serious injuries	0	0	1	0	1	4	1	4
<b>Ontario</b>								
Accidents	19	5	7	0	31	21	10	19
Fatalities	6	2	2	0	10	4	8	8
Serious injuries	1	0	0	0	1	3	2	8
<b>Manitoba</b>								
Accidents	5	6	2	0	13	10	0	1
Fatalities	1	1	0	0	2	0	0	0
Serious injuries	0	0	0	0	0	7	0	1
<b>Saskatchewan</b>								
Accidents	9	7	0	0	16	11	2	1
Fatalities	1	1	0	0	2	0	2	0
Serious injuries	3	1	0	0	4	1	0	1
<b>Alberta</b>								
Accidents	8	9	5	0	23	23	9	7
Fatalities	1	1	0	0	2	2	4	3
Serious injuries	2	1	2	0	5	2	4	4
<b>British Columbia</b>								
Accidents	5	2	5	0	12	14	4	11
Fatalities	2	0	0	0	2	3	2	6
Serious injuries	2	1	0	0	3	4	2	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	52	29	29	0	112	96	27	45
Fatalities	11	5	3	0	19	11	17	19
Serious injuries	8	3	5	0	16	21	9	22

Figure 1: Number of crossing accidents per month



Data extracted 15 August 2019.

\*Year to date is from January to July.

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 July			Derailments with DG involvement January to July		
	2019	2018	2014-2018 average	2019	2018	2014-2018 average
<b>Canada</b>	<b>63</b>	<b>72</b>	<b>55</b>	<b>12</b>	<b>14</b>	<b>11</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	7	11	7	2	1	1
Ontario	15	9	12	4	1	3
Manitoba	9	6	4	3	1	1
Saskatchewan	8	12	6	1	3	1
Alberta	10	18	13	1	5	3
British Columbia	13	16	12	1	3	1
Northwest Territories	0	0	0	0	0	0

\* There were 2 occurrences with dangerous goods release to date in 2019 and 1 in 2018.

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

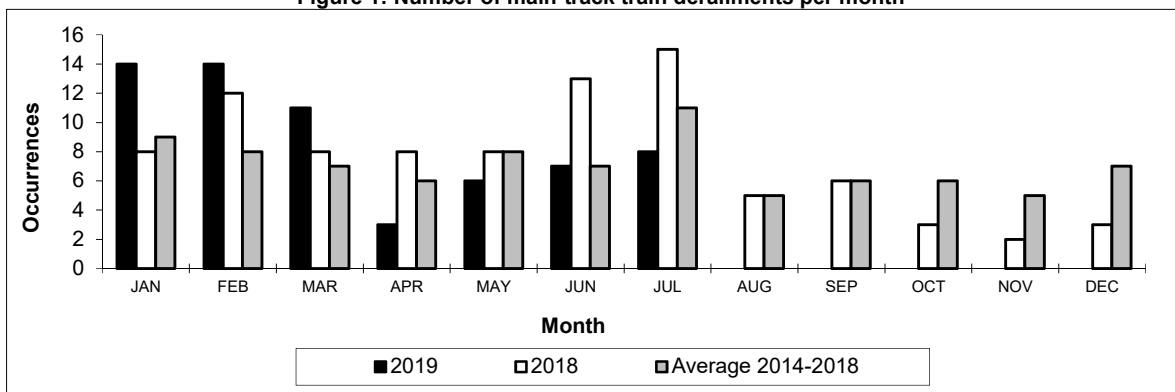
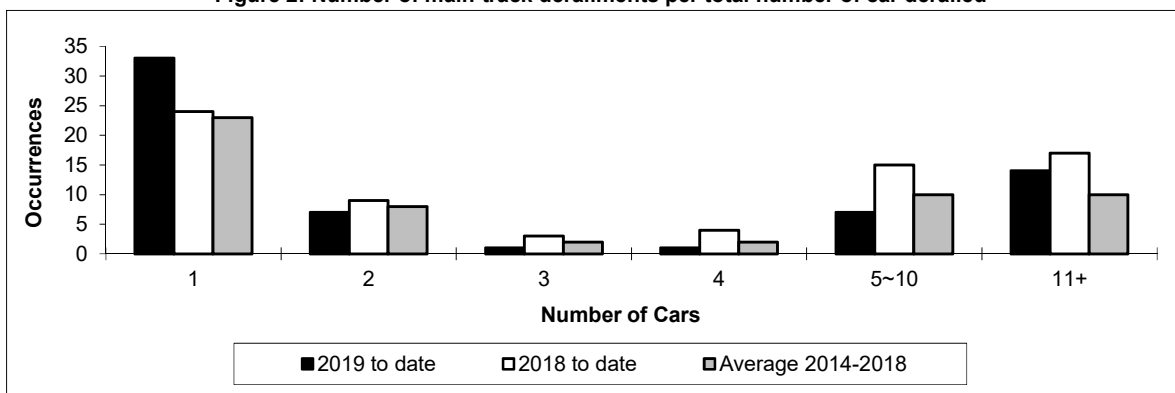


Figure 2: Number of main-track derailments per total number of car derailed



Data extracted 15 August 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.

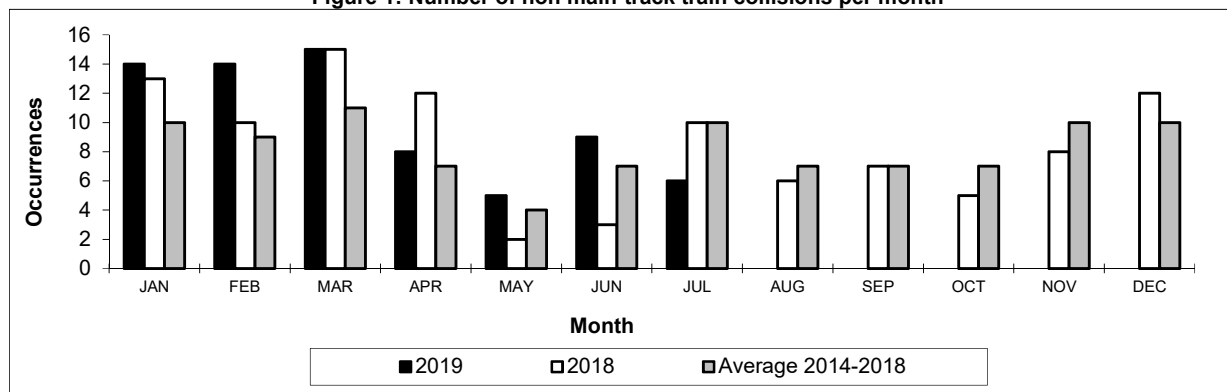
\* Under new reporting requirements all derailments are reportable.

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

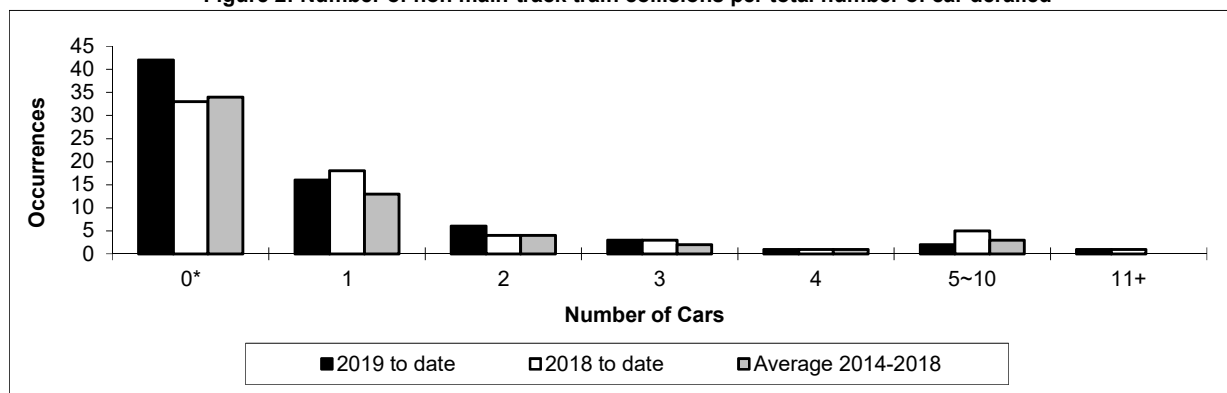
	January to July			Collisions with DG involvement January to July		
	2019	2018	2014-2018 average	2019	2018	2014-2018 average
<b>Canada</b>	<b>71</b>	<b>65</b>	<b>58</b>	<b>32</b>	<b>18</b>	<b>20</b>
Newfoundland	0	1	0	0	0	0
Nova Scotia	0	0	0	0	0	0
New Brunswick	0	1	1	0	0	0
Quebec	5	3	5	1	3	2
Ontario	15	14	13	7	4	5
Manitoba	8	3	8	4	1	3
Saskatchewan	10	10	8	3	1	2
Alberta	23	17	12	15	6	5
British Columbia	10	16	10	2	3	2
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 15 August 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 July			Derailments with DG involvement January to July		
	2019	2018	2014-2018 average	2019	2018	2014-2018 average
<b>Canada</b>	<b>457</b>	<b>422</b>	<b>379</b>	<b>78</b>	<b>43</b>	<b>50</b>
Newfoundland	6	5	5	0	0	0
Nova Scotia	3	3	3	0	1	0
New Brunswick	7	4	6	1	0	2
Quebec	110	63	56	19	9	6
Ontario	85	75	73	10	4	10
Manitoba	54	52	52	11	5	6
Saskatchewan	40	56	42	9	2	5
Alberta	81	87	77	18	14	14
British Columbia	70	77	66	9	8	7
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

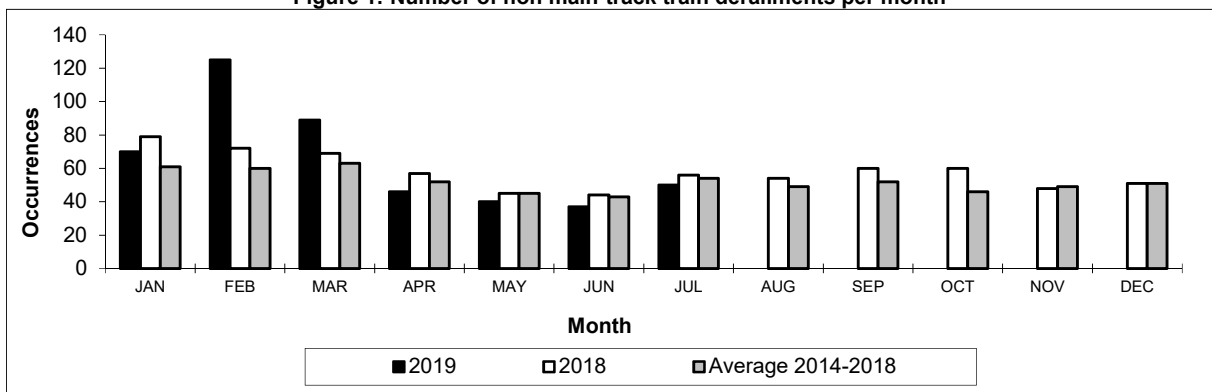
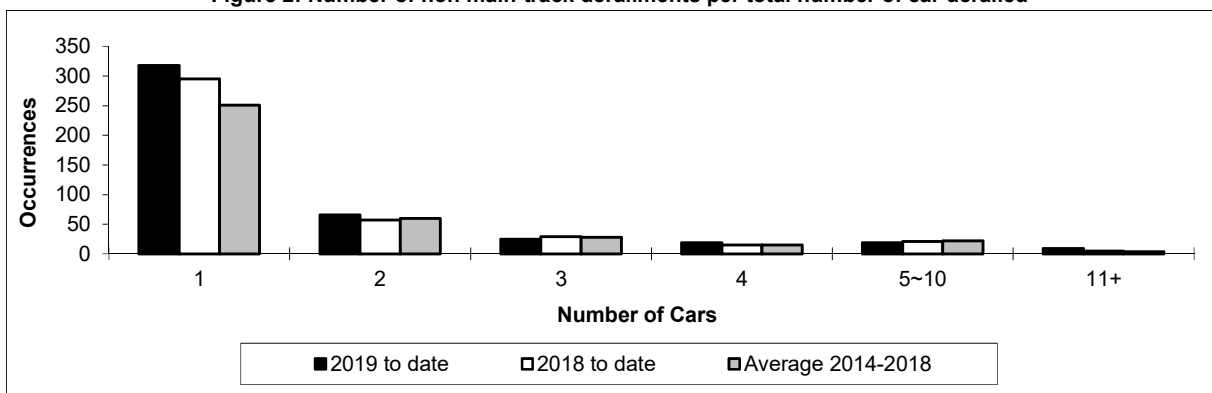


Figure 2: Number of non main-track derailments per total number of car derailed



Data extracted 15 August 2019.

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

\* Under new reporting requirements all derailments are reportable.