

Table 1
Railway occurrence and casualty

| | August | | | January to August | | |
|--|-----------|------------|-------------------|-------------------|--------------|-------------------|
| | 2019 | 2018 | 2014-2018 average | 2019 | 2018 | 2014-2018 average |
| Accidents | 85 | 102 | 89 | 916 | 797 | 700 |
| Main-track train collisions | 0 | 1 | 1 | 2 | 3 | 4 |
| Main-track train derailments - 1-2 cars* | 6 | 4 | 2 | 45 | 34 | 31 |
| Main-track train derailments - 3-5 cars | 2 | 1 | 1 | 5 | 10 | 7 |
| Main-track train derailments - 6 or more cars | 1 | 0 | 2 | 21 | 30 | 20 |
| Crossings | 10 | 12 | 13 | 124 | 108 | 98 |
| Non-main-track train collisions | 10 | 6 | 7 | 82 | 70 | 63 |
| Non-main-track train derailments - 1-2 cars* | 30 | 43 | 35 | 365 | 320 | 271 |
| Non-main-track train derailments - 3-5 cars | 5 | 9 | 7 | 56 | 65 | 57 |
| Non-main-track train derailments - 6 or more cars | 1 | 1 | 2 | 22 | 15 | 20 |
| Collisions/Derailments involving track units | 3 | 8 | 5 | 29 | 30 | 24 |
| Employee/Passenger | 1 | 3 | 1 | 10 | 7 | 9 |
| Trespassers | 9 | 6 | 8 | 36 | 51 | 46 |
| Fires/Explosions | 5 | 5 | 3 | 87 | 24 | 22 |
| Other | 2 | 3 | 3 | 33 | 30 | 28 |
| Incidents | 20 | 20 | 24 | 191 | 190 | 218 |
| Main-track train derailments - 1-2 cars* (no damage) | 0 | 0 | 0 | 2 | 3 | 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 | 1 | 6 | 51 | 76 | 81 |
| Dangerous goods leaker** | 0 | 0 | 1 | 0 | 0 | 15 |
| Main-track switch in abnormal position | 0 | 0 | 1 | 12 | 7 | 6 |
| Movement exceeds limits of authority | 18 | 16 | 13 | 104 | 84 | 84 |
| Uncontrolled movement of rolling stock | 1 | 1 | 1 | 10 | 6 | 8 |
| Others | 0 | 2 | 1 | 11 | 13 | 19 |
| Million train-miles (a) | | | | 59.27 | 56.76 | 55.91 |
| Accidents/Million train-miles | | | | 15.45 | 14.04 | 12.52 |
| Accidents involving dangerous goods | 8 | 9 | 6 | 128 | 85 | 82 |
| Main-track train derailments | 3 | 0 | 1 | 15 | 14 | 11 |
| Crossings | 1 | 1 | 0 | 5 | 6 | 3 |
| Non-main-track train collisions | 3 | 2 | 1 | 35 | 20 | 21 |
| Non-main-track train derailments | 1 | 6 | 3 | 69 | 41 | 43 |
| All others | 0 | 0 | 1 | 4 | 4 | 4 |
| Accidents with a DG release | 1 | 0 | 0 | 6 | 4 | 3 |
| Accidents involving passenger trains | 3 | 6 | 5 | 39 | 43 | 35 |
| Accidents involving an uncontrolled movement of rolling | 7 | 4 | 4 | 51 | 35 | 27 |
| Fatalities | 10 | 5 | 6 | 50 | 35 | 40 |
| Crossings | 2 | 1 | 2 | 21 | 12 | 11 |
| Trespassers | 7 | 4 | 5 | 24 | 23 | 28 |
| All others | 1 | 0 | 0 | 5 | 0 | 1 |
| Serious Injuries | 4 | 6 | 7 | 40 | 59 | 43 |
| Crossings | 2 | 2 | 2 | 18 | 23 | 17 |
| Trespassers | 2 | 2 | 3 | 11 | 24 | 16 |
| All others | 0 | 2 | 1 | 11 | 12 | 9 |

Data extracted 30 September 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.

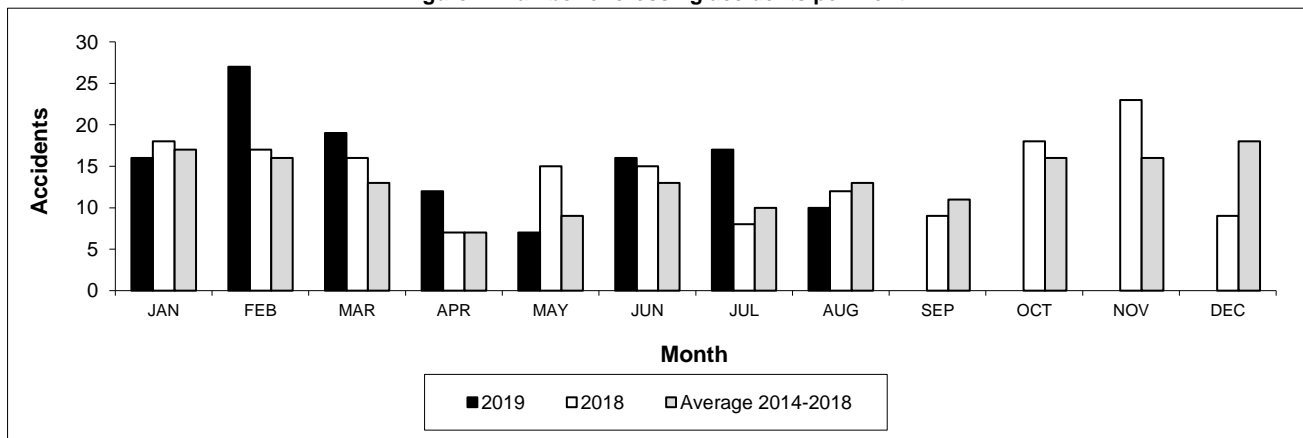
* Under new reporting requirements all derailments are reportable. The TSB has reviewed derailments and collisions back to January 1, 2014 and recategorized occurrences with minimal consequences as reportable incidents including: derailments involving 1 to 2 cars, with no equipment or track damage, no 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 2019 - Year to date* | | | | All crossings Year to date* | | Trespasser Year to date* | |
|------------------------------|--|----------------|---------|------|--------------------------------|------|-----------------------------|------|
| | Public automated | Public passive | Private | Farm | 2019 | 2018 | 2019 | 2018 |
| 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 | 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 |
| New Brunswick | | | | | | | | |
| 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 |
| Quebec | | | | | | | | |
| Accidents | 8 | 0 | 9 | 1 | 18 | 12 | 4 | 9 |
| Fatalities | 0 | 0 | 1 | 0 | 1 | 2 | 3 | 5 |
| Serious injuries | 0 | 0 | 1 | 0 | 1 | 4 | 1 | 4 |
| Ontario | | | | | | | | |
| Accidents | 21 | 6 | 7 | 0 | 34 | 25 | 13 | 21 |
| Fatalities | 6 | 2 | 2 | 0 | 10 | 4 | 11 | 9 |
| Serious injuries | 1 | 0 | 0 | 0 | 1 | 4 | 2 | 9 |
| Manitoba | | | | | | | | |
| Accidents | 6 | 6 | 2 | 1 | 15 | 11 | 1 | 1 |
| Fatalities | 3 | 1 | 0 | 0 | 4 | 0 | 1 | 0 |
| Serious injuries | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 |
| Saskatchewan | | | | | | | | |
| Accidents | 9 | 7 | 0 | 0 | 16 | 13 | 2 | 1 |
| Fatalities | 1 | 1 | 0 | 0 | 2 | 1 | 2 | 0 |
| Serious injuries | 3 | 1 | 0 | 0 | 4 | 1 | 0 | 1 |
| Alberta | | | | | | | | |
| Accidents | 9 | 10 | 5 | 0 | 25 | 25 | 10 | 8 |
| Fatalities | 1 | 1 | 0 | 0 | 2 | 2 | 5 | 3 |
| Serious injuries | 3 | 1 | 2 | 0 | 6 | 2 | 4 | 5 |
| British Columbia | | | | | | | | |
| Accidents | 5 | 2 | 6 | 0 | 13 | 17 | 5 | 11 |
| Fatalities | 2 | 0 | 0 | 0 | 2 | 3 | 2 | 6 |
| Serious injuries | 2 | 1 | 1 | 0 | 4 | 4 | 3 | 4 |
| 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 | 58 | 31 | 32 | 2 | 124 | 108 | 36 | 51 |
| Fatalities | 13 | 5 | 3 | 0 | 21 | 12 | 24 | 23 |
| Serious injuries | 9 | 3 | 6 | 0 | 18 | 23 | 11 | 24 |

Figure 1: Number of crossing accidents per month



Data extracted 30 September 2019.

*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 | | |
|-----------------------|-------------------|-----------|----------------------|--|-----------|----------------------|
| | 2019 | 2018 | 2014-2018 average | 2019 | 2018 | 2014-2018 average |
| Canada | 73 | 77 | 61 | 15 | 14 | 11 |
| 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 | 11 | 13 | 4 | 1 | 3 |
| Manitoba | 10 | 7 | 5 | 3 | 1 | 1 |
| Saskatchewan | 10 | 12 | 7 | 1 | 3 | 1 |
| Alberta | 12 | 18 | 14 | 2 | 5 | 3 |
| British Columbia | 14 | 18 | 13 | 2 | 3 | 1 |
| Northwest Territories | 0 | 0 | 0 | 0 | 0 | 0 |

* There were 3 occurrences with dangerous goods release to date in 2019 and 1 in 2018.

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

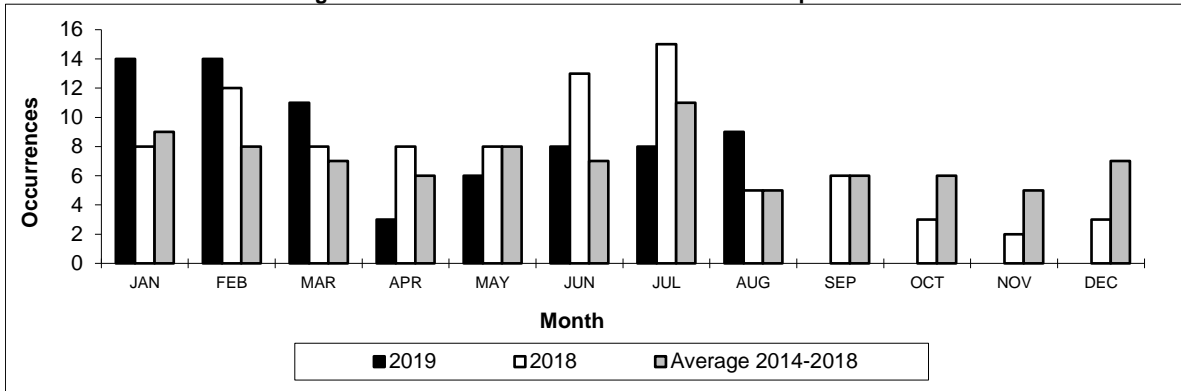
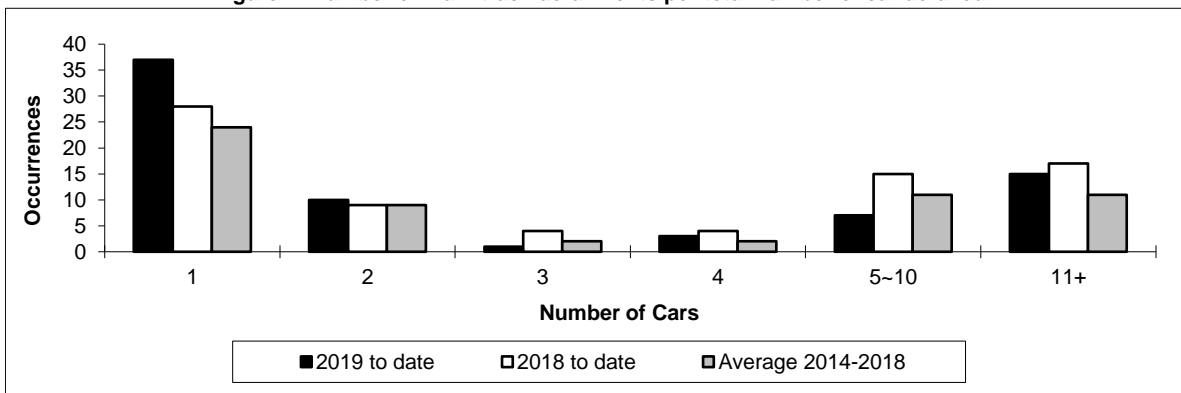


Figure 2: Number of main-track derailments per total number of car derailed



Data extracted 30 September 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 August | | | Collisions with DG involvement January to August | | |
|-----------------------|-------------------|-----------|----------------------|---|-----------|----------------------|
| | 2019 | 2018 | 2014-2018 average | 2019 | 2018 | 2014-2018 average |
| | Canada | 82 | 71 | 65 | 35 | 20 |
| 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 | 6 | 2 | 3 | 2 |
| Ontario | 19 | 17 | 16 | 9 | 5 | 6 |
| Manitoba | 9 | 4 | 9 | 4 | 2 | 3 |
| Saskatchewan | 10 | 10 | 8 | 3 | 1 | 2 |
| Alberta | 25 | 17 | 12 | 15 | 6 | 5 |
| British Columbia | 13 | 18 | 12 | 2 | 3 | 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

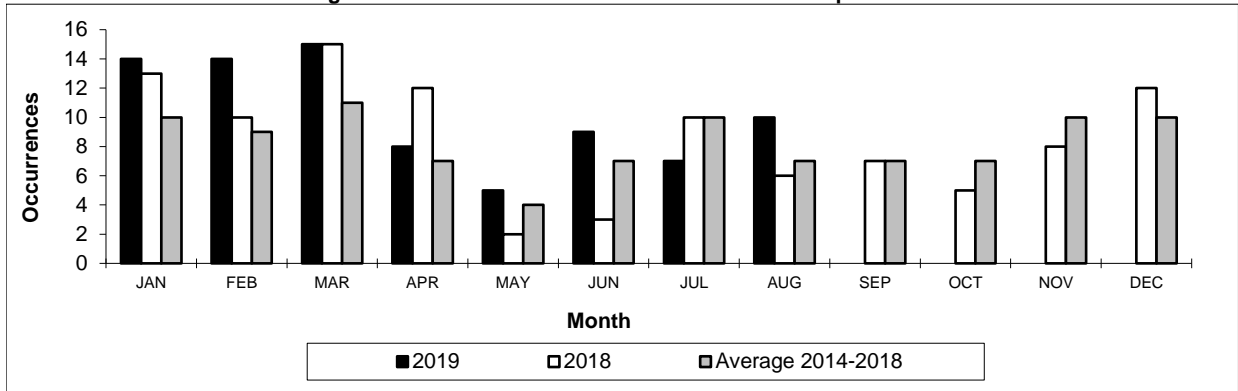
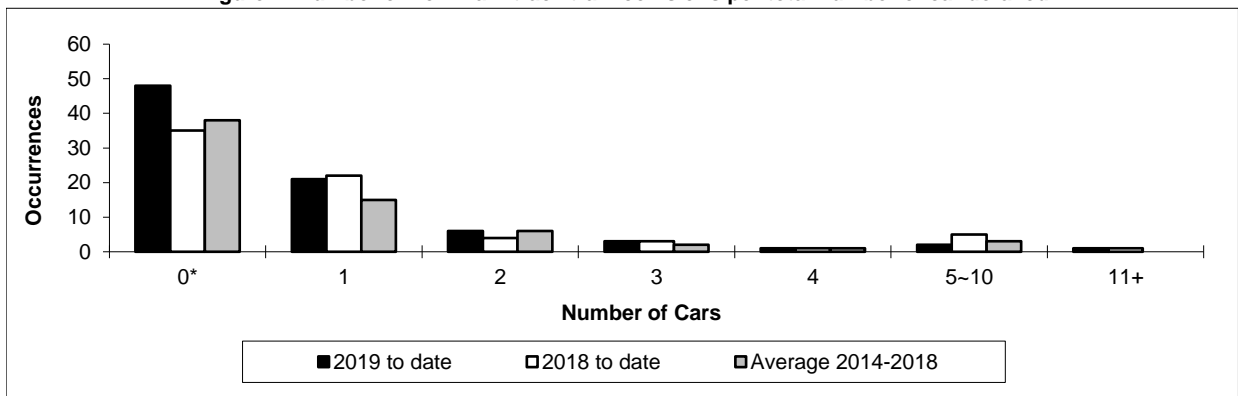


Figure 2: Number of non main-track train collisions per total number of car derailed



Data extracted 30 September 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 August | | | Derailments with DG involvement January to August | | |
|-----------------------|-------------------|------------|----------------------|--|-----------|----------------------|
| | 2019 | 2018 | 2014-2018 average | 2019 | 2018 | 2014-2018 average |
| | Canada | 494 | 476 | 429 | 79 | 49 |
| Newfoundland | 6 | 5 | 5 | 0 | 0 | 0 |
| Nova Scotia | 4 | 3 | 3 | 0 | 1 | 0 |
| New Brunswick | 7 | 4 | 7 | 1 | 0 | 2 |
| Quebec | 113 | 69 | 63 | 19 | 11 | 6 |
| Ontario | 98 | 87 | 81 | 10 | 7 | 11 |
| Manitoba | 59 | 56 | 56 | 11 | 5 | 6 |
| Saskatchewan | 44 | 65 | 48 | 9 | 2 | 5 |
| Alberta | 86 | 98 | 89 | 19 | 14 | 15 |
| British Columbia | 76 | 89 | 75 | 9 | 9 | 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

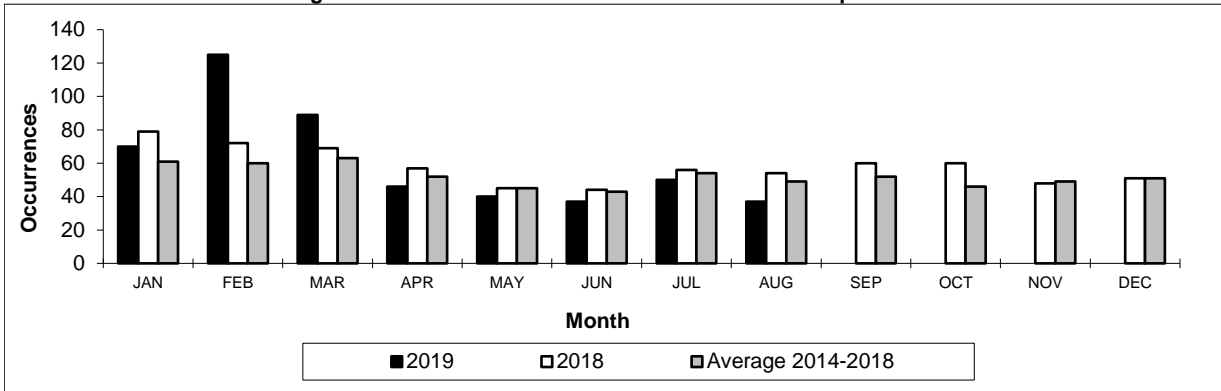
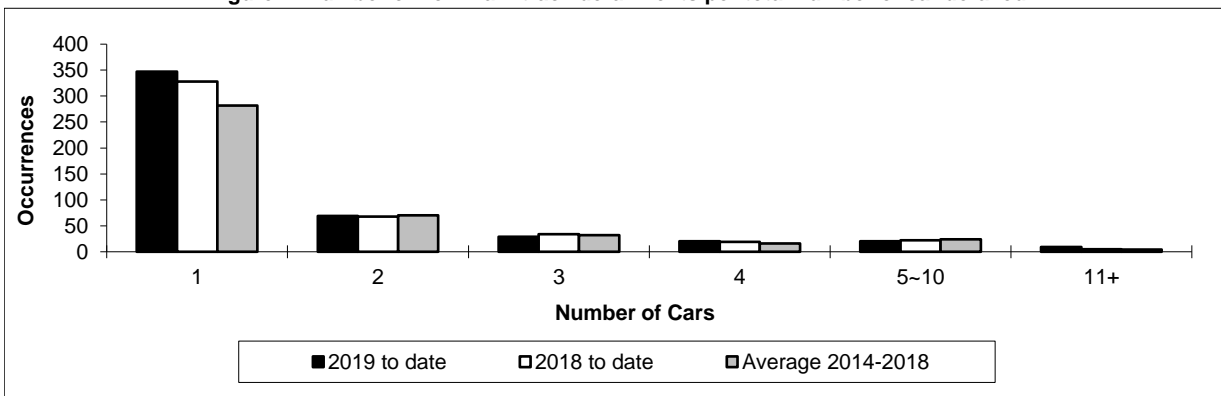


Figure 2: Number of non main-track derailments per total number of car derailed



Data extracted 30 September 2019.

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

* Under new reporting requirements all derailments are reportable.