

Table 1

Railway occurrences and casualties

	December			Year to date (December)		
	2020	2019	2015-2019 average	2020	2019	2015-2019 average
<b>Accidents</b>	<b>72</b>	<b>90</b>	<b>85</b>	<b>959</b>	<b>1257</b>	<b>1091</b>
Main-track train collisions	1	0	0	7	4	4
Main-track train derailments - 1-2 cars*	4	4	2	39	54	43
Main-track train derailments - 3-5 cars	0	1	1	3	6	7
Main-track train derailments - 6 or more cars	1	3	3	27	33	29
Crossings	16	13	15	129	178	157
Non-main-track train collisions	6	7	9	67	112	95
Non-main-track train derailments - 1-2 cars*	28	35	32	390	492	430
Non-main-track train derailments - 3-5 cars	3	9	8	66	87	84
Non-main-track train derailments - 6 or more cars	1	1	2	21	27	28
Collisions/Derailments involving track units	3	3	1	37	50	42
Employee/Passenger	0	3	2	8	15	15
Trespassers	4	4	3	58	56	64
Fires/Explosions	4	2	3	76	100	47
Other	1	4	4	31	42	47
<b>Incidents</b>	<b>13</b>	<b>10</b>	<b>20</b>	<b>227</b>	<b>243</b>	<b>287</b>
Main-track train derailments - 1-2 cars* (no damage)	0	1	0	1	3	4
Non-main-track train collisions* (no derailment, no damage)	0	0	0	1	0	2
Non-main-track train derailments - 1-2 cars* (no damage)	0	1	7	32	58	89
Dangerous goods leaker**	0	0	0	0	0	8
Main-track switch in abnormal position	0	0	1	3	15	11
Movement exceeds limits of authority	13	6	9	151	136	134
Uncontrolled movement of rolling stock	0	2	1	19	16	14
Others	0	0	2	20	15	26
<b>Million train-miles (a)</b>	.	.	.	<b>83.22</b>	<b>88.88</b>	<b>84.88</b>
<b>Accidents/Million train-miles</b>	.	.	.	<b>11.52</b>	<b>14.14</b>	<b>12.85</b>
<b>Accidents involving dangerous goods</b>	<b>5</b>	<b>10</b>	<b>12</b>	<b>81</b>	<b>171</b>	<b>128</b>
Main-track train derailments	0	2	1	7	19	14
Crossings	0	0	0	3	7	6
Non-main-track train collisions	1	2	3	13	44	33
Non-main-track train derailments	4	6	7	55	95	69
All others	0	0	1	3	6	6
<b>Accidents with a DG release</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>9</b>	<b>6</b>
<b>Accidents involving passenger trains</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>41</b>	<b>47</b>	<b>55</b>
<b>Accidents involving an uncontrolled movement of rolling stock</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>26</b>	<b>62</b>	<b>46</b>
<b>Fatalities</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>59</b>	<b>72</b>	<b>63</b>
Crossings	0	0	1	18	28	20
Trespassers	2	2	1	39	38	40
All others	0	1	1	2	6	3
<b>Serious Injuries</b>	<b>2</b>	<b>7</b>	<b>5</b>	<b>38</b>	<b>65</b>	<b>65</b>
Crossings	0	2	2	12	31	27
Trespassers	2	2	1	19	17	21
All others	0	3	2	7	17	17

Data extracted 15 January 2021

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.

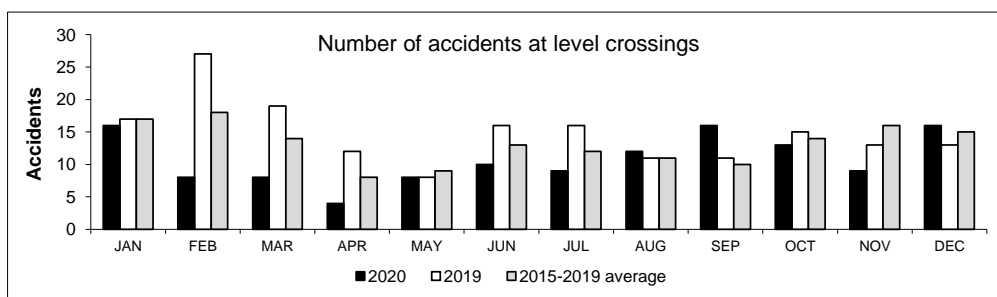
\* Under new reporting requirements all derailments are reportable. The TSB has reviewed derailments and collisions back to January 1, 2014 and recategorized occurrences with minimal consequences as reportable incidents including: derailments involving 1 to 2 cars, with no equipment or track damage,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

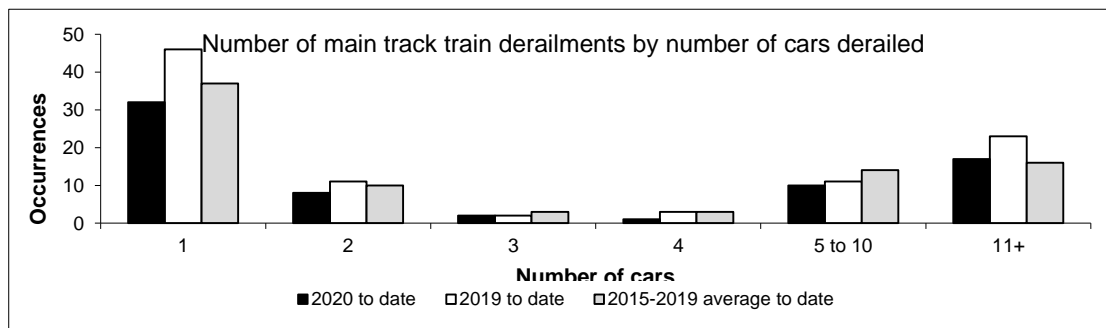
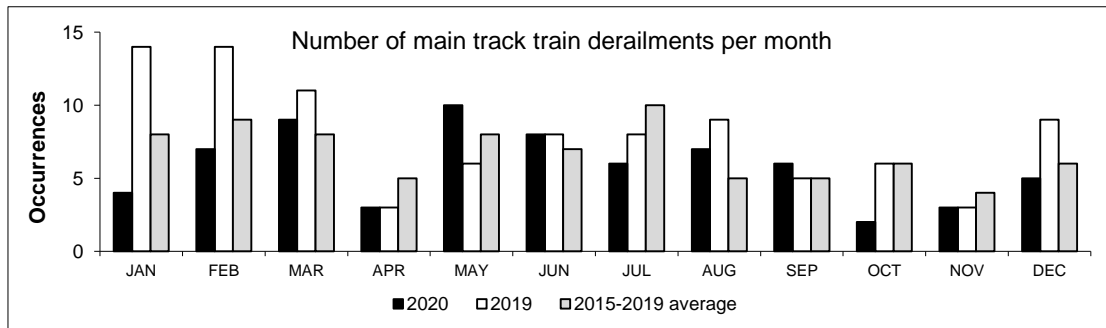
	Crossings with type recorded (year to date 2020)				All crossings (year to date)		Trespasser (year to date)	
	Public automated	Public passive	Private	Farm	2020	2019	2020	2019
<b>Newfoundland</b>								
Accidents	0	0	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0	0	0
Serious Injuries	0	0	0	0	0	0	0	0
<b>Nova Scotia</b>								
Accidents	0	2	2	0	4	2	2	0
Fatalities	0	0	0	0	0	0	0	0
Serious Injuries	0	0	1	0	1	2	2	0
<b>New Brunswick</b>								
Accidents	0	0	1	0	1	2	1	1
Fatalities	0	0	0	0	0	0	0	0
Serious Injuries	0	0	0	0	0	0	1	1
<b>Quebec</b>								
Accidents	15	1	3	1	20	25	7	6
Fatalities	2	1	0	0	3	2	7	4
Serious Injuries	2	0	0	0	2	1	0	2
<b>Ontario</b>								
Accidents	13	5	2	0	20	50	21	21
Fatalities	2	0	0	0	2	11	14	16
Serious Injuries	1	0	0	0	1	7	7	5
<b>Manitoba</b>								
Accidents	5	12	5	0	22	20	3	2
Fatalities	1	4	0	0	5	5	1	2
Serious Injuries	0	2	0	0	2	0	2	0
<b>Saskatchewan</b>								
Accidents	2	11	0	0	13	24	1	4
Fatalities	0	1	0	0	1	4	1	4
Serious Injuries	1	0	0	0	1	7	0	0
<b>Alberta</b>								
Accidents	8	22	1	0	31	35	12	14
Fatalities	0	5	0	0	5	2	10	9
Serious Injuries	2	1	0	0	3	9	2	4
<b>British Columbia</b>								
Accidents	11	3	3	1	18	20	11	8
Fatalities	1	1	0	0	2	4	6	3
Serious Injuries	2	0	0	0	2	5	5	5
<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	54	56	17	2	129	178	58	56
Fatalities	6	12	0	0	18	28	39	38
Serious Injuries	8	3	1	0	12	31	19	17



Data extracted 15 January 2021  
 New TSB regulations came into effect on July 1, 2014, changing some reporting requirements.

**Table 3**  
**Main track derailment accidents and incidents by province**

	December			Year to date (December)		
	2020	2019	2015-2019 average	2020	2019	2015-2019 average
<b>Canada</b>	<b>5</b>	<b>9</b>	<b>6</b>	<b>70</b>	<b>96</b>	<b>82</b>
Newfoundland	0	0	0	1	0	0
Nova Scotia	0	0	0	0	0	0
New Brunswick	0	0	0	0	1	1
Quebec	0	0	1	9	11	9
Ontario	1	1	1	14	17	16
Manitoba	0	1	0	8	14	7
Saskatchewan	0	1	2	6	12	12
Alberta	1	0	1	11	17	18
British Columbia	3	6	2	21	24	19
Northwest Territories	0	0	0	0	0	0
<b>Canada - with dangerous goods involved</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>19</b>	<b>14</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	0	0	0	0	3	1
Ontario	0	1	1	2	5	4
Manitoba	0	0	0	0	3	1
Saskatchewan	0	1	0	1	2	1
Alberta	0	0	0	2	4	4
British Columbia	0	0	0	2	2	1
Northwest Territories	0	0	0	0	0	0

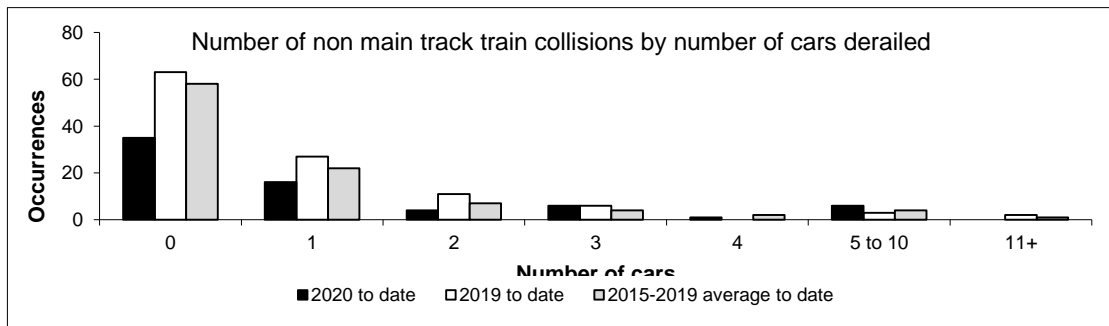
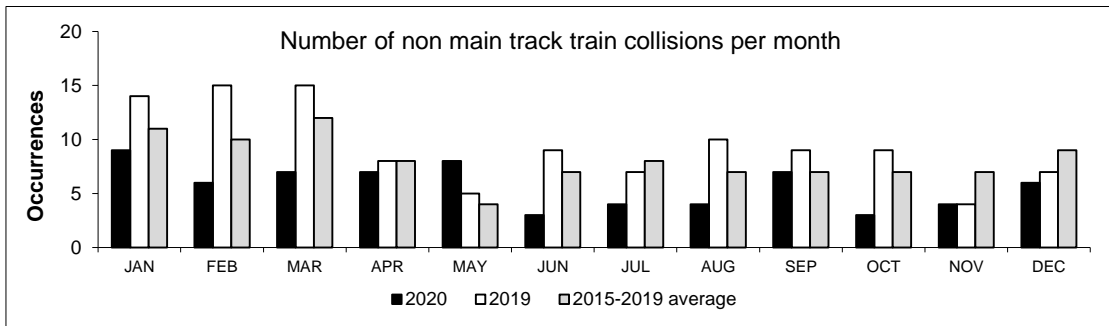


Data extracted 15 January 2021

All 5-year averages have been rounded. The totals sometimes do not coincide to the sum of these averages.

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

	December			Year to date (December)		
	2020	2019	2015-2019 average	2020	2019	2015-2019 average
<b>Canada</b>	<b>6</b>	<b>7</b>	<b>9</b>	<b>68</b>	<b>112</b>	<b>98</b>
Newfoundland	0	0	0	0	0	0
Nova Scotia	0	0	0	1	0	0
New Brunswick	0	0	0	2	0	1
Quebec	0	1	1	4	9	9
Ontario	0	2	1	15	26	22
Manitoba	2	1	1	12	15	13
Saskatchewan	1	0	0	5	11	9
Alberta	3	0	3	13	29	23
British Columbia	0	3	2	16	22	21
Northwest Territories	0	0	0	0	0	0
<b>Canada - with dangerous goods involved</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>13</b>	<b>44</b>	<b>34</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	0	0	0	1	2	3
Ontario	0	2	1	3	14	8
Manitoba	0	0	1	4	5	5
Saskatchewan	1	0	0	2	4	2
Alberta	0	0	1	1	15	10
British Columbia	0	0	1	2	4	5
Northwest Territories	0	0	0	0	0	0

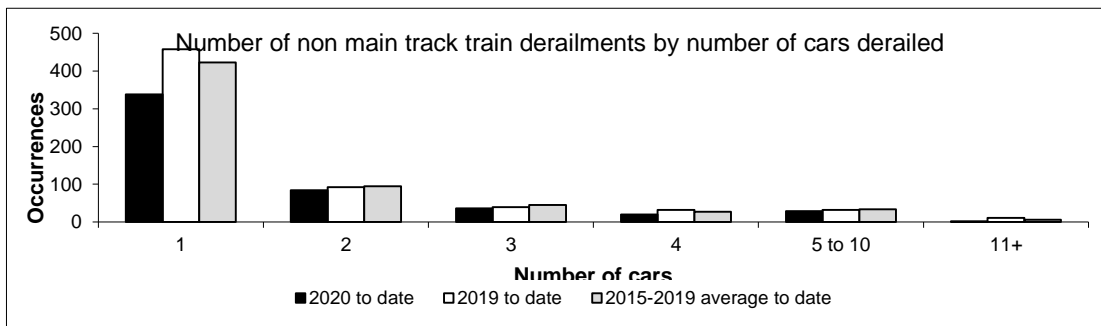
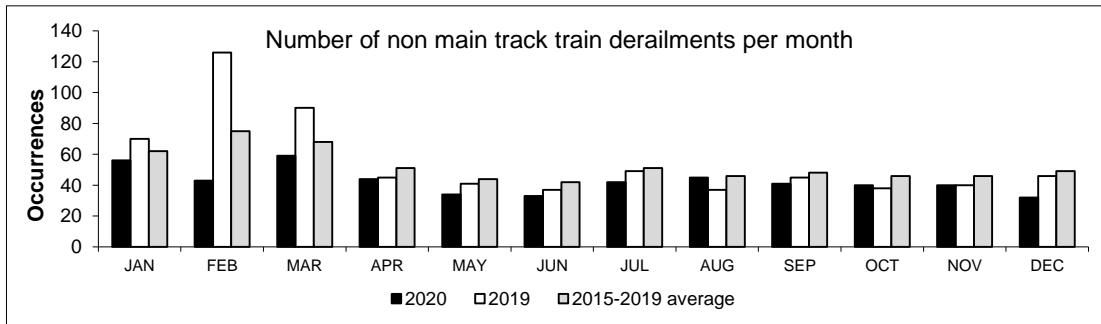


Data extracted 15 January 2021

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

	December			Year to date (December)		
	2020	2019	2015-2019 average	2020	2019	2015-2019 average
<b>Canada</b>	<b>32</b>	<b>46</b>	<b>49</b>	<b>509</b>	<b>664</b>	<b>629</b>
Newfoundland	1	1	1	11	8	10
Nova Scotia	1	0	0	8	4	5
New Brunswick	0	0	1	7	12	10
Quebec	3	9	7	79	132	105
Ontario	7	12	13	95	144	128
Manitoba	3	2	6	58	74	77
Saskatchewan	3	1	3	47	61	67
Alberta	11	9	9	104	125	118
British Columbia	3	12	10	100	103	110
Northwest Territories	0	0	0	0	1	0
<b>Canada - with dangerous goods involved</b>	<b>4</b>	<b>6</b>	<b>8</b>	<b>57</b>	<b>105</b>	<b>80</b>
Newfoundland	1	0	0	1	0	0
Nova Scotia	0	0	0	0	0	0
New Brunswick	0	0	0	3	2	2
Quebec	0	1	0	1	21	11
Ontario	1	1	1	11	17	16
Manitoba	0	1	1	8	15	10
Saskatchewan	0	0	1	3	9	6
Alberta	2	2	3	21	29	22
British Columbia	0	1	1	9	11	12
Northwest Territories	0	0	0	0	1	0



Data extracted 15 January 2021

All 5-year averages have been rounded. The totals sometimes do not coincide to the sum of these averages.