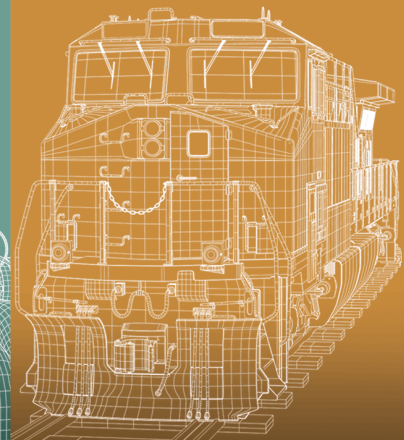
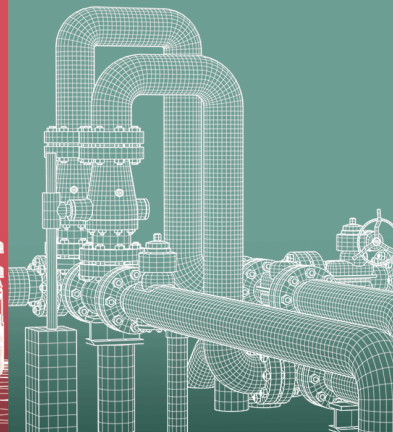




Transportation
Safety Board
of Canada

Bureau de la sécurité
des transports
du Canada



STATISTICAL SUMMARY

Rail transportation occurrences in 2024

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Statistical summary: rail transportation occurrences in 2024

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Le présent rapport est également disponible en français.

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Executive summary

The TSB received 1198 reports of rail transportation occurrences in 2024 (896 accidents and 302 incidents), including 69 fatalities.

The 896 accidents represent a 2% decrease from 2023 and a 12% decrease from the 10-year average of 1021.

The 69 rail transportation-related fatalities reported in 2024 are up compared to 67 in 2023 and above the 10-year average of 62. Among the fatalities, 56 involved trespassers, compared to 53 in 2023 and the 10-year average of 42.

The number of crossing accident fatalities decreased in 2024 (12) compared to 2023 (13) and is lower than the 10-year average of 18.

Among all rail transportation accidents, 87 involved dangerous goods. This is the same as the number reported in 2023 and is lower than the 10-year average of 115. Three accidents in 2024 resulted in dangerous goods being released.

There were 302 rail transportation incidents reported to the TSB in 2024, a 7% decrease from 2023 (323). Incidents involving movements that exceeded limits of authority accounted for 47% (143) of all rail transportation incidents in 2024 – 19 less than in 2023 but above the 10-year average of 135.

According to Transport Canada data, 2024 main-track (non-yard) rail activity increased by 3% from 2023. The main-track accident rate in 2024 was 2.4 accidents per million main-track train-miles, down from 2.5 in 2023 and below the 10-year average of 2.6.

Statistical summary

Rail transportation occurrences in 2024

Please note that the tables and figures in the [HTML version](#) are fully accessible.

The TSB gathers and uses transportation occurrence data during the course of its investigations to analyze safety deficiencies and identify risks in the Canadian rail transportation system.

This statistical summary covers federally regulated railways only. Non-federally regulated data reported to the TSB are not included in this report.

This summary serves to describe the accident, incident, and injury counts¹ that are presented in the included tables. It provides limited discussion and some context but is not intended to be an in-depth analysis of the data.

It should be noted that certain characteristics of the data constrain statistical analysis and identification of emerging trends. These include the small totals of accidents and incidents, the large variability in the data from year to year, and changes to regulations and definitions. The reader is cautioned to keep these limitations in mind when viewing this summary to avoid drawing conclusions that cannot be supported by statistical analysis.

The 2024 data were collected according to the reporting requirements described in the *Transportation Safety Board Regulations* in force during that calendar year.

The statistics presented here reflect the TSB Railway Occurrence Database System (RODS) data as of 31 March 2025. Since the occurrence data are constantly being updated in the live database, the statistics may change slightly over time.

Also, as many occurrences are limited to data gathering, information recorded on some occurrences may not have been verified.

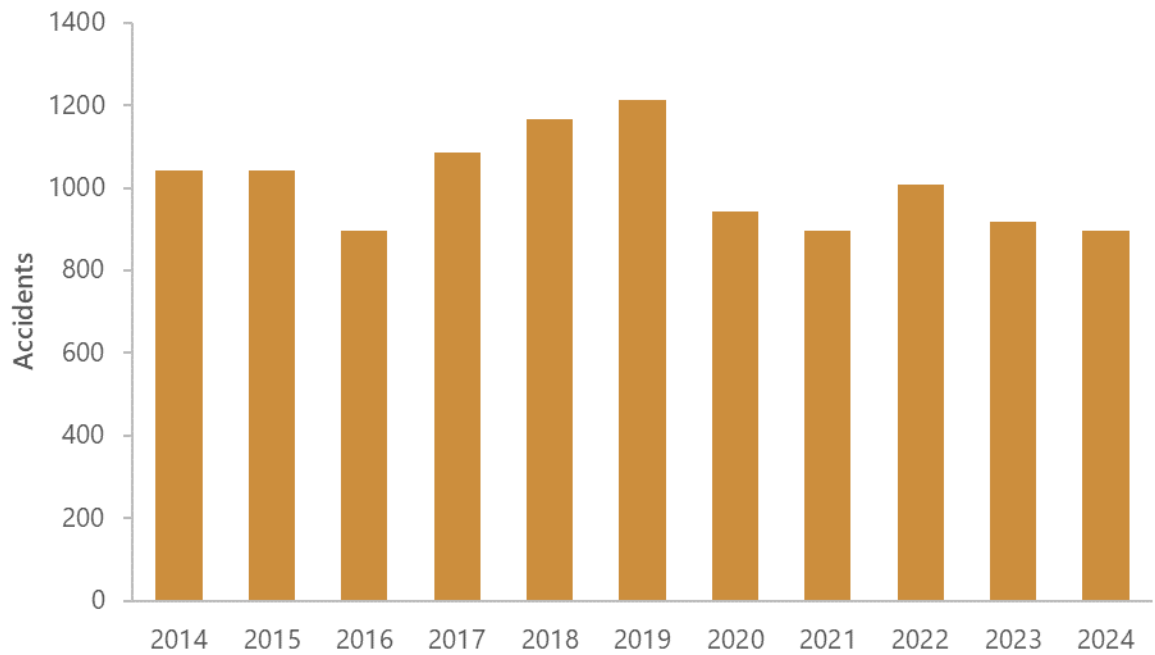
¹ See the Definitions section.

Accidents

Overview of accidents and casualties

In 2024, 896 rail accidents² were reported to the TSB (Figure 1 and Table 1), down from the 2023 total of 918, and 12% below the previous 10-year (2014 to 2023) average of 1021.

Figure 1. Rail accidents, 2014 to 2024



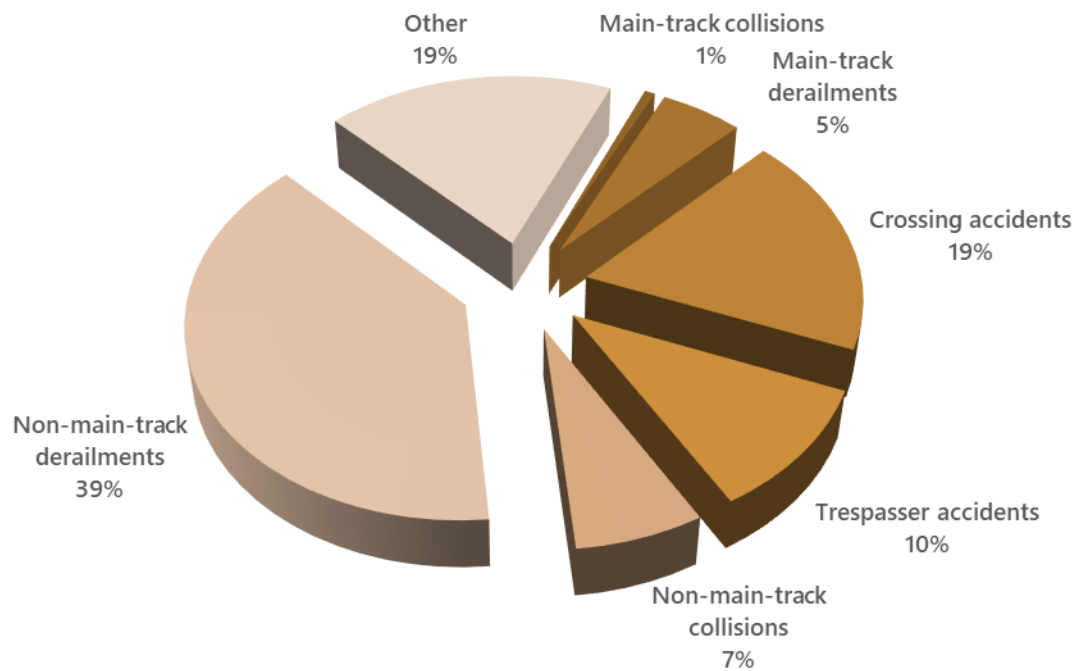
Freight trains accounted for 40% of all rolling stock involved in rail accidents in 2024. Four percent (43 in total) were passenger trains, with the remaining 56% comprising mainly single cars/cuts of cars, locomotives, and track units (Table 3).

The largest proportion of reported rail accidents comprised non-main-track derailments³ (39%) (Figure 2 and Table 1). Typically, most non-main-track derailment accidents are minor, occurring during switching operations at speeds of less than 10 mph.

² See the Definitions section.

³ “Derailment” means any instance where one or more wheels of rolling stock have come off the normal running surface of the rail.

Figure 2. Percentage of rail accidents by type, 2024*



* Due to rounding of percentages within categories, additions across accident types should be calculated from Table 1 data rather than by adding percentages shown in Figure 2.

The proportion of accidents that were main-track derailments in 2024 (5%) was down from the previous year (6%) and below the 10-year average (7%).

In 2024, 19% of rail accidents involved vehicles or pedestrians at rail crossings, above the 15% average of the previous 10 years.

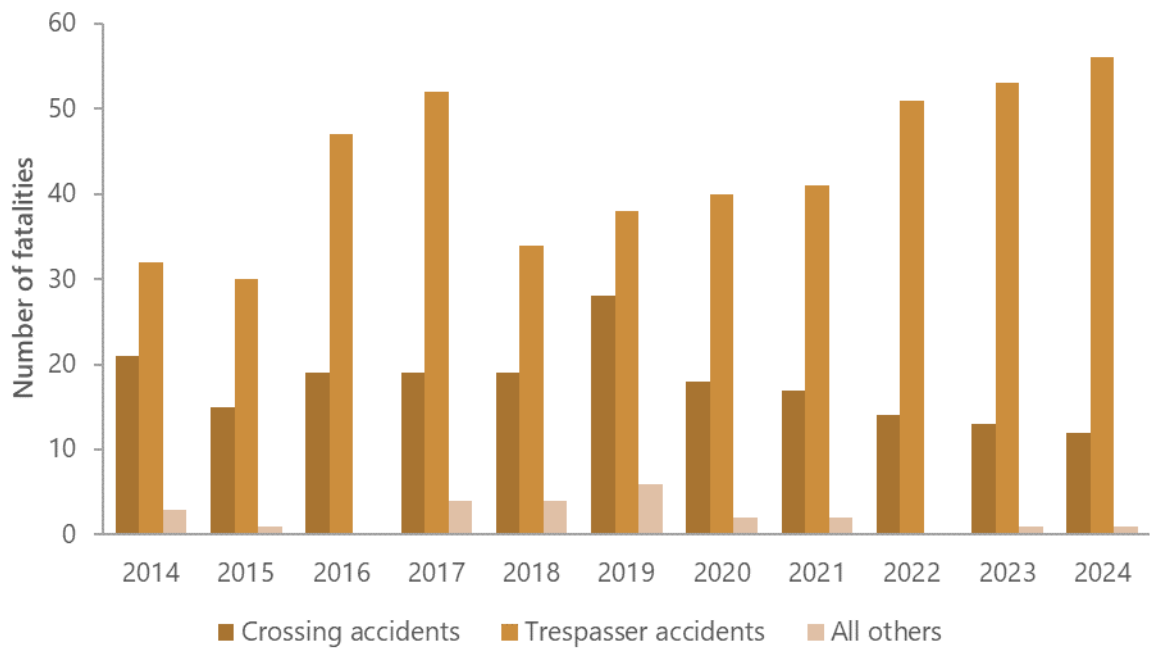
In 2024, 87 accidents involved dangerous goods (Table 1),⁴ unchanged from 2023 and below the 10-year average of 115. Three accidents resulted in a dangerous goods release in 2024, down from 7 in the previous year, and below the 10-year average of 4.

Rail fatalities (Figure 3 and Table 1) totalled 69 in 2024, up from 67 last year and above the 10-year average of 62. Crossing fatalities totalled 12 in 2024, down from 13 in 2023 and below the 10-year average of 18. Trespasser⁵ fatalities totalled 56 in 2024, up from 53 in the previous year and above the 10-year average of 42.

⁴ Accidents involving dangerous goods carried on rolling stock, as well as dangerous goods carried on road vehicles.

⁵ Trespasser accidents involve persons, primarily pedestrians, who are struck by rolling stock while they are on railway rights-of-way (other than railway crossings) that they are not authorized to occupy, resulting in death, serious injury or property damage.

Figure 3. Rail fatalities, by type of occurrence, 2014 to 2024

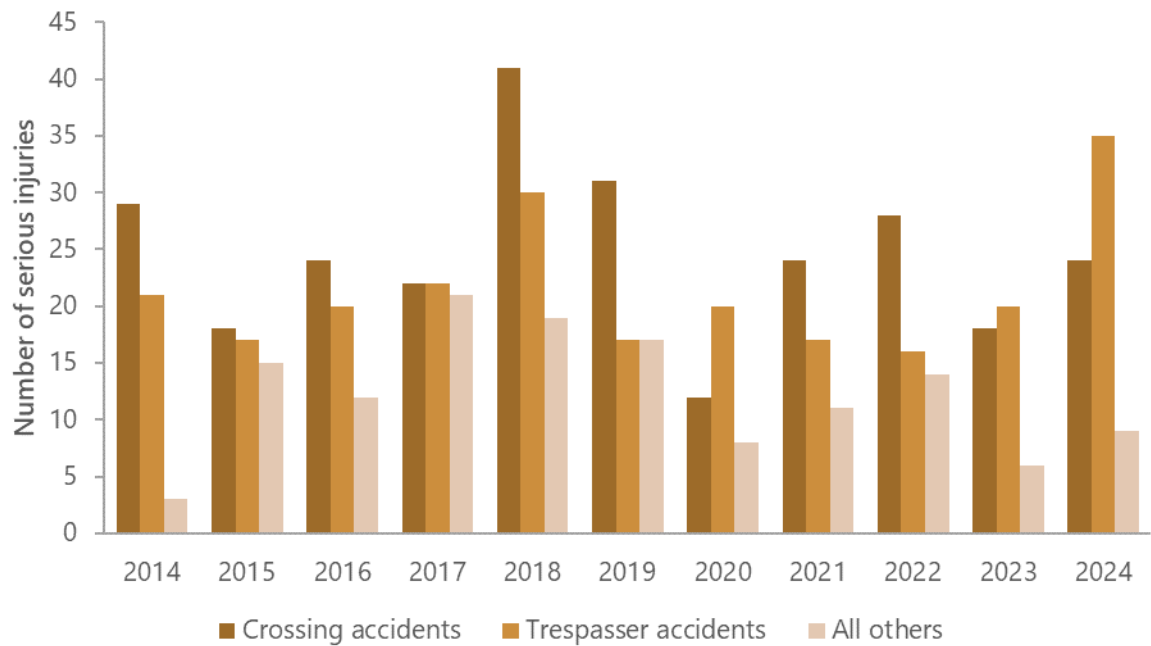


A total of 68 serious injuries⁶ resulted from rail occurrences in 2024 (Figure 4 and Table 1), up from 44 in 2023 and above the 10-year average of 57. Crossing accidents⁷ resulted in 24 serious injuries, up from 18 in 2023 but below the 10-year average of 25. Serious injuries to trespassers totalled 35 in 2024, up from 20 last year and above the 10-year average of 20. Six railway employees were seriously injured in 2024, up from 3 in 2023 but below the 10-year average of 11 (Table 2).

⁶ See the Definitions section.

⁷ A crossing accident occurs when railway rolling stock is involved in a grade-crossing collision with a motor vehicle or with a pedestrian, resulting in death, serious injury or property damage.

Figure 4. Rail serious injuries, by type of occurrence, 2014 to 2024

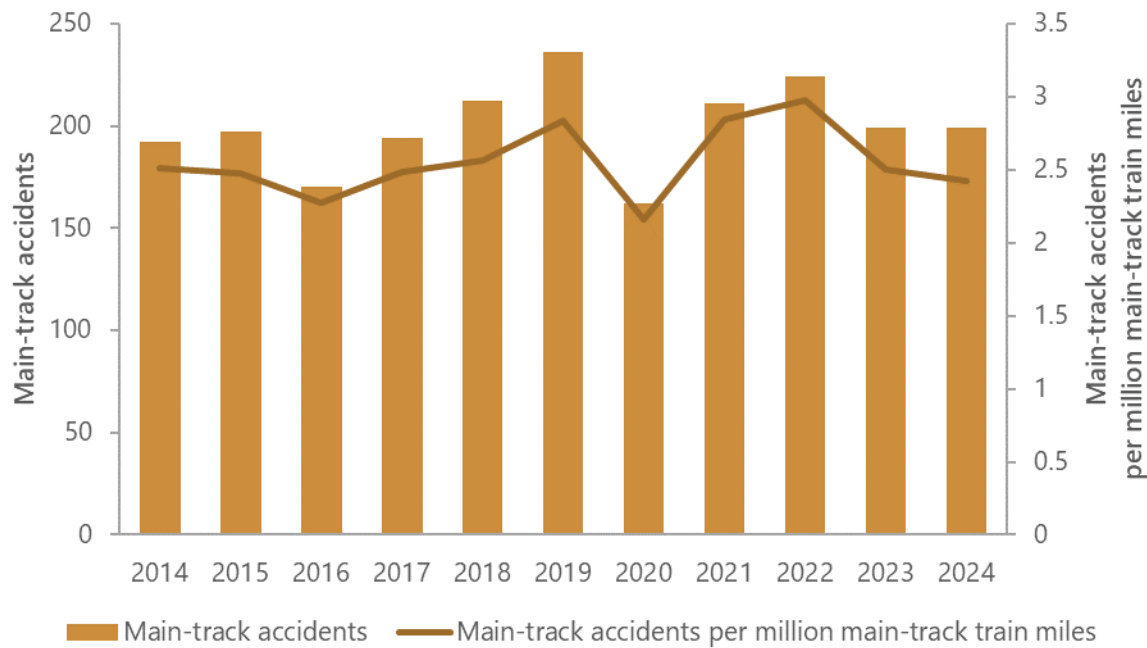


The number of main-track accidents⁸ totalled 199 in 2024 (Figure 5 and Table 1), unchanged from 2023 and approximately equal to the 10-year average of 200. Rail activity⁹ on main track (i.e., non-yard activity) increased by 3% from the previous year. The main-track accident rate in 2024 was 2.4 accidents per million main-track train miles, down from 2.5 in 2023 and below the 10-year average of 2.6.

⁸ Accidents that occur on the main track or spurs (not including crossing accidents, trespasser accidents, and non-main-track collisions and derailments) are combined in order to match the figures used in the activity data, which is the total of main-track and spur (i.e., non-yard) million train miles.

⁹ Transport Canada, Rail Safety Directorate (email dated 25 March 2025).

Figure 5. Main-track accidents and accident rates, 2014 to 2024



Accidents by type

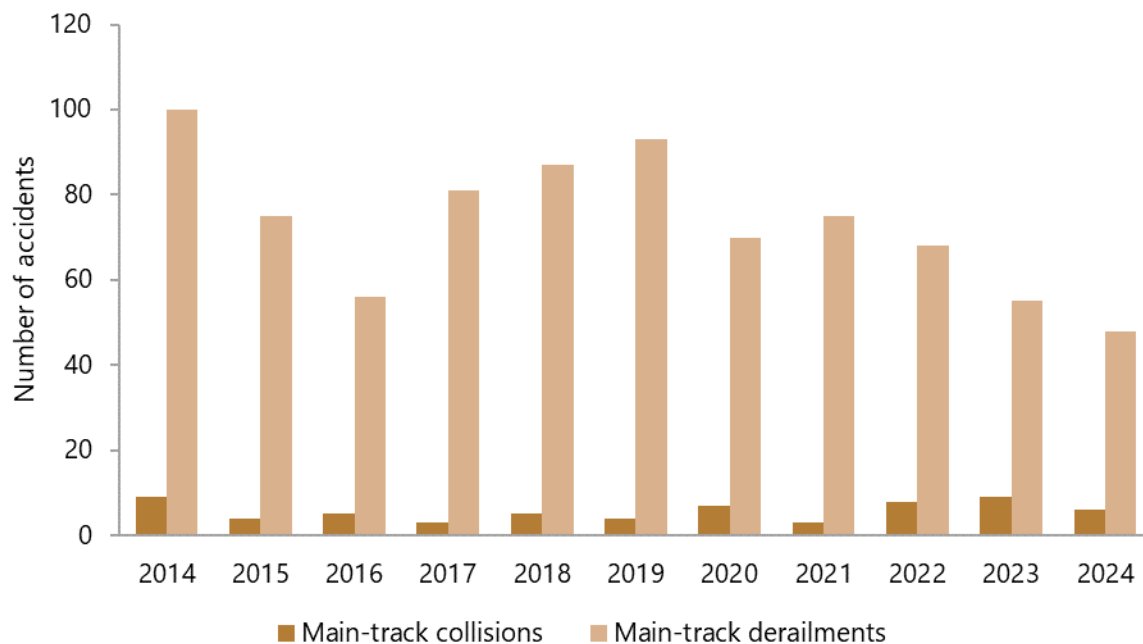
Main-track collisions and derailments are the most serious categories of rail accidents in terms of potential risk to the public and the environment (e.g., when passenger trains are involved or dangerous goods are released from trains that derail in populated areas).

There were 6 main-track collisions (Table 1 and Figure 6) in 2024, down from the 2023 total of 9 but the same as the 10-year average. There was one serious injury and no fatalities involving main-track collisions in 2024. There was no release of dangerous goods as a result of main-track collisions in 2024 (data not presented).

A total of 48 main-track derailments (Table 4) were reported in 2024, a decrease from the 2023 total of 55, and 37% below the 10-year average of 76 (Figure 6). Twenty-three percent of the 48 main-track derailments occurred in Alberta, 21% occurred in Ontario and 19% occurred in British Columbia.

The number of main-track derailments per million main-track (i.e., non-yard) train miles (Table 4) decreased to 0.58 in 2024 from 0.69 the previous year and was below the 10-year average of 0.98.

Figure 6. Main-track collision and derailment accidents, 2014 to 2024

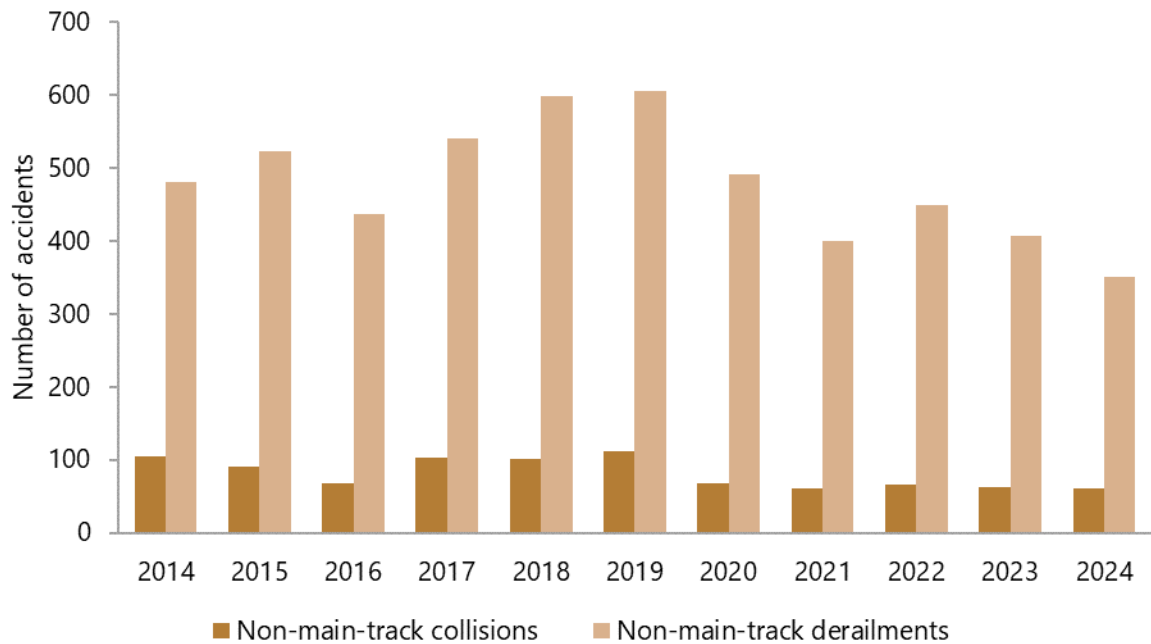


No fatalities or serious injuries resulted from main-track derailments in 2024 (Table 2). Ten main-track derailments involved dangerous goods, unchanged from 2023 and below the 10-year average of 14 (Table 1). Two of these derailments resulted in the release of dangerous goods (butane, diesel fuel) (data not presented).

Non-main-track collisions (Table 5 and Figure 7) totalled 61 in 2024, down from the 2023 total of 63, and below the 10-year average of 84. Derailments occurred in 31 non-main-track collisions (51%), and 11 of those collisions involved the derailment of a single car.

No fatalities or serious injuries resulted from non-main-track collisions in 2024 (Table 2). Dangerous goods were involved in 39% of non-main-track collisions, none of which resulted in a release of product.

Figure 7. Non-main-track collision and derailment accidents, 2014 to 2024



There were 351 non-main-track derailments in 2024 (Table 6 and Figure 7), down from 407 last year and 29% below the 10-year average of 494. In 77% of these accidents in 2024, 1 or 2 cars derailed. No fatalities or serious injuries resulted from non-main-track derailments in 2023 (Table 2).

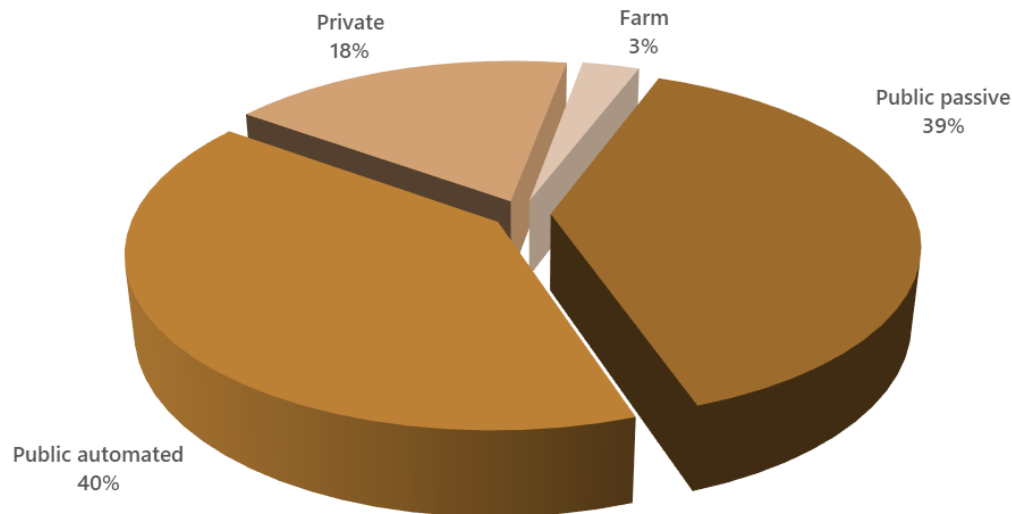
Dangerous goods cars were involved in 13% of non-main-track derailments, with 1 resulting in a release of product (hydrogen peroxide-aqueous solutions) (data not presented).

Crossing accidents (Tables 7 and 8) represented one of the more serious types of rail accidents in 2024, with 19% of these resulting in serious or fatal injuries (data not presented).

There were 167 crossing accidents in 2024, an 11% increase from the 2023 total of 150 and above the 10-year average of 155. The number of accidents at public automated crossings (67) was down from the 2023 total of 77, and below the 10-year average of 74. The number of accidents at public passive crossings (65) was up 71% from the 2023 total of 38 and above the 10-year average of 51. Accidents at private and farm crossings (35) were unchanged from the 2023 total but above the 10-year average of 30 (Table 7).

In 2024, 40% of crossing accidents occurred at public automated crossings, and 39% at public passive crossings (Table 7 and Figure 8).

Figure 8. Percentage of crossing accidents by type of crossing, 2024



There were 12 fatal crossing accidents in 2024, down from 13 reported in 2023 and below the 10-year average of 17. Crossing-related fatalities totalled 12 in 2024, down from 13 reported in 2023 and below the 10-year average of 18 (Table 7).

Crossing accidents involving pedestrians accounted for 7% (11) of all crossing accidents in 2024, but they accounted for 33% (4) of both fatal crossing accidents and crossing-related fatalities (data not presented).

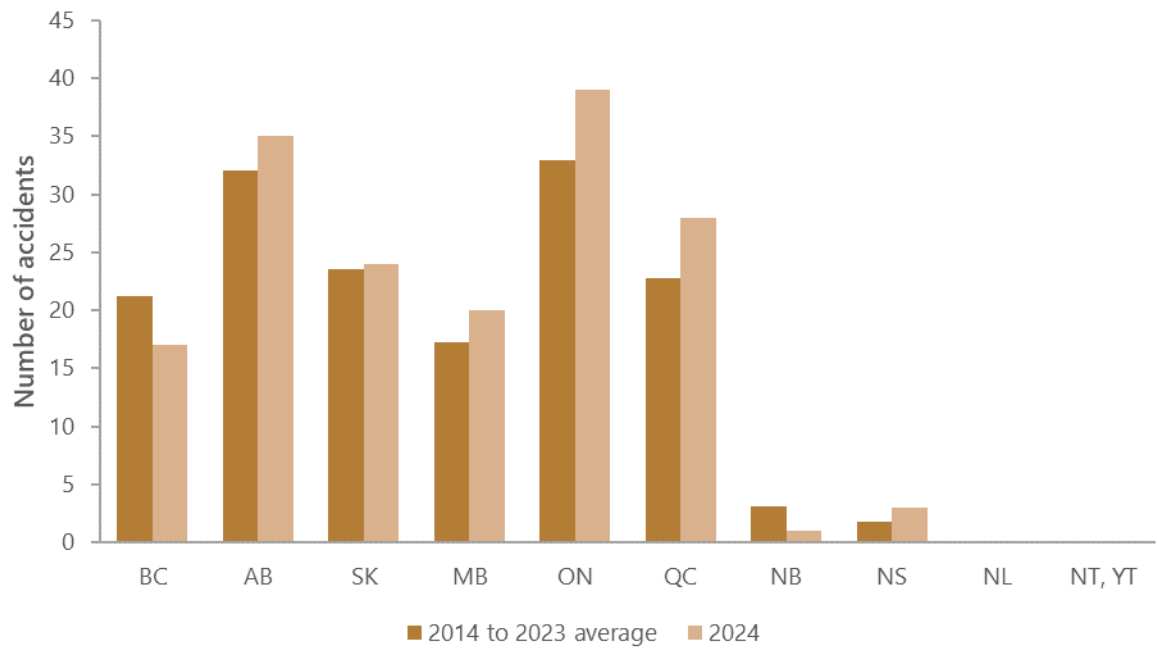
Crossing-related serious injuries totalled 24 in 2024, up from the 2023 total of 18 but below the 10-year average of 25 (Table 8).

In 2024, 2 crossing accidents resulted in a train derailment, down from 6 in 2023 and below the 10-year average (5) (Table 8).

No crossing accidents resulted in the release of dangerous goods in 2024.

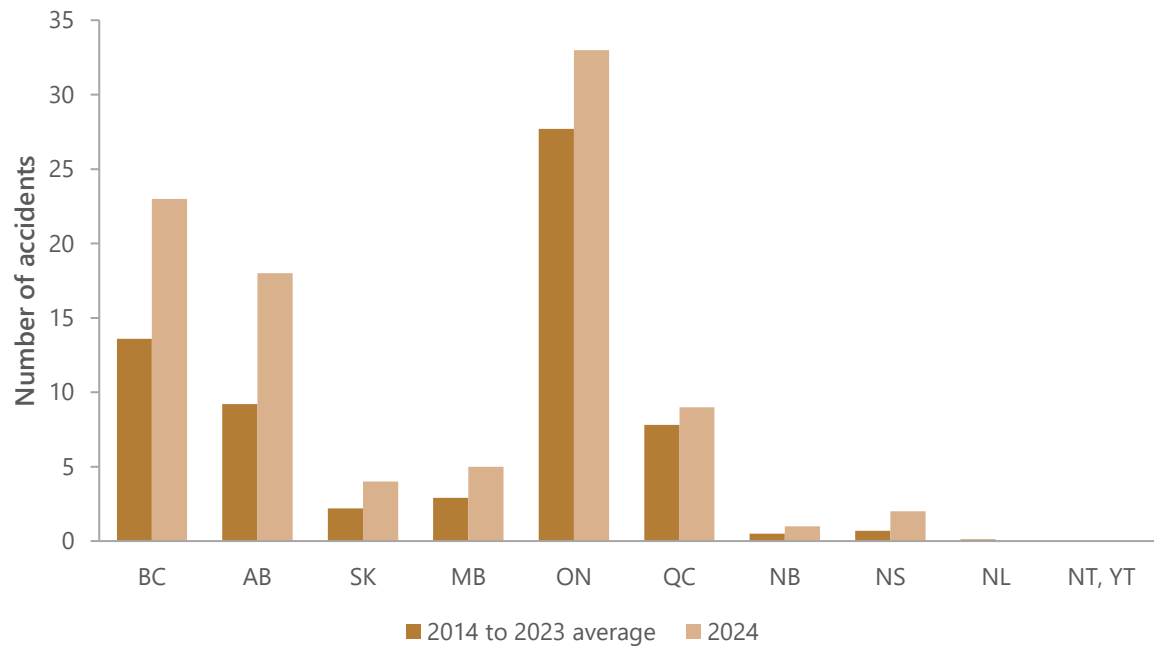
Ontario had the highest proportion (23%) of all crossing accidents in 2024. Alberta had the second highest proportion with 21% of crossing accidents, followed by Quebec with 17%, Saskatchewan with 14%, Manitoba with 12% and British Columbia with 10%. (Table 8 and Figure 9).

Figure 9. Crossing accidents by province/territory, 2024



Trespasser accidents (Table 9 and Figure 10) totalled 95 in 2024, up from 80 in 2023 and above the 10-year average of 65. Ontario accounted for 35% of trespasser accidents, followed by British Columbia with 24%, Alberta with 19%, Quebec with 9% and Manitoba with 5%.

Figure 10. Trespasser accidents by province/territory, 2024



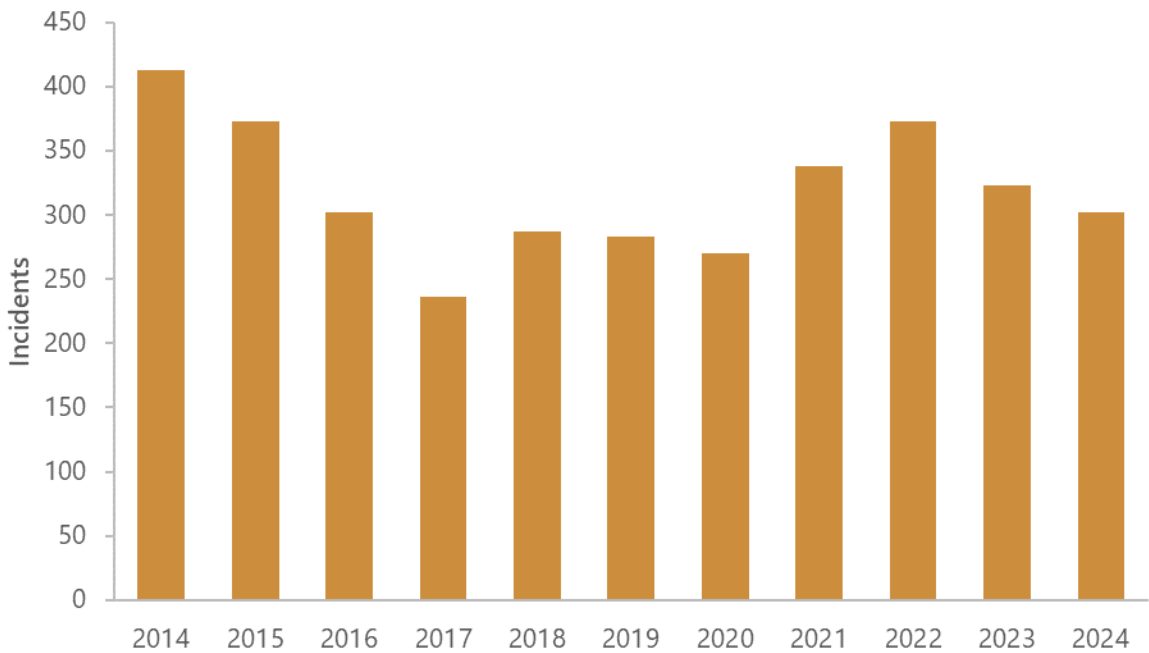
In 2024, the percentage of trespasser accidents that were fatal (59%) was down from the 10-year average of 64%. The percentage of trespasser accidents resulting in serious injuries (37%) was above the 10-year average of 31%.

Incidents

Overview of incidents

In 2024, there were 302 reported rail incidents¹⁰ (Figure 11 and Table 1), down from 323 in 2023.

Figure 11. Rail incidents, 2014 to 2024



The movement exceeds limits of authority¹¹ incident type accounted for 47% of reportable incidents in 2024 (Table 10), followed by non-main-track train derailments involving 1 or 2 cars (with no damage) at 23%, and fires on railway right-of-way (15%).

In 2024, there were 8 uncontrolled movement of rolling stock incidents, as well as 4 derailment incidents that involved an uncontrolled movement of rolling stock. In addition, 31 accidents involved an uncontrolled movement of rolling stock (Table 1), for a total of 43 occurrences (4 of which involved vandalism). This is up from the total of these occurrences in 2023 (37, three of which involved vandalism).

There were 143 movement exceeds limits of authority incidents in 2024, a decrease from 162 reported in 2023 but 6% above the 10-year average of 135 (Table 1).

¹⁰ See the Definitions section.

¹¹ A movement exceeds limits of authority incident occurs when rolling stock occupies a main track or subdivision track, or track work takes place, in contravention of the rules or any regulations made under the *Railway Safety Act*.

Data tables

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Table 1. Rail transportation occurrences, by accident/incident type and casualties,¹ 2014 to 2024

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Accidents	1042	1043	896	1086	1166	1214	942	897	1008	918	896
Main-track collisions	9	4	5	3	5	4	7	3	8	9	6
Main-track derailments, 1 or 2 cars	44	40	31	48	39	54	40	38	32	28	20
Main-track derailments, 3 to 5 cars	15	8	8	5	11	6	3	3	8	9	9
Main-track derailments, 6 or more cars	41	27	17	28	37	33	27	34	28	18	19
Crossing accidents	185	165	133	143	166	178	130	136	161	150	167
Non-main-track collisions	106	92	69	103	101	112	68	62	66	63	61
Non-main-track derailments, 1 or 2 cars	357	410	348	424	476	492	406	328	371	323	271
Non-main-track derailments, 3 to 5 cars	90	87	62	82	100	87	65	58	56	62	57
Non-main-track derailments, 6 or more cars	34	26	27	35	23	27	21	15	23	22	23
Collisions/derailments involving track units	27	43	23	45	48	50	39	50	65	50	54
Employee/passenger accidents	13	15	16	17	13	15	8	11	10	4	5
Trespasser accidents	54	50	68	76	68	56	60	63	72	80	95
Fires/explosions on board rolling stock	30	30	34	32	33	58	33	45	46	42	53
Other accident types	37	46	55	45	46	42	35	51	62	58	56
Reportable incidents	413	373	302	236	287	283	270	338	373	323	302
Main-track derailments, 1 or 2 cars (no damage)	2	3	5	3	4	3	1	2	1	0	2
Non-main-track collisions (no derailment, no damage)	8	4	4	2	2	0	1	2	4	3	0
Non-main-track derailments, 1 or 2 cars (no damage)	166	125	97	67	96	58	32	39	111	67	69
Fires on railway right-of-way	6	2	1	1	1	42	46	145	88	56	46
Main-track switch in abnormal position	6	12	7	12	7	15	3	13	8	8	6
Movement exceeds limits of authority	129	142	133	122	138	136	149	109	134	162	143
Uncontrolled movement of rolling stock	11	14	10	14	15	15	19	13	9	9	8
Other reportable incidents	85	71	45	15	24	14	19	15	18	18	28
Main-track accidents²	192	197	170	194	212	236	162	211	224	199	199
Million main-track train miles³	76.5	79.6	74.7	78.0	82.6	83.3	74.9	74.1	75.4	79.7	82.2
Main-track accidents per million main-track train miles	2.5	2.5	2.3	2.5	2.6	2.8	2.2	2.8	3.0	2.5	2.4
Accidents involving dangerous goods	143	127	101	116	125	171	82	86	110	87	87
Main-track derailments	25	12	8	10	17	19	7	16	11	10	10
Crossing accidents	5	4	4	6	7	7	3	2	5	4	3
Non-main-track collisions	36	32	19	39	33	44	13	19	30	21	24
Non-main-track derailments	68	75	62	55	62	95	56	45	60	47	47
Other accident types	9	4	8	6	6	6	3	4	4	5	3
Accidents with a dangerous goods release	4	6	1	5	4	8	3	2	2	7	3
Accidents involving an uncontrolled movement of rolling stock	43	41	33	48	47	63	28	33	37	27	31
Persons fatally injured in reportable occurrences	56	46	66	75	57	72	60	60	65	67	69
Crossing accidents	21	15	19	19	19	28	18	17	14	13	12
Trespasser accidents	32	30	47	52	34	38	40	41	51	53	56
Other occurrence types ⁴	3	1	0	4	4	6	2	2	0	1	1
Persons seriously injured in reportable occurrences	53	50	56	65	90	65	40	52	58	44	68
Crossing accidents	29	18	24	22	41	31	12	24	28	18	24
Trespasser accidents	21	17	20	22	30	17	20	17	16	20	35
Other occurrence types ⁴	3	15	12	21	19	17	8	11	14	6	9

Data extracted 31 March 2025

¹ Data are for federally regulated railways, and include only those occurrences that are reportable under the TSB Regulations.² Accidents that occurred on main track or spurs, excluding crossing and trespasser accidents, and excluding non-main-track collisions and derailments.³ Main-track (i.e., non-yard) train miles are estimated (Source: Transport Canada email communication 25 March 2025).⁴ See Table 2 for details on occurrences by type.

Table 2. Casualties, by accident/incident type and category of person,¹ 2014 to 2024

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Persons fatally injured in reportable occurrences	56	46	66	75	57	72	60	60	65	67	69
Main-track collisions	0	0	0	0	0	0	0	0	0	0	0
Main-track derailments	0	0	0	0	1	3	0	0	0	0	0
Crossing accidents	21	15	19	19	19	28	18	17	14	13	12
Non-main-track collisions	0	0	0	0	2	0	1	0	0	0	0
Non-main-track derailments	0	0	0	0	0	0	0	0	0	0	0
Collisions/derailments involving track units	0	0	0	0	0	0	0	0	0	0	0
Employee/passenger accidents	2	1	0	3	1	2	1	2	0	1	0
Trespasser accidents	32	30	47	52	34	38	40	41	51	53	56
Other accident types	1	0	0	0	0	1	0	0	0	0	0
Reportable incidents	0	0	0	1	0	0	0	0	0	0	1
Persons seriously injured in reportable occurrences	53	50	56	65	90	65	40	52	58	44	68
Main-track collisions	0	0	0	0	0	0	0	0	0	0	1
Main-track derailments	0	0	0	0	3	1	0	0	0	0	0
Crossing accidents	29	18	24	22	41	31	12	24	28	18	24
Non-main-track collisions	0	0	0	2	0	2	0	0	1	1	0
Non-main-track derailments	0	0	0	0	0	0	0	0	0	0	0
Collisions/derailments involving track units	0	0	3	0	0	2	1	1	1	0	1
Employee/passenger accidents	2	11	8	16	12	11	6	8	10	3	5
Trespasser accidents	21	17	20	22	30	17	20	17	16	20	35
Other accident types	0	2	1	3	0	1	0	2	2	2	2
Reportable incidents	1	2	0	0	4	0	1	0	0	0	0
Persons fatally injured	56	46	66	75	57	72	60	60	65	67	69
Employees	2	1	0	3	4	5	2	1	0	1	1
Passengers	1	0	0	1	0	0	0	1	0	0	0
Pedestrians	8	3	7	8	9	13	7	5	5	5	4
Vehicle occupants	12	11	12	11	10	16	14	10	9	8	9
Trespassers	32	31	47	52	34	38	36	43	51	53	55
Other categories of persons	1	0	0	0	0	0	1	0	0	0	0
Persons seriously injured	53	50	56	65	90	65	40	52	58	44	68
Employees	7	8	15	19	17	16	8	7	10	3	6
Passengers	1	8	2	3	3	1	0	2	2	1	1
Pedestrians	1	2	0	2	8	6	3	8	6	6	6
Vehicle occupants	21	16	18	18	32	25	9	20	24	13	22
Trespassers	23	16	21	23	30	17	20	15	16	21	33
Other categories of persons	0	0	0	0	0	0	0	0	0	0	0

Data extracted 31 March 2025

¹ Data are for federally regulated railways, and include only those occurrences that are reportable under the TSB Regulations.

Table 3. Trains and other rolling stock involved in accidents, by accident type,^{1,2} 2014 to 2024

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Freight trains	542	412	338	402	389	418	327	328	340	351	389
Main-track collisions	8	6	6	6	5	4	8	6	13	12	11
Main-track derailments	90	66	48	75	75	78	64	66	57	46	41
Non-main-track collisions	42	27	11	28	20	26	15	12	7	8	22
Non-main-track derailments	187	108	88	95	96	78	56	36	31	52	46
Crossing accidents	139	117	86	94	106	117	94	90	117	106	127
Trespasser accidents	39	36	48	51	40	42	49	51	51	62	73
Other accident types	37	52	51	53	47	73	41	67	64	65	69
Passenger trains	50	46	56	54	67	47	40	42	53	38	43
Main-track collisions	1	0	0	0	1	1	1	0	0	1	0
Main-track derailments	3	2	4	2	2	2	1	3	0	0	1
Non-main-track collisions	1	0	0	0	0	0	5	0	1	2	3
Non-main-track derailments	1	2	1	4	6	3	13	3	2	1	1
Crossing accidents	18	16	11	13	18	15	7	12	9	10	7
Trespasser accidents	12	10	13	22	24	12	4	10	17	16	15
Other accident types	14	16	27	13	16	14	9	14	24	8	16
Track units	48	77	41	71	81	81	63	91	100	86	101
Main-track collisions	0	0	0	0	0	0	0	0	0	0	0
Main-track derailments	0	0	0	0	0	0	0	0	0	0	0
Non-main-track collisions	0	0	0	0	0	0	0	0	0	0	0
Non-main-track derailments	0	0	0	0	0	0	0	0	0	0	0
Crossing accidents	2	5	4	5	6	4	3	7	9	8	7
Trespasser accidents	0	0	0	0	0	0	0	0	0	0	0
Other accident types	46	72	37	66	75	77	60	84	91	78	94
Single car/cut of cars	378	476	416	526	594	616	468	413	482	411	351
Main-track collisions	6	0	1	0	2	2	3	1	1	3	0
Main-track derailments	8	2	2	2	7	5	4	2	5	4	4
Non-main-track collisions	114	103	93	119	133	141	83	83	89	80	69
Non-main-track derailments	222	333	280	362	402	415	339	295	349	286	241
Crossing accidents	9	17	17	21	26	25	13	15	10	17	16
Trespasser accidents	1	4	6	1	3	2	2	1	0	1	3
Other accident types	18	17	17	21	21	26	24	16	28	20	18
Other types of train/rolling stock	137	132	126	117	151	165	126	104	122	102	100
Main-track collisions	0	0	2	0	0	1	1	0	1	1	0
Main-track derailments	1	5	2	2	3	8	1	4	7	5	2
Non-main-track collisions	26	15	21	14	18	18	10	8	15	10	9
Non-main-track derailments	78	92	72	82	103	113	88	69	68	69	65
Crossing accidents	17	10	15	10	12	17	13	13	16	9	10
Trespasser accidents	2	0	1	2	1	0	5	1	4	1	4
Other accident types	13	10	13	7	14	8	8	9	11	7	10

Data extracted 31 March 2025

¹ Data are for federally regulated railways, and include only those occurrences that are reportable under the TSB Regulations.² As some accidents may involve more than one train or other rolling stock, the number of trains/rolling stock involved may differ from the total number of accidents.

Table 4. Main-track derailments, by province and territory and number of derailed cars,¹ 2014 to 2024

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Main-track derailments	100	75	56	81	87	93	70	75	68	55	48
Newfoundland and Labrador	0	0	0	2	0	0	1	2	2	1	1
Nova Scotia	0	0	1	0	0	0	0	0	1	0	0
New Brunswick	3	2	1	0	0	1	0	3	1	1	1
Quebec	11	9	6	6	9	10	9	3	10	4	5
Ontario	20	21	13	11	14	17	14	13	9	9	10
Manitoba	10	4	4	6	8	14	8	5	5	6	7
Saskatchewan	10	8	6	14	18	12	6	9	12	9	4
Alberta	30	17	13	21	20	17	11	17	10	8	11
British Columbia	16	14	12	21	18	22	21	23	18	17	9
Northwest Territories and Yukon	0	0	0	0	0	0	0	0	0	0	0
Main-track derailments per million main-track train miles²	1.31	0.94	0.75	1.04	1.05	1.12	0.93	1.01	0.90	0.69	0.58
Main-track derailments per billion gross ton miles³	0.18	0.14	0.11	0.14	0.15	0.16	0.12	0.13	0.12	0.10	n/a
Main-track derailments by number of derailed cars	100	75	56	81	87	93	70	75	68	55	48
1 car	29	30	25	39	29	43	32	32	26	21	16
2 cars	15	10	6	9	10	11	8	6	6	7	4
3 cars	4	4	2	2	4	2	2	1	1	3	3
4 cars	6	2	2	2	4	3	1	1	4	2	5
5 to 10 cars	22	16	10	13	21	11	10	10	17	8	8
11 cars or more	24	13	11	16	19	23	17	25	14	14	12

Data extracted 31 March 2025

¹ Data are for federally regulated railways, and include only those occurrences that are reportable under the TSB Regulations.

² Source of estimated million main-track train miles: Transport Canada email communication 25 March 2025.

³ Source of billion gross ton miles: *Rail Trends 2024*, Railway Association of Canada.

Table 5. Non-main-track collisions, by province and territory and number of derailed cars,¹ 2014 to 2024

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Non-main-track collisions	106	92	69	103	101	112	68	62	66	63	61
Newfoundland and Labrador	0	0	0	0	1	0	0	0	0	0	0
Nova Scotia	0	0	0	1	0	0	1	0	1	2	0
New Brunswick	4	0	1	1	2	0	2	1	0	1	0
Quebec	4	10	7	9	5	9	4	3	5	6	7
Ontario	23	20	19	25	19	26	15	9	24	19	11
Manitoba	18	15	10	14	8	15	11	8	10	9	5
Saskatchewan	21	8	5	7	13	11	5	4	2	1	8
Alberta	19	17	19	23	26	29	13	16	12	11	18
British Columbia	17	21	8	23	27	22	17	21	12	14	12
Northwest Territories and Yukon	0	1	0	0	0	0	0	0	0	0	0
Non-main-track collisions	106	92	69	103	101	112	68	62	66	63	61
No cars derailed	63	63	38	64	54	63	34	35	35	34	30
1 car	19	21	14	16	27	27	17	11	13	15	11
2 cars	13	1	7	11	6	11	4	6	9	9	8
3 cars	4	3	4	5	4	6	6	3	2	1	4
4 cars	3	2	2	3	2	0	2	2	1	1	0
5 to 10 cars	3	2	3	4	7	3	5	4	6	3	6
11 cars or more	1	0	1	0	1	2	0	1	0	0	2

Data extracted 31 March 2025

¹ Data are for federally regulated railways, and include only those occurrences that are reportable under the TSB Regulations.

Table 6. Non-main-track derailment accidents, by province and territory and number of derailed cars,¹ 2014 to 2024

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Non-main-track derailment accidents	481	523	437	541	599	606	492	401	450	407	351
Newfoundland and Labrador	0	6	12	11	9	7	7	10	6	10	5
Nova Scotia	4	3	2	5	6	3	8	6	7	6	1
New Brunswick	12	13	9	9	5	12	7	6	11	7	5
Quebec	48	81	67	85	60	111	70	60	82	59	52
Ontario	93	109	87	115	119	136	93	89	84	108	100
Manitoba	68	71	58	70	65	68	59	44	57	37	42
Saskatchewan	50	49	55	49	83	55	47	42	60	37	36
Alberta	125	91	68	93	131	115	101	71	76	70	64
British Columbia	80	100	79	103	121	99	100	73	66	73	46
Northwest Territories and Yukon	1	0	0	1	0	0	0	0	1	0	0
Non-main-track derailment accidents by cars derailed	481	523	437	541	599	606	492	401	450	407	351
1 car	260	319	266	333	383	403	323	251	274	239	206
2 cars	97	91	82	91	93	89	83	77	97	84	65
3 cars	49	53	31	46	54	39	36	30	34	28	34
4 cars	23	26	22	25	28	32	19	18	15	17	17
5 to 10 cars	46	29	31	43	35	32	29	24	27	36	24
11 cars or more	6	5	5	3	6	11	2	1	3	3	5

Data extracted 31 March 2025

¹ Data are for federally regulated railways, and include only those occurrences that are reportable under the TSB Regulations.

Table 7. Crossing accidents, by type of crossing, crossing protection, and casualties,¹ 2014 to 2024

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Crossing accidents	185	165	133	143	166	178	130	136	161	150	167
Public crossings	154	131	105	117	135	135	110	114	133	115	132
Passive warnings	68	52	36	47	50	49	56	56	55	38	65
Automated warnings	86	79	69	70	85	86	54	58	78	77	67
Flashing lights and bells	47	37	39	30	44	43	17	24	27	36	32
Gates	38	42	29	38	40	42	36	34	51	37	34
Other automated warnings	1	0	1	2	1	1	1	0	0	4	1
Private crossings	27	28	24	21	30	40	18	22	25	33	30
Farm crossings	4	6	4	5	1	3	2	0	3	2	5
Fatal accidents	20	15	16	19	18	26	16	16	14	13	12
Persons fatally injured	21	15	19	19	19	28	18	17	14	13	12
Public crossings	20	13	19	19	18	25	18	17	14	10	10
Passive warnings	2	2	7	4	3	6	12	5	2	2	4
Automated warnings	18	11	12	15	15	19	6	12	12	8	6
Flashing lights and bells	3	2	5	3	4	5	1	5	2	2	0
Gates	15	9	7	12	11	14	5	7	10	6	5
Other automated warnings	0	0	0	0	0	0	0	0	0	0	1
Private crossings	1	1	0	0	0	3	0	0	0	3	2
Farm crossings	0	1	0	0	1	0	0	0	0	0	0
Persons seriously injured	29	18	24	22	41	31	12	24	28	18	24
Public crossings	22	18	21	18	36	25	11	23	27	17	21
Passive warnings	11	4	5	9	16	6	3	11	6	1	12
Automated warnings	11	14	16	9	20	19	8	12	21	16	9
Flashing lights and bells	6	4	8	3	6	9	2	6	6	8	4
Gates	5	10	8	6	14	10	6	6	15	6	5
Other automated warnings	0	0	0	0	0	0	0	0	0	2	0
Private crossings	7	0	3	3	5	6	1	1	1	1	1
Farm crossings	0	0	0	1	0	0	0	0	0	0	2
Number of public crossings²	13 573	13 348	13 280	13 934	13 535	13 230	12 876	12 650	12 615	12 531	12 514
Passive warnings	8 020	7 797	7 733	8 260	7 872	7 597	7 374	7 173	7 105	6 999	6 969
Automated warnings	5 553	5 551	5 547	5 674	5 663	5 633	5 502	5 477	5 510	5 532	5 545
Flashing lights and bells	3 189	3 156	3 118	3 263	3 216	3 116	2 964	2 892	2 859	2 842	2 815
Gates	2 318	2 351	2 386	2 393	2 430	2 502	2 526	2 574	2 641	2 681	2 721
Other automated warnings	46	44	43	18	17	15	12	11	10	9	9

Data extracted 31 March 2025

¹ Data are for federally regulated railways and include only those occurrences that are reportable under the TSB Regulations.

² Source: Transport Canada Rail Safety Integrated Gateway (RSIG). The data for 2024 are from 18 March 2025. Figures for previous years are snapshots provided historically by Transport Canada.

Table 8. Crossing accidents and casualties, by province and territory,¹ 2014 to 2024

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Crossing accidents	185	165	133	143	166	178	130	136	161	150	167
Newfoundland and Labrador	0	0	0	0	0	0	0	0	0	0	0
Nova Scotia	0	2	1	3	3	2	4	0	2	1	3
New Brunswick	6	7	4	1	3	2	1	2	3	2	1
Quebec	23	28	29	26	24	25	20	14	18	21	28
Ontario	44	29	26	26	42	50	20	27	37	28	39
Manitoba	17	19	14	15	15	20	22	16	13	21	20
Saskatchewan	34	23	19	26	22	24	13	24	29	21	24
Alberta	40	38	21	28	35	35	31	31	33	29	35
British Columbia	21	19	19	18	22	20	19	21	26	27	17
Northwest Territories and Yukon	0	0	0	0	0	0	0	1	0	0	0
Crossing accidents on main track²	173	159	122	137	155	166	124	127	151	142	157
Crossing accidents per million main-track train miles³	2.3	2.0	1.6	1.8	1.9	2.0	1.7	1.7	2.0	1.8	1.9
Crossing accidents with derailment	9	6	6	5	7	1	3	2	4	6	2
Persons fatally injured	21	15	19	19	19	28	18	17	14	13	12
Newfoundland and Labrador	0	0	0	0	0	0	0	0	0	0	0
Nova Scotia	0	0	0	0	0	0	0	0	0	0	0
New Brunswick	0	0	2	0	0	0	0	0	0	0	0
Quebec	9	4	3	7	3	2	3	3	0	3	2
Ontario	5	5	3	7	6	11	2	7	4	3	4
Manitoba	1	1	2	2	1	5	5	1	0	3	1
Saskatchewan	2	0	4	0	1	4	1	0	5	1	3
Alberta	2	3	3	2	3	2	5	6	0	1	2
British Columbia	2	2	2	1	5	4	2	0	5	2	0
Northwest Territories and Yukon	0	0	0	0	0	0	0	0	0	0	0
Persons seriously injured	29	18	24	22	41	31	12	24	28	18	24
Newfoundland and Labrador	0	0	0	0	0	0	0	0	0	0	0
Nova Scotia	0	0	0	0	0	2	1	0	0	0	0
New Brunswick	0	0	0	0	0	0	0	0	0	0	0
Quebec	3	2	8	3	10	1	2	1	2	0	4
Ontario	3	0	4	2	8	7	1	7	4	8	6
Manitoba	7	2	3	3	7	0	2	3	4	3	2
Saskatchewan	7	2	2	2	9	7	1	1	6	3	2
Alberta	5	6	6	5	2	9	3	8	9	2	8
British Columbia	4	6	1	7	5	5	2	4	3	2	2
Northwest Territories and Yukon	0	0	0	0	0	0	0	0	0	0	0
Number of public crossings⁴	13 573	13 348	13 280	13 934	13 535	13 230	12 876	12 650	12 615	12 531	12 514
Newfoundland and Labrador	5	5	5	4	5	5	4	6	6	6	6
Nova Scotia	117	117	117	116	116	118	100	100	100	103	103
New Brunswick	260	261	261	360	356	312	293	240	238	239	239
Quebec	1 403	1 385	1 385	1 234	1 233	1 316	1 319	1 358	1 355	1 349	1 349
Ontario	2 807	2 767	2 752	3 092	2 984	2 820	2 622	2 567	2 563	2 543	2 531
Manitoba	1 842	1 792	1 787	1 894	1 826	1 796	1 783	1 771	1 764	1 755	1 754
Saskatchewan	3 518	3 430	3 425	3 440	3 384	3 339	3 273	3 263	3 277	3 250	3 244
Alberta	2 472	2 465	2 448	2 619	2 497	2 469	2 455	2 366	2 365	2 350	2 353
British Columbia	1 123	1 105	1 078	1 164	1 123	1 045	1 017	954	922	924	923
Northwest Territories and Yukon	26	21	22	11	11	10	10	25	25	12	12

Data extracted 31 March 2025

¹ Data are for federally regulated railways and include only those occurrences that are reportable under the TSB Regulations.² Includes crossing accidents on main track or on spurs.³ Source of estimated million main-track train miles: Transport Canada email communication 25 March 2025.⁴ Source: Transport Canada Rail Safety Integrated Gateway (RSIG). The data for 2024 are from 18 March 2025. Figures for previous years are snapshots provided historically by Transport Canada.

Table 9. Trespasser accidents and casualties, by province and territory,¹ 2014 to 2024

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Trespasser accidents	54	50	68	76	68	56	60	63	72	80	95
Newfoundland and Labrador	0	0	0	0	0	0	0	0	1	0	0
Nova Scotia	0	0	1	1	0	0	2	1	2	0	2
New Brunswick	0	1	1	0	0	1	1	1	0	0	1
Quebec	6	5	3	12	12	6	8	6	11	9	9
Ontario	21	23	25	33	30	21	21	35	33	35	33
Manitoba	2	1	4	4	3	2	3	1	3	6	5
Saskatchewan	2	4	3	1	1	4	1	2	0	4	4
Alberta	10	4	10	8	10	14	12	6	9	9	18
British Columbia	13	12	21	17	12	8	12	11	13	17	23
Northwest Territories and Yukon	0	0	0	0	0	0	0	0	0	0	0
Fatal accidents	31	30	46	51	34	38	40	41	51	53	56
Persons fatally injured	32	30	47	52	34	38	40	41	51	53	56
Newfoundland and Labrador	0	0	0	0	0	0	0	0	0	0	0
Nova Scotia	0	0	2	1	0	0	0	0	0	0	2
New Brunswick	0	1	0	0	0	0	0	0	0	0	1
Quebec	2	5	2	9	7	4	8	4	8	6	3
Ontario	15	13	19	25	14	16	14	28	29	26	24
Manitoba	1	1	2	1	2	2	1	1	2	1	2
Saskatchewan	1	1	2	1	0	4	1	1	0	2	2
Alberta	5	3	5	5	4	9	10	2	8	6	9
British Columbia	8	6	15	10	7	3	6	5	4	12	13
Northwest Territories and Yukon	0	0	0	0	0	0	0	0	0	0	0
Persons seriously injured	21	17	20	22	30	17	20	17	16	20	35
Newfoundland and Labrador	0	0	0	0	0	0	0	0	1	0	0
Nova Scotia	0	0	0	0	0	0	2	0	1	0	0
New Brunswick	0	0	1	0	0	1	1	1	0	0	0
Quebec	4	0	1	3	5	2	0	1	2	3	6
Ontario	6	8	6	8	13	5	7	6	3	7	8
Manitoba	1	0	2	2	1	0	2	0	1	4	3
Saskatchewan	0	4	1	0	1	0	0	0	0	1	1
Alberta	4	1	4	2	6	4	2	2	1	1	8
British Columbia	6	4	5	7	4	5	6	7	7	4	9
Northwest Territories and Yukon	0	0	0	0	0	0	0	0	0	0	0

Data extracted 31 March 2025

¹ Data are for federally regulated railways, and include only those occurrences that are reportable under the TSB Regulations.

Table 10. Reportable incidents, by type,¹ 2014 to 2024

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Reportable incidents	41	37	30	23	28	28	27	33	37	32	30
Main-track derailments, 1 or 2 cars (no damage)	2	3	5	3	4	3	1	2	1	0	2
Non-main-track collisions (no derailment, no damage)	8	4	4	2	2	0	1	2	4	3	0
Non-main-track derailments, 1 or 2 cars (no damage)	166	125	97	67	96	58	32	39	111	67	69
Dangerous goods leaker ²	63	33	7	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Main-track switch in abnormal position	6	12	7	12	7	15	3	13	8	8	6
Movement exceeds limits of authority	129	142	133	122	138	136	149	109	134	162	143
Uncontrolled movement of rolling stock	11	14	10	14	15	15	19	13	9	9	8
Signal less restrictive than required	2	5	1	1	2	0	1	0	6	0	4
Unprotected overlap of authorities	5	6	4	2	11	6	5	4	2	0	1
Crew member incapacitated	1	2	1	4	5	0	1	0	0	0	1
Derailment involving track unit (no damage)	7	10	13	5	5	7	9	4	4	12	15
Rolling stock collision with abandoned vehicle (no derailment, no damage)	1	5	5	0	1	0	1	1	0	0	0
Rolling stock collision with object (no derailment, no damage)	6	10	14	3	0	1	2	6	6	6	7
Fires on railway right-of-way	6	2	1	1	1	42	46	145	88	56	46

Data extracted 31 March 2025

¹ Data are for federally regulated railways, and include only those occurrences that are reportable under the TSB Regulations.

² TSB Regulations have been harmonized with Section 8.4 of the *Transportation of Dangerous Goods Regulations*, under which an accidental release of a dangerous good is only reportable (as an accident) if it results in death or serious injury, evacuation, or the closure of a dangerous goods loading facility, a road, a main railway line, or a main waterway.

Definitions

The following definitions are based on the *Canadian Transportation Accident Investigation and Safety Board Act* and the associated regulations, as well as the TSB Policy on Occurrence Classification, and apply to the rail transportation occurrences reported pursuant to them.

Occurrence

- Any accident or incident associated with the operation of rolling stock on a railway
- Any situation or condition that the Board has reasonable grounds to believe could, if left unattended, induce an accident or incident described below.

Reportable accident

- A person is killed or sustains a serious injury as a result of
 - getting on or off or being on board the rolling stock, or
 - coming into direct contact with any part of the rolling stock or its contents
- The rolling stock or its contents
 - are involved in a collision and/or a derailment resulting in damages to rolling stock and/or track infrastructure,
 - sustain damage that affects the safe operation of the rolling stock,
 - sustain a fire or explosion, or
 - cause damage to the railway that poses a threat to the safe passage of rolling stock or to the safety of any person, property or the environment
- There is an accidental release on board or from rolling stock that results in any of the events listed in subsection 8.4(2) of the *Transportation of Dangerous Goods Regulations*

Reportable incident

- A risk of collision occurs between rolling stock
- An unprotected main-track switch or subdivision track switch is left in an abnormal position
- A railway signal displays a less restrictive indication than that required for the intended movement of rolling stock
- Rolling stock occupies a main track or subdivision track, or track work takes place, in contravention of the rules or any regulations made under the *Railway Safety Act*
- Rolling stock passes a signal indicating stop in contravention of the rules or any regulations made under the *Railway Safety Act*
- There is an unplanned and uncontrolled movement of rolling stock
- A crew member whose duties are directly related to the safe operation of the rolling stock is unable to perform their duties as a result of a physical incapacitation which poses a threat to the safety of persons, property or the environment
- The rolling stock is involved in a minor collision and/or minor derailment (1 or 2 cars) resulting in no damages
- Rolling stock or its contents cause a fire along, or adjacent to, a railway right-of-way.

Serious injury

- A fracture of any bone, except simple fractures of fingers, toes or the nose
- Lacerations that cause severe hemorrhage or nerve, muscle or tendon damage
- An injury to an internal organ
- Second- or third-degree burns, or any burns affecting more than 5% of the body surface
- A verified exposure to infectious substances or injurious radiation
- An injury that is likely to require hospitalization

Dangerous goods involvement

"Dangerous goods" has the same meaning as in section 2 of the *Transportation of Dangerous Goods Act*. An accident is considered to have dangerous goods involvement if any car in the consist carrying (or having last contained) a dangerous good derails, strikes or is struck by any other rolling stock or object. It does not mean that there was any release of any product. Also included are crossing accidents in which the motor vehicle involved (e.g., tanker truck) is carrying a dangerous good.

Derailment

Any instance where one or more wheels of rolling stock have come off the normal running surface of the rail.