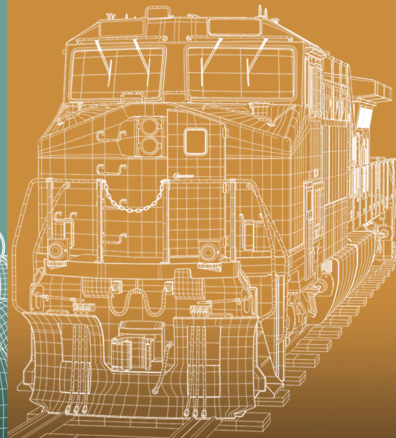
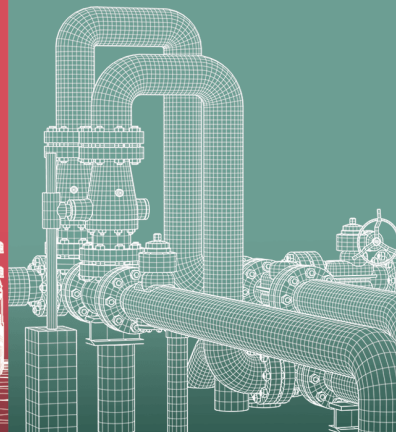




Transportation  
Safety Board  
of Canada

Bureau de la sécurité  
des transports  
du Canada



## STATISTICAL SUMMARY

# Rail transportation occurrences in 2025

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*Le présent rapport est également disponible en français.*

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# Executive summary

The TSB received 1163 reports of rail transportation occurrences in 2025 (831 accidents and 332 incidents), including 71 fatalities.

The 831 accidents represent a 7% decrease from 2024 and a 17% decrease from the 10-year average of 1007.

The 71 rail transportation-related fatalities reported in 2025 are up compared to 69 in 2024 and above the 10-year average of 64. Among the fatalities, 53 involved trespassers, compared to 56 in 2024 and the 10-year average of 44.

The number of crossing accident fatalities increased in 2025 (16) compared to 2024 (12) but is below the 10-year average of 17.

Among all rail transportation accidents, 82 involved dangerous goods. This is down from 86 accidents in 2024 and is lower than the 10-year average of 109. Three accidents in 2025 resulted in dangerous goods being released.

There were 332 rail transportation incidents reported to the TSB in 2025, a 10% increase from 2024 (303). Incidents involving movements that exceeded limits of authority accounted for 39% (129) of all rail transportation incidents in 2025 – 14 fewer than in 2024 and below the 10-year average of 137.

According to Transport Canada data, 2025 main-track (non-yard) rail activity increased by 1% from 2024. The main-track accident rate in 2025 was 2.5 accidents per million main-track train-miles, up from 2.4 in 2024 but below the 10-year average of 2.6.



# Statistical summary

## Rail transportation occurrences in 2025

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 counts<sup>1</sup> 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. Averages and percentages in this summary have been rounded.

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 2025 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 12 March 2026. 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.

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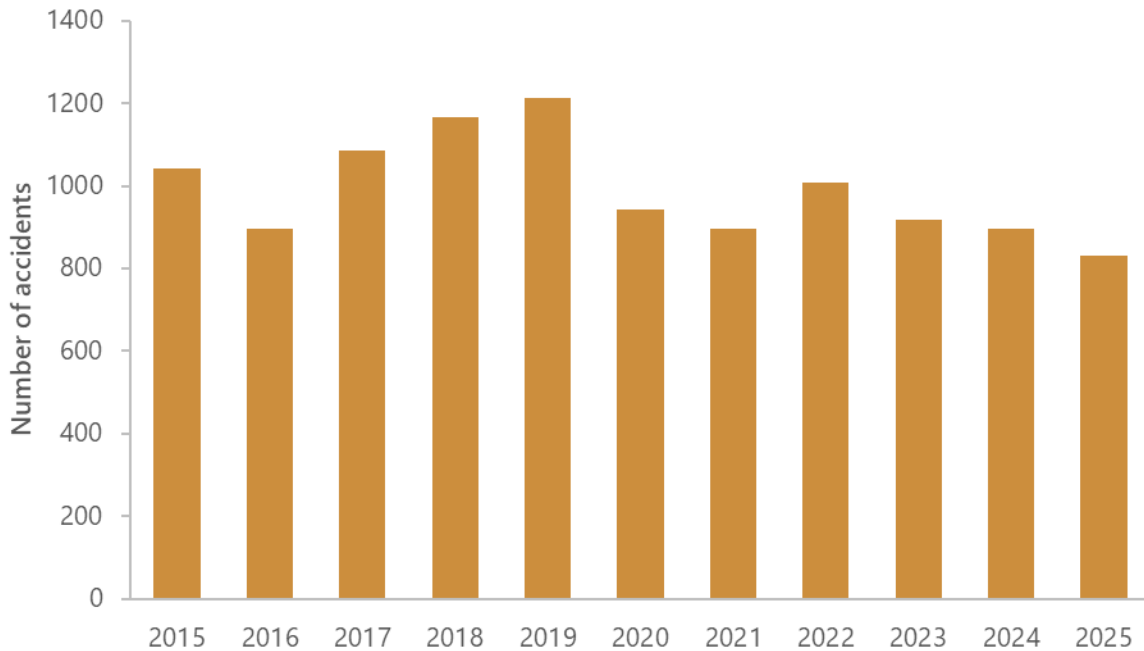
<sup>1</sup> See the Definitions section.

# Accidents

## Overview of accidents and casualties

In 2025, 831 rail accidents<sup>2</sup> were reported to the TSB (Figure 1 and Table 1), down from the 2024 total of 895, and 17% below the previous 10-year (2015 to 2024) average of 1007.

Figure 1. Rail accidents, 2015 to 2025



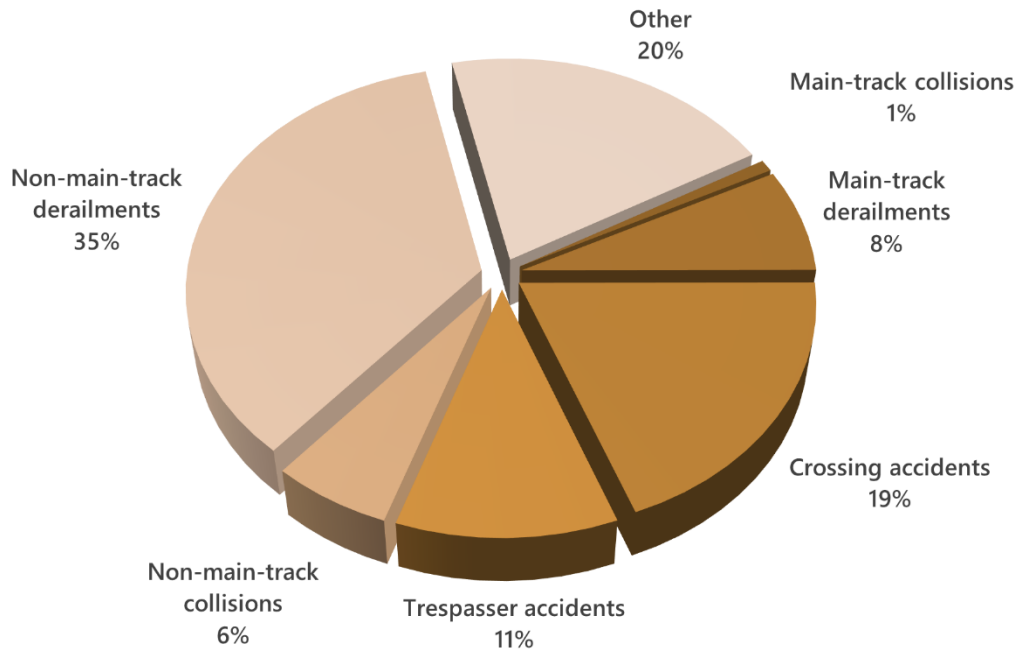
Freight trains accounted for 42% of all rolling stock involved in rail accidents in 2025. Six percent (50 in total) were passenger trains, with the remaining 52% comprising mainly single cars/cuts of cars, locomotives, and track units (Table 3).

The largest proportion of reported rail accidents comprised non-main-track derailments<sup>3</sup> (35%) (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.

<sup>2</sup> See the Definitions section.

<sup>3</sup> "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, 2025\*



\* 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 2025 (7%) was up from the previous year (5%) and the same as the 10-year average (7%).

In 2025, 19% of rail accidents involved vehicles or pedestrians at rail crossings, above the 15% average of the previous 10 years.

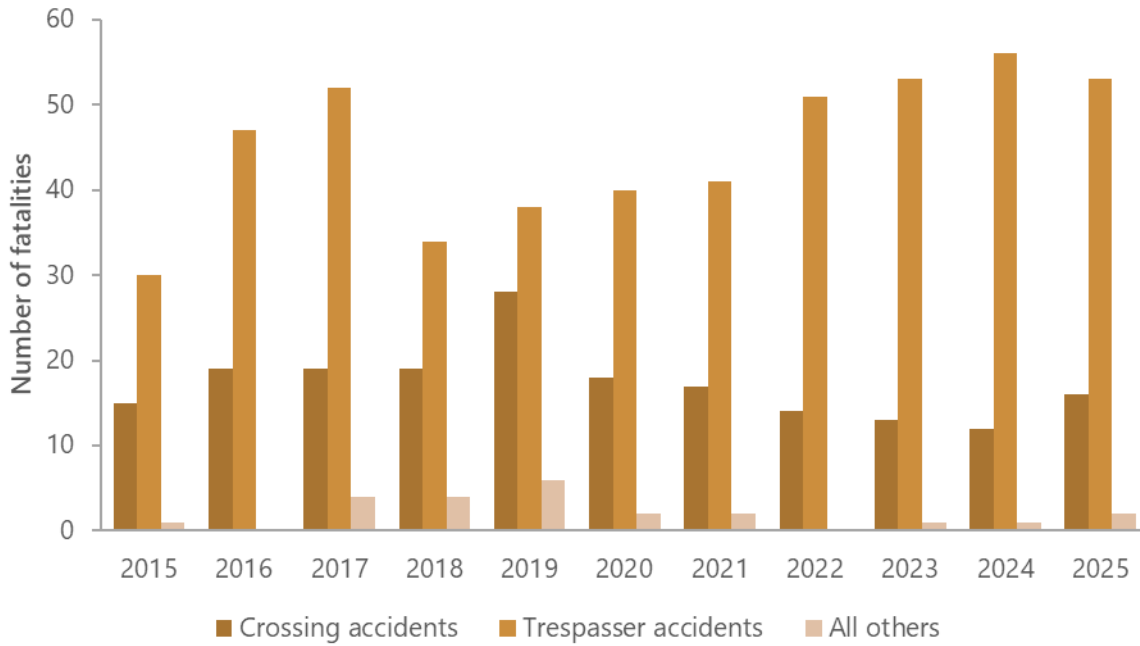
In 2025, 82 accidents involved dangerous goods (Table 1),<sup>4</sup> down slightly from 2024 and below the 10-year average of 109. Three accidents resulted in a dangerous goods release in 2025, down from 6 in the previous year, and below the 10-year average of 5.

Rail fatalities (Figure 3 and Table 1) totalled 71 in 2025, up from 69 last year and above the 10-year average of 64. Crossing fatalities totalled 16 in 2025, up from 12 in 2024 but below the 10-year average of 17. Trespasser<sup>5</sup> fatalities totalled 53 in 2025, down from 56 in the previous year but above the 10-year average of 44.

<sup>4</sup> Accidents involving dangerous goods carried on rolling stock, as well as dangerous goods carried on road vehicles.

<sup>5</sup> 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, 2015 to 2025

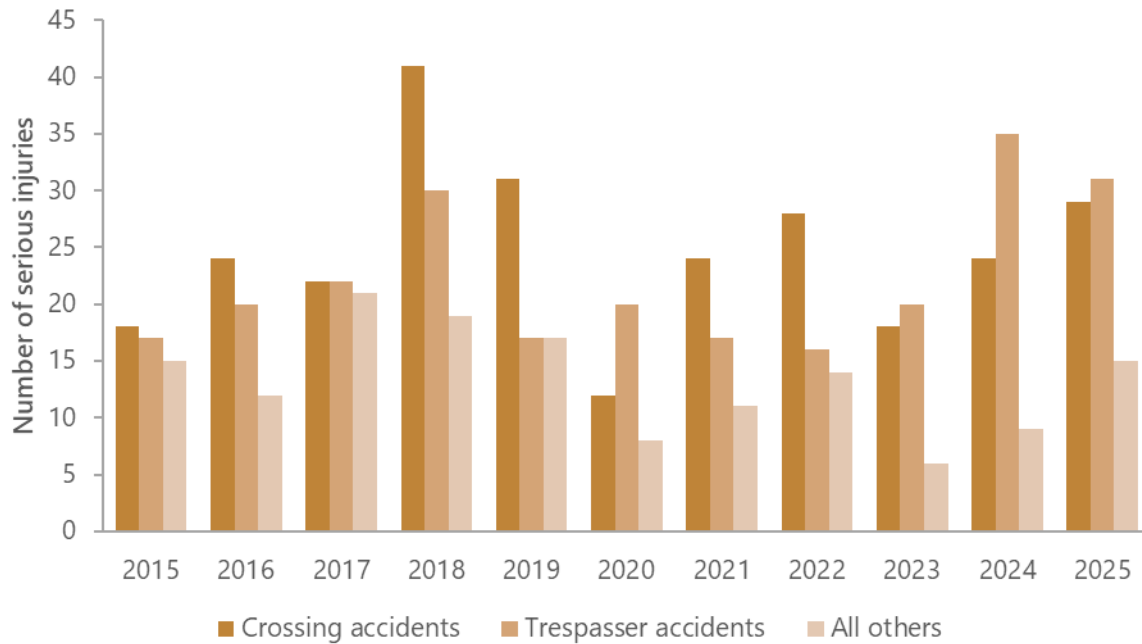


A total of 75 serious injuries<sup>6</sup> resulted from rail occurrences in 2025 (Figure 4 and Table 1), up from 68 in 2024 and above the 10-year average of 59. Crossing accidents<sup>7</sup> resulted in 29 serious injuries, up from 24 in 2024 and above the 10-year average of 24. Serious injuries to trespassers totalled 31 in 2025, down from 35 last year but above the 10-year average of 21. Nine railway employees were seriously injured in 2025, up from 6 in 2024 but below the 10-year average of 11 (Table 2).

<sup>6</sup> See the Definitions section.

<sup>7</sup> 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, 2015 to 2025

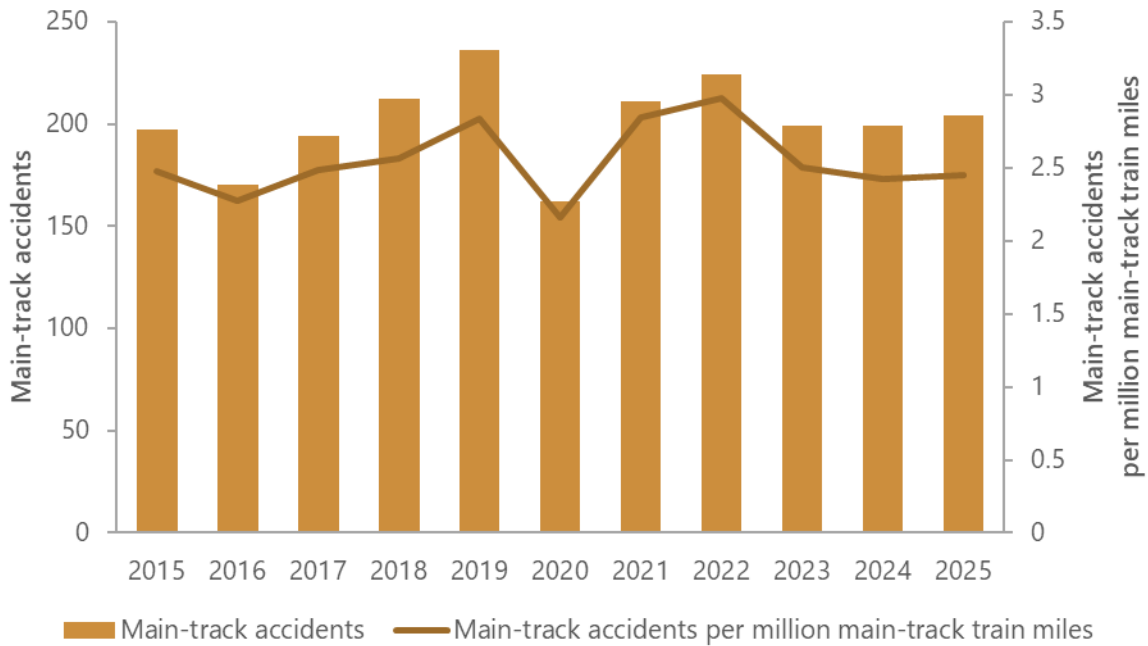


The number of main-track accidents<sup>8</sup> totalled 204 in 2025 (Figure 5 and Table 1), up from 199 in 2024 and above the 10-year average of 200. Rail activity<sup>9</sup> on main track (i.e., non-yard activity) increased by 1% from the previous year. The main-track accident rate in 2025 was 2.5 accidents per million main-track train miles, up from 2.4 in 2024 but below the 10-year average of 2.6.

<sup>8</sup> 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.

<sup>9</sup> Transport Canada, Rail Safety Directorate (email dated 13 March 2026).

Figure 5. Main-track accidents and accident rates, 2015 to 2025



### Accidents by type

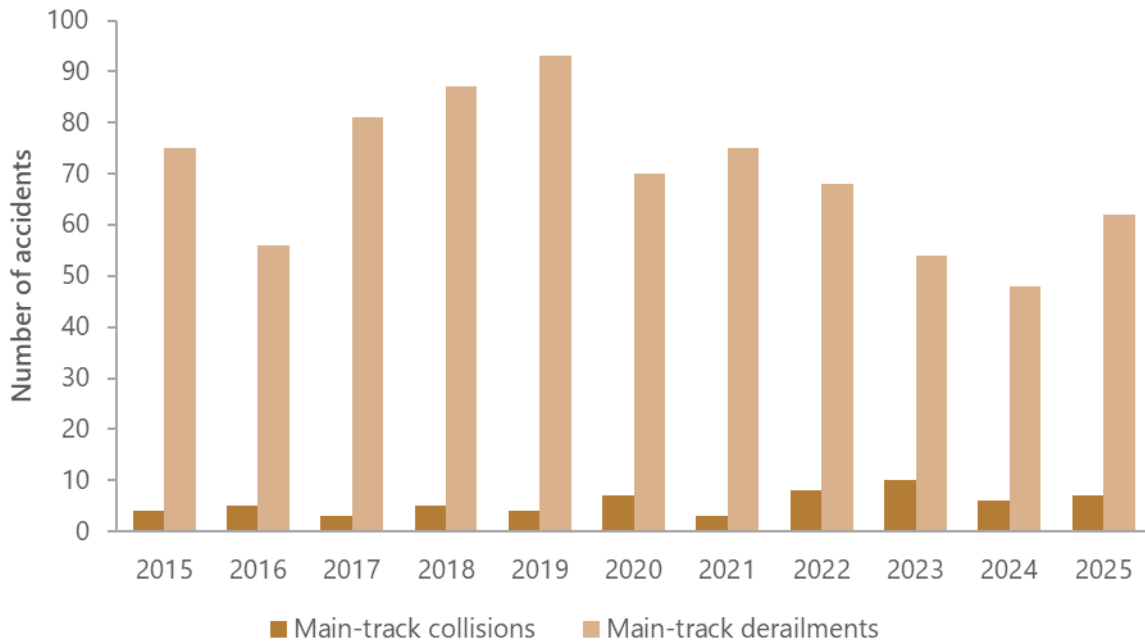
Main-track collisions and derailments are the most serious categories of rail accidents in terms of potential risk to the public and the environment (e.g., when passenger trains are involved or dangerous goods are released from trains that derail in populated areas).

There were 7 main-track collisions (Table 1 and Figure 6) in 2025, up from the 2024 total of 6 and above the 10-year average of 6. No fatalities or serious injuries resulted from main-track collisions in 2025. There was no release of dangerous goods as a result of main-track collisions in 2025 (data not presented).

A total of 62 main-track derailments (Table 4) were reported in 2025, an increase from the 2024 total of 48, but 12% below the 10-year average of 71 (Figure 6). Thirty-five percent of the 62 main-track derailments occurred in British Columbia, 21% occurred in Alberta and 16% occurred in Ontario.

The number of main-track derailments per million main-track (i.e., non-yard) train miles (Table 4) increased to 0.75 in 2025 from 0.58 the previous year but was below the 10-year average of 0.90.

Figure 6. Main-track collision and derailment accidents, 2015 to 2025

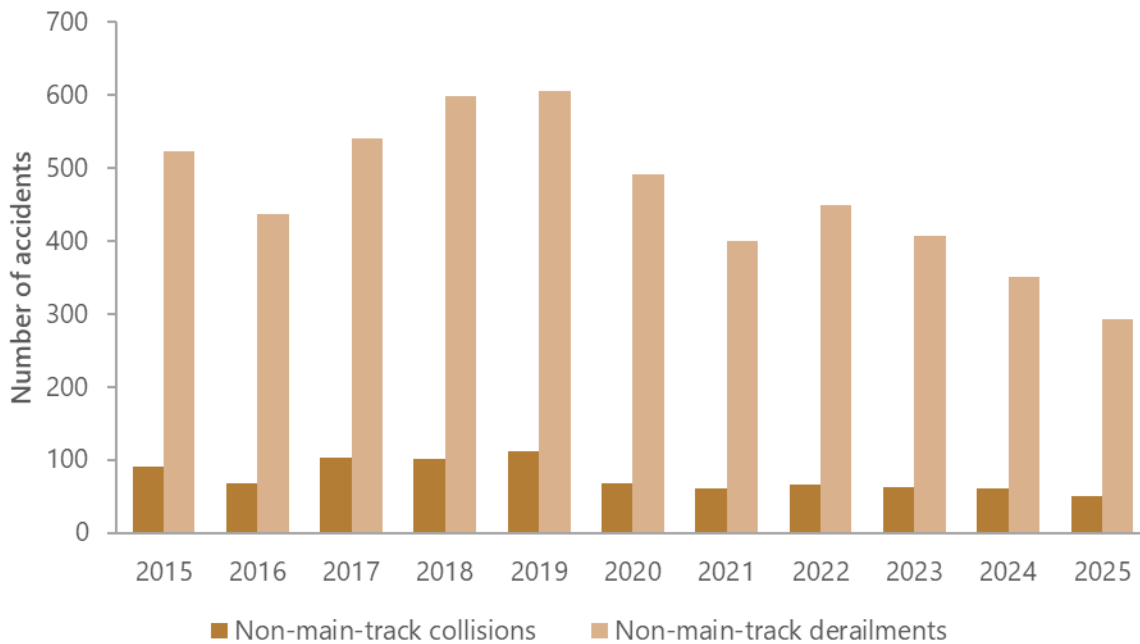


No fatalities or serious injuries resulted from main-track derailments in 2025 (Table 2). Ten main-track derailments involved dangerous goods, unchanged from 2024 and below the 10-year average of 12 (Table 1). Two of these derailments resulted in the release of dangerous goods (fuel-aviation turbine engine and liquefied petroleum gas) (data not presented).

Non-main-track collisions (Table 5 and Figure 7) totalled 50 in 2025, down from the 2024 total of 61, and below the 10-year average of 80. Derailments occurred in 26 non-main-track collisions (52%), and 15 of those collisions involved the derailment of a single car.

No fatalities or serious injuries resulted from non-main-track collisions in 2025 (Table 2). Dangerous goods were involved in 36% of non-main-track collisions, none of which resulted in a release of product (data not presented).

Figure 7. Non-main-track collision and derailment accidents, 2015 to 2025



There were 293 non-main-track derailments in 2025 (Table 6 and Figure 7), down from 351 last year and 39% below the 10-year average of 481. In 78% of these accidents in 2025, 1 or 2 cars derailed. No fatalities or serious injuries resulted from non-main-track derailments in 2025 (Table 2).

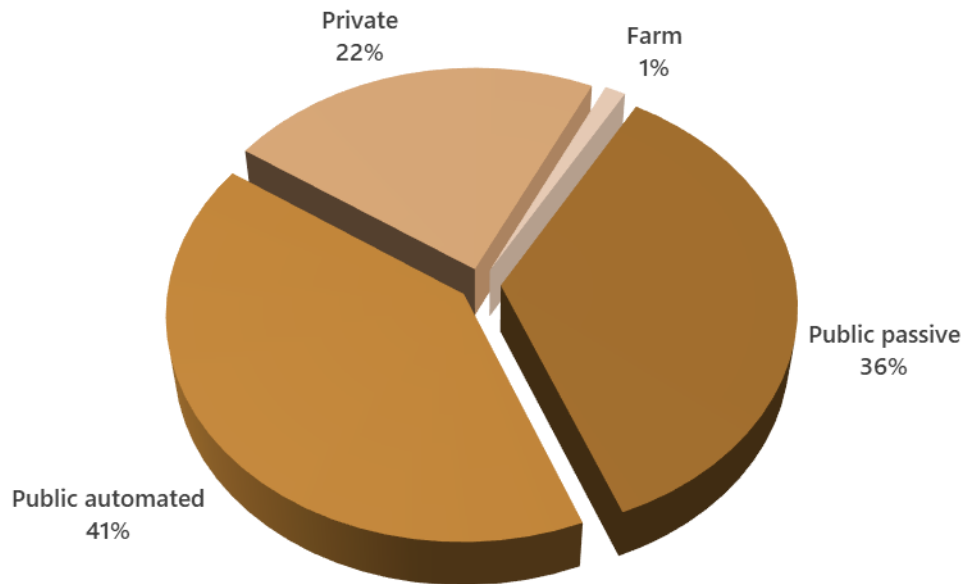
Dangerous goods cars were involved in 16% of non-main-track derailments, none of which resulted in a release of product (data not presented).

Crossing accidents (tables 7 and 8) represented one of the more serious types of rail accidents in 2025, with 24% of these resulting in serious or fatal injuries (data not presented).

There were 160 crossing accidents in 2025, a 4% decrease from the 2024 total of 167 but above the 10-year average of 153. The number of accidents at public automated crossings (65) was down from the 2024 total of 67, and below the 10-year average of 72. The number of accidents at public passive crossings (57) was down 12% from the 2024 total of 65 but above the 10-year average of 50. Accidents at private and farm crossings (38) were up from the 2024 total of 35 and above the 10-year average of 30 (Table 7).

In 2025, 41% of crossing accidents occurred at public automated crossings, and 36% at public passive crossings (Table 7 and Figure 8).

Figure 8. Percentage of crossing accidents by type of crossing, 2025



There were 16 fatal crossing accidents in 2025, up from 12 reported in 2024 but below the 10-year average of 17. Crossing-related fatalities totalled 16 in 2025, up from 12 reported in 2024 but below the 10-year average of 17 (Table 7).

Crossing accidents involving pedestrians accounted for 7% (11) of all crossing accidents in 2025, but accounted for 63% (10) of both fatal crossing accidents and crossing-related fatalities (data not presented).

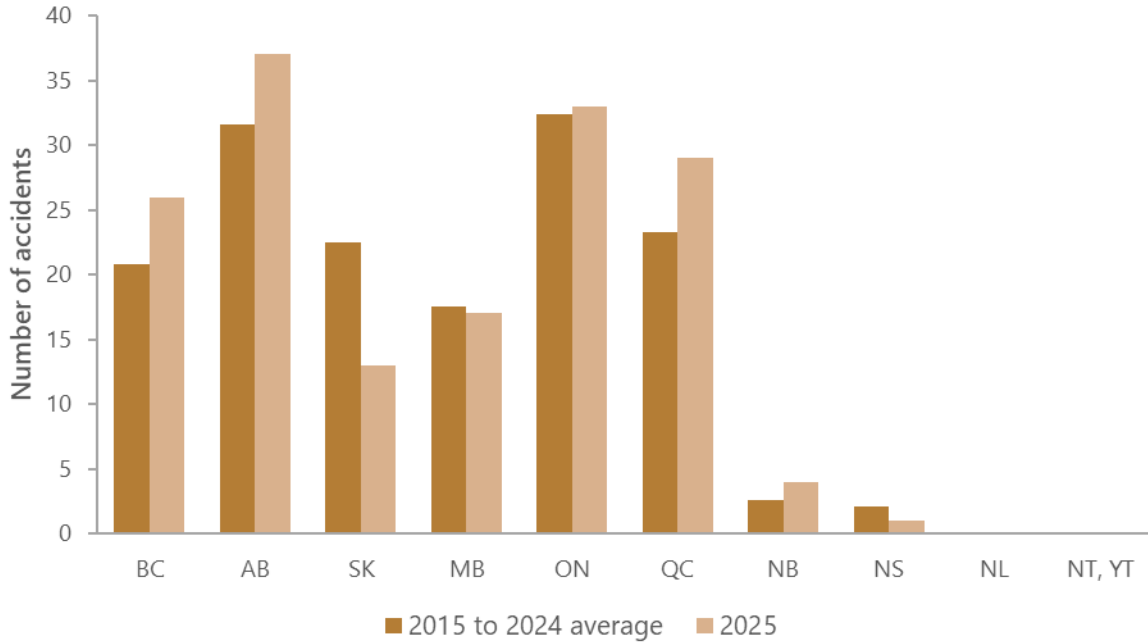
Crossing-related serious injuries totalled 29 in 2025, up from the 2024 total of 24 and above the 10-year average of 24 (Table 7).

In 2025, 3 crossing accidents resulted in a train derailment, up from 2 in 2024 but below the 10-year average (4) (Table 8).

One crossing accident resulted in the release of dangerous goods in 2025 (ethanol) (data not presented).

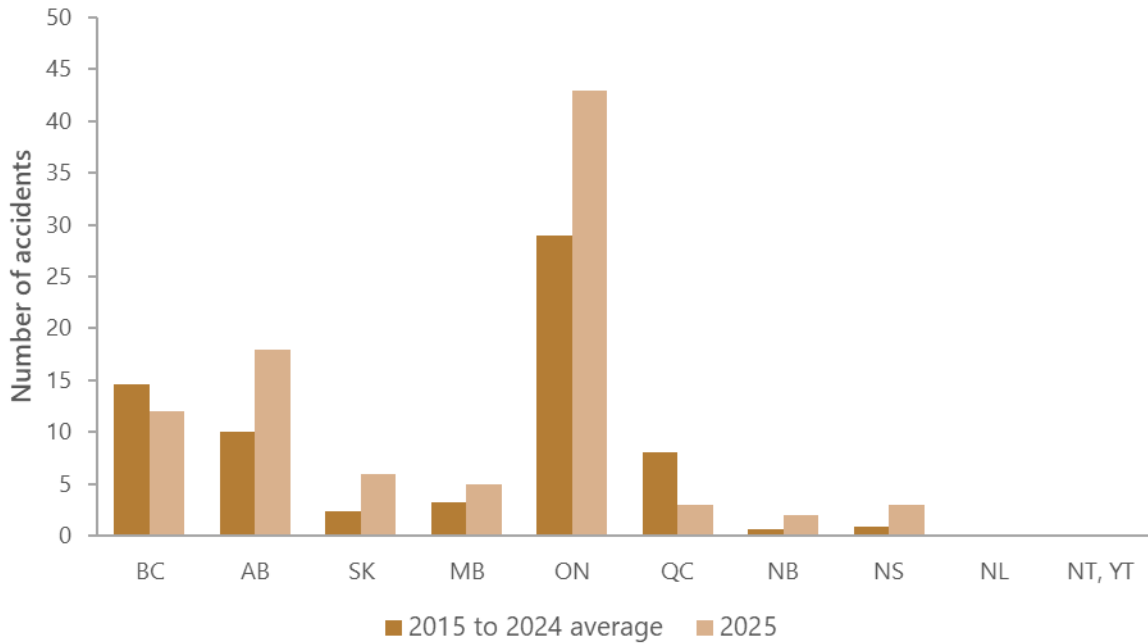
Alberta had the highest proportion (23%) of all crossing accidents in 2025. Ontario had the second highest proportion with 21% of crossing accidents, followed by Quebec with 18%, British Columbia with 16%, Manitoba with 11% and Saskatchewan with 8% (Table 8 and Figure 9).

Figure 9. Crossing accidents by province/territory, 2025



Trespasser accidents (Table 9 and Figure 10) totalled 92 in 2025, down from 95 in 2024 but above the 10-year average of 69. Ontario accounted for 47% of trespasser accidents, followed by Alberta with 20%, British Columbia with 13%, Saskatchewan with 7% and Manitoba with 5%.

Figure 10. Trespasser accidents by province/territory, 2025



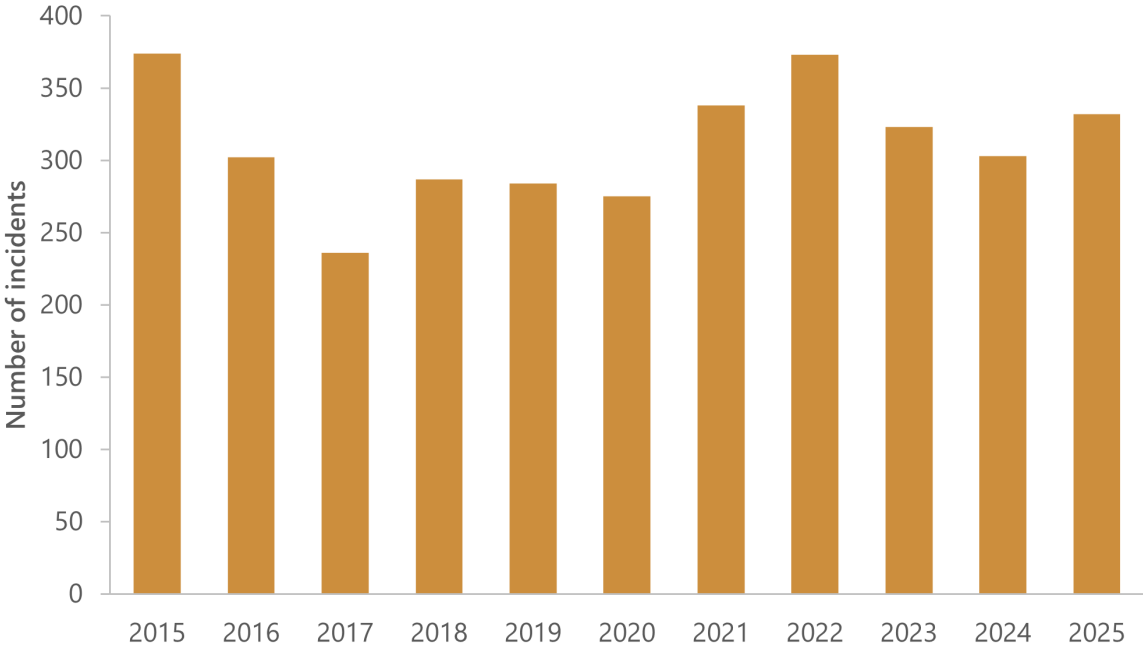
In 2025, the percentage of trespasser accidents that were fatal (57%) was down from the 10-year average of 64%. The percentage of trespasser accidents resulting in serious injuries (34%) was above the 10-year average of 31%.

# Incidents

## Overview of incidents

In 2025, there were 332 reported rail incidents<sup>10</sup> (Figure 11 and Table 1), up from 303 in 2024.

Figure 11. Rail incidents, 2015 to 2025



The movement exceeds limits of authority<sup>11</sup> incident type accounted for 39% of reportable incidents in 2025 (Table 1), followed by non-main-track train derailments involving 1 or 2 cars (with no damage) at 34%, and fires on railway right-of-way (14%).

In 2025, there were 7 uncontrolled movement of rolling stock incidents, as well as 2 derailment incidents that involved an uncontrolled movement of rolling stock. In addition, 24 accidents involved an uncontrolled movement of rolling stock (Table 1), for a total of 33 occurrences (4 of which involved vandalism). This is down from the total of these occurrences in 2024 (43, four of which involved vandalism).

There were 129 movement exceeds limits of authority incidents in 2025, a decrease from 143 reported in 2024 and 6% below the 10-year average of 137 (Table 1).

<sup>10</sup> See the Definitions section.

<sup>11</sup> 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,<sup>1</sup> 2015 to 2025**

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
<b>Accidents</b>	<b>1043</b>	<b>896</b>	<b>1086</b>	<b>1166</b>	<b>1214</b>	<b>942</b>	<b>897</b>	<b>1008</b>	<b>918</b>	<b>895</b>	<b>831</b>
Main-track collisions	4	5	3	5	4	7	3	8	10	6	7
Main-track derailments, 1 or 2 cars	40	31	48	39	54	40	38	32	27	20	27
Main-track derailments, 3 to 5 cars	8	8	5	11	6	3	3	8	9	9	8
Main-track derailments, 6 or more cars	27	17	28	37	33	27	34	28	18	19	27
Crossing accidents	165	133	143	166	178	130	136	161	150	167	160
Non-main-track collisions	92	69	103	101	112	68	62	66	63	61	50
Non-main-track derailments, 1 or 2 cars	410	348	424	476	492	406	328	371	323	271	229
Non-main-track derailments, 3 to 5 cars	87	62	82	100	87	65	58	56	62	57	41
Non-main-track derailments, 6 or more cars	26	27	35	23	27	21	15	23	22	23	23
Collisions/derailments involving track units	43	23	45	48	50	39	50	65	50	54	41
Employee/passenger accidents	15	16	17	13	15	8	11	10	4	5	14
Trespasser accidents	50	68	76	68	56	60	63	72	80	95	92
Fires/explosions on board rolling stock	30	34	32	33	58	33	45	46	42	53	46
Other accident types	46	55	45	46	42	35	51	62	58	55	66
<b>Reportable incidents</b>	<b>374</b>	<b>302</b>	<b>236</b>	<b>287</b>	<b>284</b>	<b>275</b>	<b>338</b>	<b>373</b>	<b>323</b>	<b>303</b>	<b>332</b>
Main-track derailments, 1 or 2 cars (no damage)	3	5	3	4	3	1	2	1	0	2	2
Non-main-track collisions (no derailment, no damage)	4	4	2	2	0	1	2	4	3	0	1
Non-main-track derailments, 1 or 2 cars (no damage)	125	97	67	96	58	32	39	111	67	69	112
Fires on railway right-of-way	2	1	1	1	42	46	145	88	56	46	48
Main-track switch in abnormal position	12	7	12	7	15	3	13	8	8	6	2
Movement exceeds limits of authority	142	133	122	138	136	149	109	133	162	143	129
Uncontrolled movement of rolling stock	14	10	14	15	15	19	13	9	9	8	7
Other reportable incidents	72	45	15	24	15	24	15	19	18	29	31
<b>Main-track accidents<sup>2</sup></b>	<b>197</b>	<b>170</b>	<b>194</b>	<b>212</b>	<b>236</b>	<b>162</b>	<b>211</b>	<b>224</b>	<b>199</b>	<b>199</b>	<b>204</b>
<b>Million main-track train miles<sup>3</sup></b>	<b>79.6</b>	<b>74.7</b>	<b>78.0</b>	<b>82.6</b>	<b>83.3</b>	<b>74.9</b>	<b>74.1</b>	<b>75.4</b>	<b>79.7</b>	<b>82.2</b>	<b>83.1</b>
<b>Main-track accidents per million main-track train miles</b>	<b>2.5</b>	<b>2.3</b>	<b>2.5</b>	<b>2.6</b>	<b>2.8</b>	<b>2.2</b>	<b>2.8</b>	<b>3.0</b>	<b>2.5</b>	<b>2.4</b>	<b>2.5</b>
<b>Accidents involving dangerous goods</b>	<b>127</b>	<b>101</b>	<b>116</b>	<b>125</b>	<b>171</b>	<b>82</b>	<b>86</b>	<b>110</b>	<b>87</b>	<b>86</b>	<b>82</b>
Main-track derailments	12	8	10	17	19	7	16	11	10	10	10
Crossing accidents	4	4	6	7	7	3	2	5	4	3	6
Non-main-track collisions	32	19	39	33	44	13	19	30	21	24	18
Non-main-track derailments	75	62	55	62	95	56	45	60	47	47	46
Other accident types	4	8	6	6	6	3	4	4	5	2	2
<b>Accidents with a dangerous goods release</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>6</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>6</b>	<b>3</b>
<b>Accidents involving an uncontrolled movement of rolling stock</b>	<b>41</b>	<b>33</b>	<b>48</b>	<b>47</b>	<b>63</b>	<b>28</b>	<b>33</b>	<b>37</b>	<b>27</b>	<b>31</b>	<b>24</b>
<b>Persons fatally injured in reportable occurrences</b>	<b>46</b>	<b>66</b>	<b>75</b>	<b>57</b>	<b>72</b>	<b>60</b>	<b>60</b>	<b>65</b>	<b>67</b>	<b>69</b>	<b>71</b>
Crossing accidents	15	19	19	19	28	18	17	14	13	12	16
Trespasser accidents	30	47	52	34	38	40	41	51	53	56	53
Other occurrence types <sup>4</sup>	1	0	4	4	6	2	2	0	1	1	2
<b>Persons seriously injured in reportable occurrences</b>	<b>50</b>	<b>56</b>	<b>65</b>	<b>90</b>	<b>65</b>	<b>40</b>	<b>52</b>	<b>58</b>	<b>44</b>	<b>68</b>	<b>75</b>
Crossing accidents	18	24	22	41	31	12	24	28	18	24	29
Trespasser accidents	17	20	22	30	17	20	17	16	20	35	31
Other occurrence types <sup>4</sup>	15	12	21	19	17	8	11	14	6	9	15

Data extracted 12 March 2026

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

<sup>2</sup> Accidents that occurred on main track or spurs, excluding crossing and trespasser accidents, and excluding non-main-track collisions and derailments.

<sup>3</sup> Main-track (i.e., non-yard) train miles are estimated (Source: Transport Canada email communication 13 March 2026).

<sup>4</sup> See Table 2 for details on occurrences by type.

**Table 2. Casualties, by accident/incident type and category of person,<sup>1</sup> 2015 to 2025**

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
<b>Persons fatally injured in reportable occurrences</b>	<b>46</b>	<b>66</b>	<b>75</b>	<b>57</b>	<b>72</b>	<b>60</b>	<b>60</b>	<b>65</b>	<b>67</b>	<b>69</b>	<b>71</b>
Main-track collisions	0	0	0	0	0	0	0	0	0	0	0
Main-track derailments	0	0	0	1	3	0	0	0	0	0	0
Crossing accidents	15	19	19	19	28	18	17	14	13	12	16
Non-main-track collisions	0	0	0	2	0	1	0	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	1	0	3	1	2	1	2	0	1	0	0
Trespasser accidents	30	47	52	34	38	40	41	51	53	56	53
Other accident types	0	0	0	0	1	0	0	0	0	0	2
Reportable incidents	0	0	1	0	0	0	0	0	0	1	0
<b>Persons seriously injured in reportable occurrences</b>	<b>50</b>	<b>56</b>	<b>65</b>	<b>90</b>	<b>65</b>	<b>40</b>	<b>52</b>	<b>58</b>	<b>44</b>	<b>68</b>	<b>75</b>
Main-track collisions	0	0	0	0	0	0	0	0	0	1	0
Main-track derailments	0	0	0	3	1	0	0	0	0	0	0
Crossing accidents	18	24	22	41	31	12	24	28	18	24	29
Non-main-track collisions	0	0	2	0	2	0	0	1	1	0	0
Non-main-track derailments	0	0	0	0	0	0	0	0	0	0	0
Collisions/derailments involving track units	0	3	0	0	2	1	1	1	0	1	0
Employee/passenger accidents	11	8	16	12	11	6	8	10	3	5	14
Trespasser accidents	17	20	22	30	17	20	17	16	20	35	31
Other accident types	2	1	3	0	1	0	2	2	2	2	1
Reportable incidents	2	0	0	4	0	1	0	0	0	0	0
<b>Persons fatally injured</b>	<b>46</b>	<b>66</b>	<b>75</b>	<b>57</b>	<b>72</b>	<b>60</b>	<b>60</b>	<b>65</b>	<b>67</b>	<b>69</b>	<b>71</b>
Employees	1	0	3	4	5	2	1	0	1	1	0
Passengers	0	0	1	0	0	0	1	0	0	0	0
Pedestrians	3	7	8	9	13	7	5	5	5	4	6
Vehicle occupants	11	12	11	10	16	14	10	9	8	9	8
Trespassers	31	47	52	34	38	36	43	51	53	55	57
Other categories of persons	0	0	0	0	0	1	0	0	0	0	0
<b>Persons seriously injured</b>	<b>50</b>	<b>56</b>	<b>65</b>	<b>90</b>	<b>65</b>	<b>40</b>	<b>52</b>	<b>58</b>	<b>44</b>	<b>68</b>	<b>75</b>
Employees	8	15	19	17	16	8	7	10	3	6	9
Passengers	8	2	3	3	1	0	2	2	1	1	5
Pedestrians	2	0	2	8	6	3	8	6	6	6	1
Vehicle occupants	16	18	18	32	25	9	20	24	13	22	29
Trespassers	16	21	23	30	17	20	15	16	21	33	31
Other categories of persons	0	0	0	0	0	0	0	0	0	0	0

Data extracted 12 March 2026

<sup>1</sup> 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,<sup>1,2</sup> 2015 to 2025**

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
<b>Freight trains</b>	<b>412</b>	<b>338</b>	<b>402</b>	<b>389</b>	<b>418</b>	<b>327</b>	<b>328</b>	<b>340</b>	<b>351</b>	<b>388</b>	<b>379</b>
Main-track collisions	6	6	6	5	4	8	6	13	13	11	11
Main-track derailments	66	48	75	75	78	64	66	57	45	41	52
Non-main-track collisions	27	11	28	20	26	15	12	7	8	22	9
Non-main-track derailments	108	88	95	96	78	56	36	31	52	46	52
Crossing accidents	117	86	94	106	117	94	90	117	106	127	103
Trespasser accidents	36	48	51	40	42	49	51	51	62	73	69
Other accident types	52	51	53	47	73	41	67	64	65	68	83
<b>Passenger trains</b>	<b>46</b>	<b>56</b>	<b>54</b>	<b>67</b>	<b>47</b>	<b>40</b>	<b>42</b>	<b>53</b>	<b>38</b>	<b>43</b>	<b>50</b>
Main-track collisions	0	0	0	1	1	1	0	0	1	0	0
Main-track derailments	2	4	2	2	2	1	3	0	0	1	1
Non-main-track collisions	0	0	0	0	0	5	0	1	2	3	0
Non-main-track derailments	2	1	4	6	3	13	3	2	1	1	2
Crossing accidents	16	11	13	18	15	7	12	9	10	7	14
Trespasser accidents	10	13	22	24	12	4	10	17	16	15	14
Other accident types	16	27	13	16	14	9	14	24	8	16	19
<b>Track units</b>	<b>77</b>	<b>41</b>	<b>71</b>	<b>81</b>	<b>81</b>	<b>63</b>	<b>91</b>	<b>100</b>	<b>86</b>	<b>101</b>	<b>76</b>
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	5	4	5	6	4	3	7	9	8	7	7
Trespasser accidents	0	0	0	0	0	0	0	0	0	0	0
Other accident types	72	37	66	75	77	60	84	91	78	94	69
<b>Single car/cut of cars</b>	<b>476</b>	<b>416</b>	<b>526</b>	<b>594</b>	<b>616</b>	<b>468</b>	<b>412</b>	<b>482</b>	<b>411</b>	<b>351</b>	<b>309</b>
Main-track collisions	0	1	0	2	2	3	1	1	3	0	0
Main-track derailments	2	2	2	7	5	4	2	5	4	4	3
Non-main-track collisions	103	93	119	133	141	83	82	89	80	69	67
Non-main-track derailments	333	280	362	402	415	339	295	349	286	241	197
Crossing accidents	17	17	21	26	25	13	15	10	17	16	19
Trespasser accidents	4	6	1	3	2	2	1	0	1	3	4
Other accident types	17	17	21	21	26	24	16	28	20	18	19
<b>Other types of train/rolling stock</b>	<b>132</b>	<b>126</b>	<b>117</b>	<b>151</b>	<b>165</b>	<b>126</b>	<b>104</b>	<b>122</b>	<b>102</b>	<b>100</b>	<b>90</b>
Main-track collisions	0	2	0	0	1	1	0	1	1	0	2
Main-track derailments	5	2	2	3	8	1	4	7	5	2	6
Non-main-track collisions	15	21	14	18	18	10	8	15	10	9	7
Non-main-track derailments	92	72	82	103	113	88	69	68	69	65	43
Crossing accidents	10	15	10	12	17	13	13	16	9	10	17
Trespasser accidents	0	1	2	1	0	5	1	4	1	4	5
Other accident types	10	13	7	14	8	8	9	11	7	10	10

Data extracted 12 March 2026

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

<sup>2</sup> 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,<sup>1</sup> 2015 to 2025**

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
<b>Main-track derailments</b>	<b>75</b>	<b>56</b>	<b>81</b>	<b>87</b>	<b>93</b>	<b>70</b>	<b>75</b>	<b>68</b>	<b>54</b>	<b>48</b>	<b>62</b>
Newfoundland and Labrador	0	0	2	0	0	1	2	2	1	1	0
Nova Scotia	0	1	0	0	0	0	0	1	0	0	0
New Brunswick	2	1	0	0	1	0	3	1	1	1	0
Quebec	9	6	6	9	10	9	3	10	4	5	6
Ontario	21	13	11	14	17	14	13	9	8	10	10
Manitoba	4	4	6	8	14	8	5	5	6	7	3
Saskatchewan	8	6	14	18	12	6	9	12	9	4	8
Alberta	17	13	21	20	17	11	17	10	8	11	13
British Columbia	14	12	21	18	22	21	23	18	17	9	22
Northwest Territories and Yukon	0	0	0	0	0	0	0	0	0	0	0
<b>Main-track derailments per million main-track train miles<sup>2</sup></b>	<b>0.94</b>	<b>0.75</b>	<b>1.04</b>	<b>1.05</b>	<b>1.12</b>	<b>0.93</b>	<b>1.01</b>	<b>0.90</b>	<b>0.68</b>	<b>0.58</b>	<b>0.75</b>
<b>Main-track derailments per billion gross ton miles<sup>3</sup></b>	<b>0.14</b>	<b>0.11</b>	<b>0.14</b>	<b>0.15</b>	<b>0.16</b>	<b>0.12</b>	<b>0.13</b>	<b>0.12</b>	<b>0.10</b>	<b>0.08</b>	<b>n/a</b>
<b>Main-track derailments by number of derailed cars</b>	<b>75</b>	<b>56</b>	<b>81</b>	<b>87</b>	<b>93</b>	<b>70</b>	<b>75</b>	<b>68</b>	<b>54</b>	<b>48</b>	<b>62</b>
1 car	30	25	39	29	43	32	32	26	20	16	21
2 cars	10	6	9	10	11	8	6	6	7	4	6
3 cars	4	2	2	4	2	2	1	1	3	3	5
4 cars	2	2	2	4	3	1	1	4	2	5	1
5 to 10 cars	16	10	13	21	11	10	10	17	8	8	14
11 cars or more	13	11	16	19	23	17	25	14	14	12	15

Data extracted 12 March 2026

<sup>1</sup> Data are for federally regulated railways and include only those occurrences that are reportable under the TSB Regulations.<sup>2</sup> Source of estimated million main-track train miles: Transport Canada email communication 13 March 2026.<sup>3</sup> Source of billion gross ton miles: *Rail Trends 2025*, Railway Association of Canada.

**Table 5. Non-main-track collisions, by province and territory and number of derailed cars,<sup>1</sup> 2015 to 2025**

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
<b>Non-main-track collisions</b>	<b>92</b>	<b>69</b>	<b>103</b>	<b>101</b>	<b>112</b>	<b>68</b>	<b>62</b>	<b>66</b>	<b>63</b>	<b>61</b>	<b>50</b>
Newfoundland and Labrador	0	0	0	1	0	0	0	0	0	0	0
Nova Scotia	0	0	1	0	0	1	0	1	2	0	0
New Brunswick	0	1	1	2	0	2	1	0	1	0	2
Quebec	10	7	9	5	9	4	3	5	6	7	7
Ontario	20	19	25	19	26	15	9	24	19	11	18
Manitoba	15	10	14	8	15	11	8	10	9	5	2
Saskatchewan	8	5	7	13	11	5	4	2	1	8	6
Alberta	17	19	23	26	29	13	16	12	11	18	6
British Columbia	21	8	23	27	22	17	21	12	14	12	9
Northwest Territories and Yukon	1	0	0	0	0	0	0	0	0	0	0
<b>Non-main-track collisions</b>	<b>92</b>	<b>69</b>	<b>103</b>	<b>101</b>	<b>112</b>	<b>68</b>	<b>62</b>	<b>66</b>	<b>63</b>	<b>61</b>	<b>50</b>
No cars derailed	63	38	64	54	63	34	34	35	34	30	24
1 car	21	14	16	27	27	17	12	13	15	11	15
2 cars	1	7	11	6	11	4	6	9	9	8	6
3 cars	3	4	5	4	6	6	3	2	1	4	4
4 cars	2	2	3	2	0	2	2	1	1	0	1
5 to 10 cars	2	3	4	7	3	5	4	6	3	6	0
11 cars or more	0	1	0	1	2	0	1	0	0	2	0

Data extracted 12 March 2026

<sup>1</sup>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,<sup>1</sup> 2015 to 2025**

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
<b>Non-main-track derailment accidents</b>	<b>523</b>	<b>437</b>	<b>541</b>	<b>599</b>	<b>606</b>	<b>492</b>	<b>401</b>	<b>450</b>	<b>407</b>	<b>351</b>	<b>293</b>
Newfoundland and Labrador	6	12	11	9	7	7	10	6	10	5	7
Nova Scotia	3	2	5	6	3	8	6	7	6	1	1
New Brunswick	13	9	9	5	12	7	6	11	7	5	8
Quebec	81	67	85	60	111	70	60	82	59	52	48
Ontario	109	87	115	119	136	93	89	84	108	100	78
Manitoba	71	58	70	65	68	59	44	57	37	42	22
Saskatchewan	49	55	49	83	55	47	42	60	37	36	28
Alberta	91	68	93	131	115	101	71	76	70	64	57
British Columbia	100	79	103	121	99	100	73	66	73	46	44
Northwest Territories and Yukon	0	0	1	0	0	0	0	1	0	0	0
<b>Non-main-track derailment accidents by cars derailed</b>	<b>523</b>	<b>437</b>	<b>541</b>	<b>599</b>	<b>606</b>	<b>492</b>	<b>401</b>	<b>450</b>	<b>407</b>	<b>351</b>	<b>293</b>
1 car	319	266	333	383	403	323	251	274	239	206	149
2 cars	91	82	91	93	89	83	77	97	84	65	80
3 cars	53	31	46	54	39	36	30	34	28	34	21
4 cars	26	22	25	28	32	19	18	15	17	17	13
5 to 10 cars	29	31	43	35	32	29	24	27	36	24	25
11 cars or more	5	5	3	6	11	2	1	3	3	5	5

Data extracted 12 March 2026

<sup>1</sup> 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,<sup>1</sup> 2015 to 2025**

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
<b>Crossing accidents</b>	<b>165</b>	<b>133</b>	<b>143</b>	<b>166</b>	<b>178</b>	<b>130</b>	<b>136</b>	<b>161</b>	<b>150</b>	<b>167</b>	<b>160</b>
Public crossings	131	105	117	135	135	110	114	133	115	132	122
Passive warnings	52	36	47	50	49	56	56	55	38	65	57
Automated warnings	79	69	70	85	86	54	58	78	77	67	65
Flashing lights and bells	37	39	30	44	43	17	24	27	36	32	27
Gates	42	29	38	40	42	36	34	51	37	34	36
Other automated warnings	0	1	2	1	1	1	0	0	4	1	2
Private crossings	28	24	21	30	40	18	22	25	33	30	36
Farm crossings	6	4	5	1	3	2	0	3	2	5	2
<b>Fatal accidents</b>	<b>15</b>	<b>16</b>	<b>19</b>	<b>18</b>	<b>26</b>	<b>16</b>	<b>16</b>	<b>14</b>	<b>13</b>	<b>12</b>	<b>16</b>
<b>Persons fatally injured</b>	<b>15</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>28</b>	<b>18</b>	<b>17</b>	<b>14</b>	<b>13</b>	<b>12</b>	<b>16</b>
Public crossings	13	19	19	18	25	18	17	14	10	10	13
Passive warnings	2	7	4	3	6	12	5	2	2	4	5
Automated warnings	11	12	15	15	19	6	12	12	8	6	8
Flashing lights and bells	2	5	3	4	5	1	5	2	2	0	1
Gates	9	7	12	11	14	5	7	10	6	5	7
Other automated warnings	0	0	0	0	0	0	0	0	0	1	0
Private crossings	1	0	0	0	3	0	0	0	3	2	3
Farm crossings	1	0	0	1	0	0	0	0	0	0	0
<b>Persons seriously injured</b>	<b>18</b>	<b>24</b>	<b>22</b>	<b>41</b>	<b>31</b>	<b>12</b>	<b>24</b>	<b>28</b>	<b>18</b>	<b>24</b>	<b>29</b>
Public crossings	18	21	18	36	25	11	23	27	17	21	26
Passive warnings	4	5	9	16	6	3	11	6	1	12	13
Automated warnings	14	16	9	20	19	8	12	21	16	9	13
Flashing lights and bells	4	8	3	6	9	2	6	6	8	4	8
Gates	10	8	6	14	10	6	6	15	6	5	5
Other automated warnings	0	0	0	0	0	0	0	0	2	0	0
Private crossings	0	3	3	5	6	1	1	1	1	1	3
Farm crossings	0	0	1	0	0	0	0	0	0	2	0
<b>Number of public crossings<sup>2</sup></b>	<b>13 348</b>	<b>13 280</b>	<b>13 934</b>	<b>13 535</b>	<b>13 230</b>	<b>12 876</b>	<b>12 650</b>	<b>12 615</b>	<b>12 531</b>	<b>12 514</b>	<b>12 481</b>
Passive warnings	7 797	7 733	8 260	7 872	7 597	7 374	7 173	7 105	6 999	6 969	6 915
Automated warnings	5 551	5 547	5 674	5 663	5 633	5 502	5 477	5 510	5 532	5 545	5 566
Flashing lights and bells	3 156	3 118	3 263	3 216	3 116	2 964	2 892	2 859	2 842	2 815	2 810
Gates	2 351	2 386	2 393	2 430	2 502	2 526	2 574	2 641	2 681	2 721	2 747
Other automated warnings	44	43	18	17	15	12	11	10	9	9	9

Data extracted 12 March 2026

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

<sup>2</sup> Source: Transport Canada Rail Safety Integrated Gateway (RSIG). The data for 2025 are from 19 March 2026. Figures for previous years are snapshots provided historically by Transport Canada.

**Table 8. Crossing accidents and casualties, by province and territory,<sup>1</sup> 2015 to 2025**

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
<b>Crossing accidents</b>	<b>165</b>	<b>133</b>	<b>143</b>	<b>166</b>	<b>178</b>	<b>130</b>	<b>136</b>	<b>161</b>	<b>150</b>	<b>167</b>	<b>160</b>
Newfoundland and Labrador	0	0	0	0	0	0	0	0	0	0	0
Nova Scotia	2	1	3	3	2	4	0	2	1	3	1
New Brunswick	7	4	1	3	2	1	2	3	2	1	4
Quebec	28	29	26	24	25	20	14	18	21	28	29
Ontario	29	26	26	42	50	20	27	37	28	39	33
Manitoba	19	14	15	15	20	22	16	13	21	20	17
Saskatchewan	23	19	26	22	24	13	24	29	21	24	13
Alberta	38	21	28	35	35	31	31	33	29	35	37
British Columbia	19	19	18	22	20	19	21	26	27	17	26
Northwest Territories and Yukon	0	0	0	0	0	0	1	0	0	0	0
<b>Crossing accidents on main track<sup>2</sup></b>	<b>159</b>	<b>122</b>	<b>137</b>	<b>155</b>	<b>166</b>	<b>124</b>	<b>127</b>	<b>151</b>	<b>142</b>	<b>157</b>	<b>145</b>
<b>Crossing accidents per million main-track train miles<sup>3</sup></b>	<b>2.0</b>	<b>1.6</b>	<b>1.8</b>	<b>1.9</b>	<b>2.0</b>	<b>1.7</b>	<b>1.7</b>	<b>2.0</b>	<b>1.8</b>	<b>1.9</b>	<b>1.7</b>
<b>Crossing accidents with derailment</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>3</b>
<b>Persons fatally injured</b>	<b>15</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>28</b>	<b>18</b>	<b>17</b>	<b>14</b>	<b>13</b>	<b>12</b>	<b>16</b>
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	2	0	0	0	0	0	0	0	0	0
Quebec	4	3	7	3	2	3	3	0	3	2	1
Ontario	5	3	7	6	11	2	7	4	3	4	6
Manitoba	1	2	2	1	5	5	1	0	3	1	3
Saskatchewan	0	4	0	1	4	1	0	5	1	3	1
Alberta	3	3	2	3	2	5	6	0	1	2	2
British Columbia	2	2	1	5	4	2	0	5	2	0	3
Northwest Territories and Yukon	0	0	0	0	0	0	0	0	0	0	0
<b>Persons seriously injured</b>	<b>18</b>	<b>24</b>	<b>22</b>	<b>41</b>	<b>31</b>	<b>12</b>	<b>24</b>	<b>28</b>	<b>18</b>	<b>24</b>	<b>29</b>
Newfoundland and Labrador	0	0	0	0	0	0	0	0	0	0	0
Nova Scotia	0	0	0	0	2	1	0	0	0	0	3
New Brunswick	0	0	0	0	0	0	0	0	0	0	2
Quebec	2	8	3	10	1	2	1	2	0	4	8
Ontario	0	4	2	8	7	1	7	4	8	6	3
Manitoba	2	3	3	7	0	2	3	4	3	2	4
Saskatchewan	2	2	2	9	7	1	1	6	3	2	0
Alberta	6	6	5	2	9	3	8	9	2	8	6
British Columbia	6	1	7	5	5	2	4	3	2	2	3
Northwest Territories and Yukon	0	0	0	0	0	0	0	0	0	0	0
<b>Number of public crossings<sup>4</sup></b>	<b>13 348</b>	<b>13 280</b>	<b>13 934</b>	<b>13 535</b>	<b>13 230</b>	<b>12 876</b>	<b>12 650</b>	<b>12 615</b>	<b>12 531</b>	<b>12 514</b>	<b>12 481</b>
Newfoundland and Labrador	5	5	4	5	5	4	6	6	6	6	6
Nova Scotia	117	117	116	116	118	100	100	100	103	103	103
New Brunswick	261	261	360	356	312	293	240	238	239	239	245
Quebec	1 385	1 385	1 234	1 233	1 316	1 319	1 358	1 355	1 349	1 349	1 348
Ontario	2 767	2 752	3 092	2 984	2 820	2 622	2 567	2 563	2 543	2 531	2 530
Manitoba	1 792	1 787	1 894	1 826	1 796	1 783	1 771	1 764	1 755	1 754	1 750
Saskatchewan	3 430	3 425	3 440	3 384	3 339	3 273	3 263	3 277	3 250	3 244	3 221
Alberta	2 465	2 448	2 619	2 497	2 469	2 455	2 366	2 365	2 350	2 353	2 342
British Columbia	1 105	1 078	1 164	1 123	1 045	1 017	954	922	924	923	924
Northwest Territories and Yukon	21	22	11	11	10	10	25	25	12	12	12

Data extracted 12 March 2026

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

<sup>2</sup> Includes crossing accidents on main track or on spurs.

<sup>3</sup> Source of estimated million main-track train miles: Transport Canada email communication 13 March 2026.

<sup>4</sup> Source: Transport Canada Rail Safety Integrated Gateway (RSIG). The data for 2025 are from 19 March 2026. Figures for previous years are snapshots provided historically by Transport Canada.

**Table 9. Trespasser accidents and casualties, by province and territory,<sup>1</sup> 2015 to 2025**

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
<b>Trespasser accidents</b>	<b>50</b>	<b>68</b>	<b>76</b>	<b>68</b>	<b>56</b>	<b>60</b>	<b>63</b>	<b>72</b>	<b>80</b>	<b>95</b>	<b>92</b>
Newfoundland and Labrador	0	0	0	0	0	0	0	1	0	0	0
Nova Scotia	0	1	1	0	0	2	1	2	0	2	3
New Brunswick	1	1	0	0	1	1	1	0	0	1	2
Quebec	5	3	12	12	6	8	6	11	9	9	3
Ontario	23	25	33	30	21	21	35	33	35	33	43
Manitoba	1	4	4	3	2	3	1	3	6	5	5
Saskatchewan	4	3	1	1	4	1	2	0	4	4	6
Alberta	4	10	8	10	14	12	6	9	9	18	18
British Columbia	12	21	17	12	8	12	11	13	17	23	12
Northwest Territories and Yukon	0	0	0	0	0	0	0	0	0	0	0
<b>Fatal accidents</b>	<b>30</b>	<b>46</b>	<b>51</b>	<b>34</b>	<b>38</b>	<b>40</b>	<b>41</b>	<b>51</b>	<b>53</b>	<b>56</b>	<b>52</b>
<b>Persons fatally injured</b>	<b>30</b>	<b>47</b>	<b>52</b>	<b>34</b>	<b>38</b>	<b>40</b>	<b>41</b>	<b>51</b>	<b>53</b>	<b>56</b>	<b>53</b>
Newfoundland and Labrador	0	0	0	0	0	0	0	0	0	0	0
Nova Scotia	0	2	1	0	0	0	0	0	0	2	2
New Brunswick	1	0	0	0	0	0	0	0	0	1	1
Quebec	5	2	9	7	4	8	4	8	6	3	2
Ontario	13	19	25	14	16	14	28	29	26	24	26
Manitoba	1	2	1	2	2	1	1	2	1	2	4
Saskatchewan	1	2	1	0	4	1	1	0	2	2	2
Alberta	3	5	5	4	9	10	2	8	6	9	7
British Columbia	6	15	10	7	3	6	5	4	12	13	9
Northwest Territories and Yukon	0	0	0	0	0	0	0	0	0	0	0
<b>Persons seriously injured</b>	<b>17</b>	<b>20</b>	<b>22</b>	<b>30</b>	<b>17</b>	<b>20</b>	<b>17</b>	<b>16</b>	<b>20</b>	<b>35</b>	<b>31</b>
Newfoundland and Labrador	0	0	0	0	0	0	0	1	0	0	0
Nova Scotia	0	0	0	0	0	2	0	1	0	0	1
New Brunswick	0	1	0	0	1	1	1	0	0	0	1
Quebec	0	1	3	5	2	0	1	2	3	6	1
Ontario	8	6	8	13	5	7	6	3	7	8	13
Manitoba	0	2	2	1	0	2	0	1	4	3	1
Saskatchewan	4	1	0	1	0	0	0	0	1	1	3
Alberta	1	4	2	6	4	2	2	1	1	8	9
British Columbia	4	5	7	4	5	6	7	7	4	9	2
Northwest Territories and Yukon	0	0	0	0	0	0	0	0	0	0	0

Data extracted 12 March 2026

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

# 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

## 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.