

**Table S20: Deaths and Injuries Attributed to the Dangerous Goods at Reportable Accidents, 2006–2017**

Year	Fatalities	Injuries			Total
		Major	Moderate	Minor	
2006	1	0	17	0	17
2007	0	2	8	3	13
2008	0	1	8	2	11
2009	0	1	4	2	7
2010	0	2	7	0	9
2011	0	1	7	1	9
2012	0	0	7	6	13
2013	50	0	18	5	23
2014	1	0	8	4	12
2015	0	0	2	81	83
2016 <sup>R</sup>	2	0	2	7	9
<b>2006 - 2016 Average</b>	<b>4.9</b>	<b>0.6</b>	<b>8</b>	<b>10.1</b>	<b>18.7</b>
2017 <sup>P</sup>	1	1	2	5	8

Notes: R= Revised data. P= Preliminary data (2017 accident data are preliminary based on accidents reported to TDG). TDG= Transportation of Dangerous Goods.

Thresholds for reporting dangerous goods accidents have changed based on amendments to Part 8 of the TDG Regulations, which came into force on December 1, 2016. Now releases and anticipated releases must satisfy at least one of six specific criteria before requiring "30 day follow-up report" completion to be considered a reportable accident.

The TDG program does not cover dangerous goods transported in bulk on ships or by pipeline.

Dangerous goods accidents are "reportable" when the quantity of dangerous goods released exceeds the amount listed in the table contained in Part 8 of the TDG Regulations. TDG accidents can occur while dangerous goods are being transported, while they are handled, or during temporary storage pending transport.

"In-transit" accidents include those that occur during actual transport. "Not-in-transit" accidents are those that take place at facilities where the goods are prepared for transport (handled prior to loading or unloading), unloaded or stored in the course of transport.

Minor injuries refer to those injuries that require first-aid treatment; moderate injuries involve emergency hospital treatment, and major injuries require overnight hospitalization.

The Lac-Mégantic rail accident on July 6, 2013 accounted for 47 of the deaths attributed to the dangerous goods.

The Vancouver, BC marine terminal accident on March 4, 2015 involving Trichloroisocyanuric Acid, Dry resulted in 80 minor injuries, of which 46 were employees and 34 were private citizens.

The Leeds, ON multiple road vehicle collision accident on March 14, 2017 involving tote tanks containing Fluorosilicic Acid resulted in one death and one major injury.

Three separate in transit road tank truck accidents involving class 3 flammable liquids each accounted for one death attributed to the dangerous goods.

One in transit air accident involving a class 8 corrosive solid accounted for 13 people with moderate injuries being admitted to hospital.

*Source: Transport Canada, Dangerous Goods Accident Information System*