

Table S20: Deaths and Injuries Attributed to the Dangerous Goods at Reportable Accidents, 2012–2023

<i>Year</i>	<i>Fatalities</i>	<i>-----Injuries-----</i>			<i>Total Injuries</i>
		<i>Major</i>	<i>Moderate</i>	<i>Minor</i>	
2012	0	0	8	6	14
2013	50	0	18	5	23
2014	1	0	12	1	13
2015	4	0	2	81	83
2016	3	0	8	8	16
2017	1	1	41	3	45
2018	2	2	14	9	25
2019	0	1	5	25	31
2020	0	3	10	6	19
2021	2	5	12	6	23
2022	0	0	1	0	1
2023	0	1	5	6	12
2012 - 2023 Average	5.3	1.1	11.3	13.0	25.4

Notes and Sources

Notes: TDG= Transportation of Dangerous Goods. There was a decrease in incidents overall in 2020 due to the pandemic

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. TDG accidents can occur while dangerous goods are being transported, while they are handled, or during temporary storage pending transport.

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

"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, Que. rail accident on July 6, 2013 accounted for 47 of the deaths attributed to the dangerous goods.

The Vancouver, B.C. 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 Taber, Alta. two vehicle collision on May 4, 2016 involving a highway tank truck transporting diesel fuel and pickup truck caught fire and exploded killing both drivers.

One employee died from asphyxiation after inhaling nitrogen vapours during tank truck cleaning and purging operations in Oakville, Ontario on January 27, 2017.

The Leeds, Ont. multi-vehicle collision accident on March 14, 2017 involving tote tanks containing Fluorosilicic Acid resulted in one death, one major injury and 32 moderate injuries.

Source: Transport Canada, Dangerous Goods Accident Information System