SOFA Switching Fatality and Severe Injury Update – 4th Quarter 2017

Switching Operations Fatality Analysis (SOFA)
• A voluntary, non-regulatory, railroad-safety partnership of representatives from AAR, ASLRRRA, BLET, FRA, and UTU-SMART-TD
• Seeks to prevent switching fatalities through education based on facts about causes
• SOFA is not part of a rulemaking or regulatory process
• Recognizes that all have responsibility for switching safety: employees, managers, and regulators
• SOFA’s goal is Zero Switching Fatalities achieved through education and non-punitive interactions among stakeholders

Find SOFA reports and information at: http://www.fra.dot.gov/SOFA

2017 SOFA Related Fatalities to date (All information is preliminary until investigation is complete)

• January 31 – UP – Wallula, WA: A conductor with 12 years’ experience was riding an empty center beam lumber car (not on the deck) during a shove move. Last radio transmission was “2 cars”. Engineer stopped movement and conductor was found fatally struck by his own train. Weather was 30° with slight snow.

• June 27, 2017 – CSX – Washington DC: Approximately 11:18 pm EDT, a CSX Conductor with 4 years’ service and a qualifying Conductor with 2 years’ service, were struck from behind by a southbound Amtrak train traveling on ATK Main 3, resulting in both persons being fatally injured. At the time of the accident, they were performing a walking inspection of their assigned train on CSX Main 2. Weather at the time of the incident was dark, clear and about 61°.

• September 22, 2017 – UP – Arlington, TX: Approximately 10:45 a.m., a Union Pacific Railroad Company (UP) remote control operator (RCO) was fatally injured at the UP Great Southwest Yard, a suburb of Dallas, TX. The remote-control locomotive (RCL) crew consisted of a 61-year-old foreman with 39 years of railroad experience and a 48-year-old helper with 19 years of railroad experience. The helper was controlling an eastward shoving movement - while riding the 5th rail car to protect the point - when the RCL initiated an emergency stop and the man-down broadcast message was heard over the railroad radio. The foreman found the helper between the 4th rail car and 5th rail car. The 5th rail car (boxcar) was derailed. Weather at the time of the incident was clear and approximately 82°.
SOFA-defined Severe Injury Update

**Definition:** Based on its interests (i.e., potentially involving the same factors as fatalities), *Severe Injuries* are defined by the SOFA Working Group as (1) potentially life threatening; (2) having a high likelihood of permanent loss of function, permanent occupational limitation, or other permanent disability; (3) likely to result in significant work restrictions; and (4) resulting from a high-energy impact to the human body. ‘Severe Injuries’ include amputation, dislocation of the neck, loss of eye, electric shock or burn, and fracture to any bone except the lower arm, fingers, foot, and toes. 1997 is the first year these Injuries to train and engine service employees can be determined as defined by the interest of the SOFA Working Group. For more information, see *Severe Injuries to Train and Engine Service Employees: Data Description and Injury Characteristics*. July 2001.

**Note:** The definition of SOFA-defined Severe Injuries is not to suggest that other injuries and illnesses resulting from operations are not also ‘severe’ and/or cause hardship to employees.

**Severe Injuries Year-to-Date and Previous Five Years**

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>SIs</td>
<td>68</td>
<td>47</td>
<td>57</td>
<td>76</td>
<td>68</td>
<td>47</td>
</tr>
<tr>
<td>Amputations*</td>
<td>9</td>
<td>7</td>
<td>5</td>
<td>13</td>
<td>8</td>
<td>6</td>
</tr>
</tbody>
</table>
2017 SOFA Severe Injuries

There were 68 SIs with 9 of those being amputations reported in 2017.

<table>
<thead>
<tr>
<th>#</th>
<th>Month</th>
<th>Day</th>
<th>State</th>
<th>Age</th>
<th>Injury</th>
<th>Body Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>January</td>
<td>01</td>
<td>CA</td>
<td>41</td>
<td>Amputation</td>
<td>leg or foot</td>
<td>Struck by moving locomotive while walking on ground at main/branch location.</td>
</tr>
<tr>
<td>2</td>
<td>January</td>
<td>04</td>
<td>IL</td>
<td>47</td>
<td>fracture</td>
<td>head or face</td>
<td>Slipped, fell, stumbled, other while walking on ground at yard location.</td>
</tr>
<tr>
<td>3</td>
<td>January</td>
<td>06</td>
<td>MO</td>
<td>54</td>
<td>fracture</td>
<td>leg or foot</td>
<td>Slipped, fell, stumbled, etc. due to climatic condition while walking on ground at main/branch location.</td>
</tr>
<tr>
<td>4</td>
<td>January</td>
<td>07</td>
<td>CO</td>
<td>54</td>
<td>fracture</td>
<td>leg or foot</td>
<td>Slipped, fell, stumbled, etc. due to climatic condition while walking on ground at yard location.</td>
</tr>
<tr>
<td>5</td>
<td>January</td>
<td>08</td>
<td>AL</td>
<td>52</td>
<td>fracture</td>
<td>leg or foot</td>
<td>Slipped, fell, stumbled, etc. due to climatic condition while walking on ground.</td>
</tr>
<tr>
<td>6</td>
<td>January</td>
<td>09</td>
<td>OH</td>
<td>51</td>
<td>fracture</td>
<td>torso</td>
<td>Struck by a freight train moving while walking on ground at industry location.</td>
</tr>
<tr>
<td>7</td>
<td>January</td>
<td>10</td>
<td>MT</td>
<td>53</td>
<td>fracture</td>
<td>torso</td>
<td>Collision/impact-auto, truck, bus, van, etc. while riding in passenger van at highway/roadway.</td>
</tr>
<tr>
<td>8</td>
<td>January</td>
<td>11</td>
<td>IA</td>
<td>40</td>
<td>fracture</td>
<td>leg or foot</td>
<td>Slipped, fell, stumbled, etc. due to climatic condition while walking on ground at yard location.</td>
</tr>
<tr>
<td>9</td>
<td>January</td>
<td>15</td>
<td>IL</td>
<td>60</td>
<td>fracture</td>
<td>torso</td>
<td>While walking from parking lotto locomotive Employee slipped on ice and injured rib.</td>
</tr>
<tr>
<td>10</td>
<td>January</td>
<td>17</td>
<td>TN</td>
<td>31</td>
<td>fracture</td>
<td>head or face</td>
<td>Injured from sudden release of air while coupling an air hose of freight car at yard location.</td>
</tr>
<tr>
<td>11</td>
<td>January</td>
<td>17</td>
<td>WY</td>
<td>52</td>
<td>fracture</td>
<td>leg or foot</td>
<td>Slipped, fell, stumbled, etc. due to climatic condition while walking on ground at siding location.</td>
</tr>
<tr>
<td>12</td>
<td>January</td>
<td>31</td>
<td>TX</td>
<td>26</td>
<td>Amputation</td>
<td>leg or foot</td>
<td>Knocking brakes off of train and hanging EOT device crossing tracks. Lost situational awareness and stepped in front of moving locomotive.</td>
</tr>
<tr>
<td>13</td>
<td>February</td>
<td>01</td>
<td>NC</td>
<td>52</td>
<td>fracture</td>
<td>torso</td>
<td>Sudden unexpected movement of a motor vehicle at a yard location.</td>
</tr>
<tr>
<td>14</td>
<td>February</td>
<td>02</td>
<td>WI</td>
<td>59</td>
<td>fracture</td>
<td>torso</td>
<td>The employee was walking adjacent to the tracks when he slipped on a patch of ice. He landed on his radio which was attached to his vest. He felt immediate pain in his chest area.</td>
</tr>
<tr>
<td>15</td>
<td>February</td>
<td>04</td>
<td>IL</td>
<td>65</td>
<td>fracture</td>
<td>various body parts</td>
<td>Engineer wasn’t feeling well, so he stopped the train to go back to the 2nd unit. He fell once inside the cab, got up and as he was walking on the outside walkway of the lead unit, he passed out and fell between the walkway and the railing lading on the ground.</td>
</tr>
<tr>
<td>#</td>
<td>Month</td>
<td>Day</td>
<td>State</td>
<td>Age</td>
<td>Injury</td>
<td>Body Location</td>
<td>Description</td>
</tr>
<tr>
<td>---</td>
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<td>---------------</td>
<td>-------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>16</td>
<td>February</td>
<td>08</td>
<td>WA</td>
<td>52</td>
<td>fracture</td>
<td>leg or foot</td>
<td>Slipped, fell, stumbled while walking at a yard location.</td>
</tr>
<tr>
<td>17</td>
<td>March</td>
<td>05</td>
<td>CO</td>
<td>36</td>
<td>fracture</td>
<td>torso</td>
<td>Struck by on-track equipment while walking between tracks.</td>
</tr>
<tr>
<td>18</td>
<td>March</td>
<td>06</td>
<td>NY</td>
<td>32</td>
<td>fracture</td>
<td>head or face</td>
<td>Conductor heard noise on the roof of the locomotive and attempted to look on the roof by sticking his head out the window. This resulted in him striking his head on an overhead catenary support bracket.</td>
</tr>
<tr>
<td>19</td>
<td>March</td>
<td>07</td>
<td>MS</td>
<td>48</td>
<td>fracture</td>
<td>leg or foot</td>
<td>Employee was walking beside the north end leak track at Nissan when he stepped in a rut or hole causing him to twist his ankle and fall.</td>
</tr>
<tr>
<td>20</td>
<td>March</td>
<td>15</td>
<td>IA</td>
<td>58</td>
<td>fracture</td>
<td>leg or foot</td>
<td>Employee was standing between tracks 213 and 214 to watch cars on track 213. He was unaware that he fouled the track on 214 with a locomotive approaching.</td>
</tr>
<tr>
<td>21</td>
<td>March</td>
<td>19</td>
<td>LA</td>
<td>32</td>
<td>fracture</td>
<td>torso</td>
<td>Employee was climbing the locomotive stairs when he slipped and fell off the locomotive to the ground.</td>
</tr>
<tr>
<td>22</td>
<td>March</td>
<td>21</td>
<td>WI</td>
<td>60</td>
<td>fracture</td>
<td>torso</td>
<td>Missed handhold, grab iron, step, etc. while getting off ladder of a standing freight car at a yard location.</td>
</tr>
<tr>
<td>23</td>
<td>March</td>
<td>29</td>
<td>PA</td>
<td>39</td>
<td>Amputation</td>
<td>leg or foot</td>
<td>Slipped, fell, stumbled while riding on side of a moving freight car at a yard location.</td>
</tr>
<tr>
<td>24</td>
<td>March</td>
<td>30</td>
<td>IL</td>
<td>44</td>
<td>fracture</td>
<td>leg or foot</td>
<td>Missed handhold, grab iron, step, etc. while getting off ladder of a standing freight car at a yard location.</td>
</tr>
<tr>
<td>25</td>
<td>April</td>
<td>2</td>
<td>LA</td>
<td>55</td>
<td>fracture</td>
<td>torso</td>
<td>Engine on 0655 T/W remote turned to see how much room he had made. He turned around to look at co-worker again, he impacted. He was standing on the bottom step, (fireman’s side) of the locomotive and was thrown to the ground.</td>
</tr>
<tr>
<td>26</td>
<td>April</td>
<td>10</td>
<td>WV</td>
<td>55</td>
<td>fracture</td>
<td>leg or foot</td>
<td>While dismounting a car, conductor caught his right foot between the ladder and the car causing him to lose balance and fall from the car.</td>
</tr>
<tr>
<td>27</td>
<td>April</td>
<td>14</td>
<td>IL</td>
<td>46</td>
<td>fracture</td>
<td>leg/foot</td>
<td>Slipped, fell, stumbled, other while riding a moving locomotive at a yard location.</td>
</tr>
<tr>
<td>28</td>
<td>April</td>
<td>14</td>
<td>PA</td>
<td>23</td>
<td>fracture</td>
<td>torso</td>
<td>Hurt in derailment while riding in/on a moving locomotive at a yard location.</td>
</tr>
<tr>
<td>29</td>
<td>April</td>
<td>28</td>
<td>NC</td>
<td>29</td>
<td>fracture</td>
<td>torso</td>
<td>Employee was dismounting the leading end of a tank car on an industrial track. Employee’s high-risk vest caught on the car’s defect card holder and pulled him by a shed support column close to the track.</td>
</tr>
<tr>
<td>30</td>
<td>April</td>
<td>28</td>
<td>TX</td>
<td>31</td>
<td>fracture</td>
<td>leg/foot</td>
<td>Hurt while riding a moving freight train from slack action.</td>
</tr>
</tbody>
</table>
## 2017 SOFA Severe Injuries (cont’d)

<table>
<thead>
<tr>
<th></th>
<th>Month</th>
<th>Day</th>
<th>State</th>
<th>Age</th>
<th>Injury</th>
<th>Body Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>32</td>
<td>April</td>
<td>29</td>
<td>TX</td>
<td>36</td>
<td>Injury</td>
<td>various</td>
<td>Employee stated he was feeling ill and decided to walk to the restroom on the second locomotive. He states he encountered a strong wind as he stepped to the other engine and he fell from the train.</td>
</tr>
<tr>
<td>33</td>
<td>May</td>
<td>09</td>
<td>PA</td>
<td>20</td>
<td>Amputation</td>
<td>arm/hand</td>
<td>Employee’s middle finger tip (left hand) was pinched between spike and tie plate when trying to remove a tie plate after inserter operator instructed the employee he was prohibited from doing so. Fingertip amputated.</td>
</tr>
<tr>
<td>34</td>
<td>May</td>
<td>18</td>
<td>NY</td>
<td>45</td>
<td>fracture</td>
<td>torso</td>
<td>Injured from a derailment while standing in a moving passenger at a main/branch location.</td>
</tr>
<tr>
<td>35</td>
<td>May</td>
<td>23</td>
<td>AL</td>
<td>58</td>
<td>fracture</td>
<td>torso</td>
<td>Lost balance while releasing handbrakes on side of car of a standing freight train at a main/branch location.</td>
</tr>
<tr>
<td>36</td>
<td>May</td>
<td>28</td>
<td>CA</td>
<td>53</td>
<td>fracture</td>
<td>torso</td>
<td>Slipped, fell, stumbled while riding a freight train moving at a main/branch location.</td>
</tr>
<tr>
<td>37</td>
<td>May</td>
<td>31</td>
<td>WI</td>
<td>59</td>
<td>Fracture</td>
<td>Various</td>
<td>As the employee was climbing up the railcar he missed the handhold causing him to fall in between the two railcars landing on one side of the rail resulting in fractures to his left posterior 10th and 11th rib and L2, L3, and L4 vertebrae.</td>
</tr>
<tr>
<td>38</td>
<td>June</td>
<td>02</td>
<td>TX</td>
<td>65</td>
<td>Amputation</td>
<td>leg/foot</td>
<td>Struck by on-track equipment while getting on ladder of a moving freight car at a main/branch location.</td>
</tr>
<tr>
<td>39</td>
<td>June</td>
<td>05</td>
<td>AZ</td>
<td>29</td>
<td>fracture</td>
<td>torso</td>
<td>Pushed/shoved into/against ground while riding on side of a car of a moving freight train at an industrial location.</td>
</tr>
<tr>
<td>40</td>
<td>June</td>
<td>17</td>
<td>MO</td>
<td>45</td>
<td>fracture</td>
<td>leg/foot</td>
<td>Slipped, fell, stumbled while walking beside track at a main/branch location.</td>
</tr>
<tr>
<td>41</td>
<td>June</td>
<td>18</td>
<td>OK</td>
<td>50</td>
<td>fracture</td>
<td>leg/foot</td>
<td>Slipped, fell, stumbled while getting off the side of a standing locomotive at a main/branch location.</td>
</tr>
<tr>
<td>42</td>
<td>June</td>
<td>19</td>
<td>MA</td>
<td>47</td>
<td>fracture</td>
<td>leg/foot</td>
<td>Employee fractured an ankle while stepping off coach stairs onto an uneven area on the platform.</td>
</tr>
<tr>
<td>43</td>
<td>June</td>
<td>20</td>
<td>KS</td>
<td>44</td>
<td>fracture</td>
<td>torso</td>
<td>Slipped, fell, stumbled from ladder of standing freight car.</td>
</tr>
<tr>
<td>44</td>
<td>June</td>
<td>23</td>
<td>MO</td>
<td>35</td>
<td>fracture</td>
<td>leg/foot</td>
<td>Employee was stepping off a railcar after applying a handbrake. As the employee stepped on the ground, he felt his ankle twist.</td>
</tr>
<tr>
<td>45</td>
<td>July</td>
<td>09</td>
<td>NY</td>
<td>29</td>
<td>fracture</td>
<td>leg/foot</td>
<td>Slipped, fell, stumbled due to object while walking.</td>
</tr>
<tr>
<td>46</td>
<td>July</td>
<td>10</td>
<td>OH</td>
<td>33</td>
<td>fracture</td>
<td>leg/foot</td>
<td>Slipped, fell, stumbled on oil or grease while walking.</td>
</tr>
<tr>
<td>47</td>
<td>July</td>
<td>20</td>
<td>TX</td>
<td>24</td>
<td>burns</td>
<td>Various</td>
<td>Exposed to chemicals while walking on ground near on-track equipment at an industrial location.</td>
</tr>
</tbody>
</table>
2017 SOFA Severe Injuries (cont’d)

<table>
<thead>
<tr>
<th>No.</th>
<th>Date</th>
<th>Location</th>
<th>Age</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>48</td>
<td>August 07</td>
<td>MA</td>
<td>30</td>
<td>Amputation “Employee opening door and trap coach slipped and his leg went under train causing loss of limb.</td>
</tr>
<tr>
<td>49</td>
<td>August 15</td>
<td>NM</td>
<td>62</td>
<td>Fracture Slipped, fell, stumbled, other while stepping down from a standing locomotive at a main/branch location.</td>
</tr>
<tr>
<td>51</td>
<td>September 14</td>
<td>NY</td>
<td>45</td>
<td>Amputation Struck by moving freight train while walking between the siding and #1 track.</td>
</tr>
<tr>
<td>52</td>
<td>September 17</td>
<td>TX</td>
<td>45</td>
<td>Fracture Slipped, fell, stumbled, other while jumping from a ladder on a moving freight car at a yard location.</td>
</tr>
<tr>
<td>53</td>
<td>September 23</td>
<td>WI</td>
<td>61</td>
<td>Fracture Slipped, fell, stumbled, etc., due to irregular surface while walking beside track at an industrial location.</td>
</tr>
<tr>
<td>54</td>
<td>October 08</td>
<td>PA</td>
<td>47</td>
<td>Fracture “Employee was walking on the catwalk to the second unit when the slack ran out and he fell.</td>
</tr>
<tr>
<td>55</td>
<td>October 19</td>
<td>IL</td>
<td>61</td>
<td>Amputation Caught, crushed, pinched, opening door of a standing passenger train at a main/branch location.</td>
</tr>
<tr>
<td>56</td>
<td>October 24</td>
<td>WA</td>
<td>40</td>
<td>Fracture Slipped, fell, stumbled, etc. on oil or grease on stairs of a standing locomotive at a yard location.</td>
</tr>
<tr>
<td>57</td>
<td>October 28</td>
<td>IN</td>
<td>48</td>
<td>Fracture Slipped, fell, stumbled, etc. due to object while walking beside track at a yard location.</td>
</tr>
<tr>
<td>58</td>
<td>November 03</td>
<td>FL</td>
<td>56</td>
<td>Fracture “Employee was riding car when it derailed at the switch and the employee was thrown from the car to the ground.</td>
</tr>
<tr>
<td>59</td>
<td>November 10</td>
<td>PA</td>
<td>29</td>
<td>Fracture Struck by on-track equipment while walking near track at a yard location.</td>
</tr>
<tr>
<td>60</td>
<td>November 13</td>
<td>AL</td>
<td>28</td>
<td>Fracture Was riding on ladder of moving freight train that derailed at a yard location.</td>
</tr>
<tr>
<td>61</td>
<td>December 18</td>
<td>UT</td>
<td>40</td>
<td>Fracture Slipped, fell, stubbled, etc., due to object while walking near track at a yard location.</td>
</tr>
<tr>
<td>62</td>
<td>December 18</td>
<td>WA</td>
<td>48</td>
<td>Fracture Injured during derailment while standing in/on locomotive at a main/branch location.</td>
</tr>
<tr>
<td>63</td>
<td>December 18</td>
<td>WA</td>
<td>56</td>
<td>Fracture Injured during derailment while operating a moving locomotive at a main/branch location.</td>
</tr>
<tr>
<td>64</td>
<td>December 24</td>
<td>MI</td>
<td>48</td>
<td>Fracture Slipped, fell, stumbled, etc., due to climatic conditions condition while walking on ground at a yard location.</td>
</tr>
<tr>
<td>65</td>
<td>December 27</td>
<td>CA</td>
<td>35</td>
<td>Fracture Caught, crushed, pinched while riding on side of car of a moving freight train at an industry location.</td>
</tr>
<tr>
<td>66</td>
<td>December 28</td>
<td>AL</td>
<td>28</td>
<td>Fracture Lite locomotive traveling north collided with a set of locomotives traveling south.</td>
</tr>
<tr>
<td>67</td>
<td>December 28</td>
<td>AL</td>
<td>42</td>
<td>Fracture Lite locomotive traveling north collided with a set of locomotives traveling south.</td>
</tr>
<tr>
<td>68</td>
<td>December 28</td>
<td>AL</td>
<td>54</td>
<td>Fracture Lite locomotive traveling north collided with a set of locomotives traveling south.</td>
</tr>
</tbody>
</table>
## Switching Fatalities

**SOFA-defined Severe Injuries and Other Reportable Events**

<table>
<thead>
<tr>
<th>Year</th>
<th>SOFA Switching Fatalities</th>
<th>Employee On-duty Fatalities</th>
<th>T&amp;E Employee On-duty Fatalities</th>
<th>SOFA-defined Severe Injuries</th>
<th>Amputations (Included in SOFA-defined Severe Injuries)</th>
<th>T&amp;E Employees Reportable Casualties (includes Fatalities and Severe Injuries)</th>
<th>Train Accidents</th>
<th>Human Factor Accidents</th>
<th>Percent of Human Factor Train Accidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007</td>
<td>6</td>
<td>17</td>
<td>4</td>
<td>110</td>
<td>16</td>
<td>2,520</td>
<td>2,693</td>
<td>1,047</td>
<td>39 %</td>
</tr>
<tr>
<td>2008</td>
<td>12</td>
<td>26</td>
<td>4</td>
<td>87</td>
<td>8</td>
<td>2,217</td>
<td>2,481</td>
<td>910</td>
<td>37 %</td>
</tr>
<tr>
<td>2009</td>
<td>8</td>
<td>16</td>
<td>2</td>
<td>53</td>
<td>6</td>
<td>1,972</td>
<td>1,912</td>
<td>656</td>
<td>34 %</td>
</tr>
<tr>
<td>2010</td>
<td>8</td>
<td>20</td>
<td>5</td>
<td>63</td>
<td>6</td>
<td>1,883</td>
<td>1,902</td>
<td>650</td>
<td>34 %</td>
</tr>
<tr>
<td>2011</td>
<td>4</td>
<td>21</td>
<td>11</td>
<td>69</td>
<td>11</td>
<td>1,735</td>
<td>2,032</td>
<td>752</td>
<td>37 %</td>
</tr>
<tr>
<td>2012</td>
<td>3</td>
<td>16</td>
<td>4</td>
<td>47</td>
<td>6</td>
<td>1,553</td>
<td>1,765</td>
<td>666</td>
<td>38 %</td>
</tr>
<tr>
<td>2013</td>
<td>1</td>
<td>14</td>
<td>2</td>
<td>68</td>
<td>8</td>
<td>1,742</td>
<td>1,851</td>
<td>712</td>
<td>38 %</td>
</tr>
<tr>
<td>2014</td>
<td>2</td>
<td>10</td>
<td>4</td>
<td>76</td>
<td>13</td>
<td>1,912</td>
<td>1,887</td>
<td>743</td>
<td>39 %</td>
</tr>
<tr>
<td>2015</td>
<td>3</td>
<td>11</td>
<td>4</td>
<td>57</td>
<td>5</td>
<td>1,727</td>
<td>1,931</td>
<td>761</td>
<td>39 %</td>
</tr>
<tr>
<td>2016</td>
<td>3</td>
<td>16</td>
<td>9</td>
<td>47</td>
<td>7</td>
<td>1,483</td>
<td>1,671</td>
<td>643</td>
<td>38 %</td>
</tr>
<tr>
<td>2017</td>
<td>3</td>
<td>12</td>
<td>6</td>
<td>68</td>
<td>9</td>
<td>1696</td>
<td>1686</td>
<td>639</td>
<td>38 %</td>
</tr>
</tbody>
</table>

*Source:* Information extracted from FRA’s publicly available data. Additional known SOFA related fatality counts added into this table and are not reflected in the publicly available data.

*Note:* Among SOFA Updates, counts previously presented may change based on revisions to FRA data.