

# SOFA Switching Fatality and Severe Injury Update – 2014 Fourth Quarter

## *PLEASE POST IMMEDIATELY*

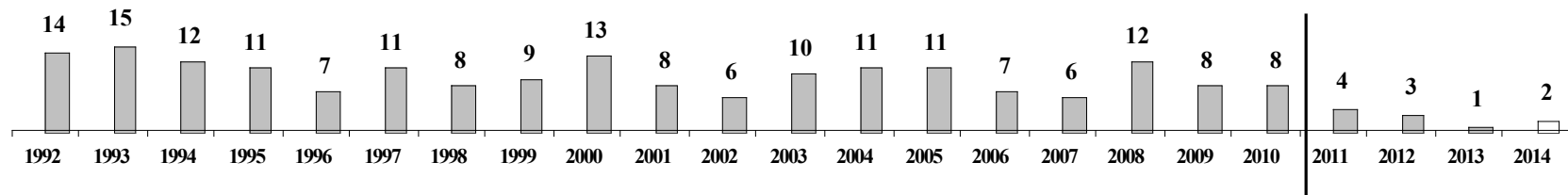
### Two Switching Fatalities in 2014 through November 30

June 24 – ABWR – Birmingham, AL: Employee protecting shoving movement into an industrial track was fatally injured when one of the cars being shoved derailed and collided with cars on an adjacent track. [based on preliminary information]

October 8 – BNSF – Colorado Springs, CO: A BNSF conductor was pinned between equipment while switching on industrial track. She was 42-years old with 3 years of service. [based on preliminary information]

### Lower Switching Fatality Counts since 2011

197 Fatalities, by year: 1992 through 2013, full year; 2014, part year through November 30



### Work Safely this Winter...and all career long

- Historically, switching fatalities and SOFA-defined severe injuries increase in winter months
- SOFA has associated snow and ice, extended darkness, and clothing that restricts hearing and vision with winter risk. Undoubtedly, there are also other risk factors
- Winter warrants special consideration for switching operations

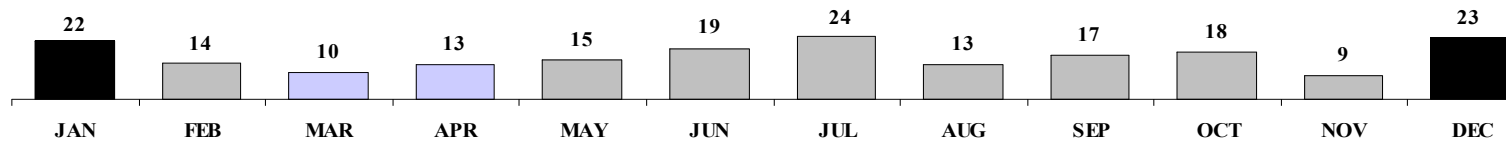
### Switching Operations Fatality Analysis (SOFA)

- A voluntary, non-regulatory, railroad-safety partnership comprised of representatives from AAR, ASLRRA, BLET, FRA, and UTU
- 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

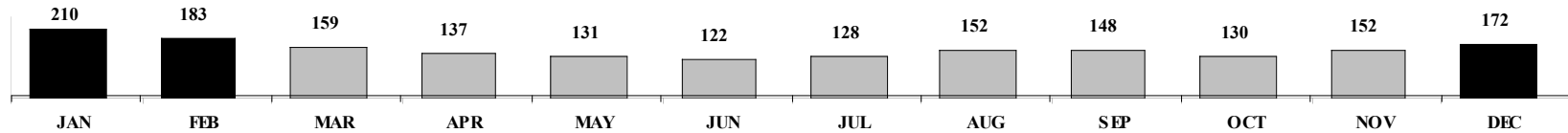
# Winter-Related Safety Issues

- SOFA has observed that risk for switching fatalities and severe injuries increases with wintry conditions
- In its *2011 SOFA Report*, SOFA provides some information to help reduce winter risk
- Find all SOFA reports at: <http://www.fra.dot.gov/Page/P0016> [accessed November 29, 2014]
- Winter risk, SOFA believes, involves:
  - weather
  - extended darkness
  - winter clothing affecting hearing and vision
  - housekeeping (e.g., shoveling walkways, pathways)
  - winter preparation
  - working along mainlines (SOFA Advisory 5)

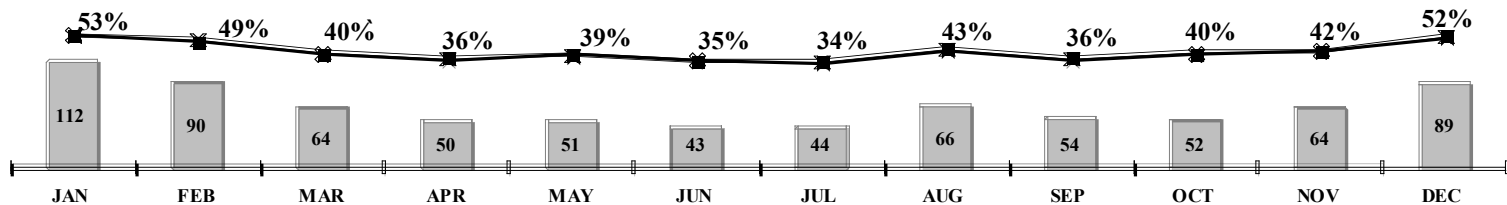
197 Switching Fatalities, by month: January 1992 through November 30, 2014  
Increases in December and January



1,824 SOFA-defined Severe Injuries, by month, January 1997 through September 2014  
Increases in December, January, and February



Severe Injuries Attributable to ‘Slipped, Fell, Stumbled, etc.’, by month, January 1997 through September 2014  
As a percent of all SOFA-defined severe injuries, and absolute counts



## **Winter-Related Safety Issues (continued)**

Quotations below are from the *2011 SOFA Report, Vol. I and II*. Consult the report for the full context

### **Weather**

**“...ice can increase the risk of derailment, snow can reduce visibility, and mud can create unsafe footing conditions.”**  
*Vol. II, p. H-6*

### **Extended darkness**

**“Lack of daylight can compromise visibility and may affect the mood and alertness of the workforce.”** *Vol. II, p. H-6*

### **Winter clothing affecting hearing and vision**

**“...outer clothing worn during winter months can restrict hearing and peripheral vision; therefore, extra caution should be exercised.”** *Vol. I, p. 40*

### **Housekeeping**

[In reference to industrial sites] **“Maintenance of track and walkways...This includes ice and snow removal, clearing of debris alongside the track, and immediate removal of objects or debris blocking the track or walkway. This directly impacts the decision of the ground service employee[s] to walk or ride equipment.”** *Vol. I, p. 36*

### **Winter safety preparation**

**“The railroad industry may want to consider additional preparation and education of the workforce on adapting to changing conditions in summer and winter.”** *Vol. I, p. 51*

**“Make cold weather an issue in upcoming safety awareness campaigns. Increasing workforce awareness of this problem could be an important step in reducing fatalities in cold weather during the winter. Since many fatalities occur right at the beginning of winter, get an early start with a weather awareness campaign. Emphasize the increase risk on main track, particularly the risk of being struck by a passing train. Include alerts about weather conditions and how to operate safely in icy conditions in safety briefings and bulletins. Ensure customers do their part to keep industrial track and walkways clear of mud, ice, and snow. Advise management and crews to think safety first and adjust productivity expectations to suit the challenging conditions which occur in cold weather states in the winter.”**  
*Vol. II, p. H-6*

# Winter-Related Safety Issues (continued)

Quotations below are from the *2011 SOFA Report, Vol. I and II*. Consult the report for the full context

## Working along mainlines (SOFA Advisory 5):

**“65% of the Struck by Mainline Trains fatalities occurred from December through February.” *Vol. I, p. 40***

**“...communication is essential to eliminating fatalities related to Struck by Mainline Trains. Fatalities occur when employees are unaware of risks associated with doing work along mainline track – particularly at times of darkness and during winter months.” *Vol. I, p. xxii***

## SOFA Advisory 5: Struck by Mainline Train – section 3.7.5 of 2011 SOFA Report

**“The SWG [SOFA Working Group] reemphasizes that communication is essential to eliminating fatalities related to Struck by Mainline Trains. Fatalities occur when employees are unaware of risks associated with doing work along mainline track – particularly at times of darkness and during winter months. Therefore, the railroad industry should insist upon consistent use of multiple methods to warn employees about oncoming on-track movements. Equally, warnings should be made to the approaching on-track movement of an employee’s location when a crew member is outside of the locomotive cab. In addition, the railroad industry should consider improving employee visibility when performing work on the ground.**

**Employees must use job briefing procedures before dismounting the locomotive or doing work along mainline track to establish a safe method for performing their work. When possible, employees must dismount to the safe side. Empower employees to establish a safe location when stopping and/or performing work when on or near mainline track. The railroad industry must support employees in the use of individual discretion as part of an effort to determine a safe location to perform work.”**

## SOFA Advisory 5 (Struck by Mainline Train): Some Basic Points

- **Communication is essential to eliminating fatalities. Fatalities occur when employees are unaware of risks associated with doing work along mainline track, particularly during darkness and winter months**
- **Insist upon consistent use of multiple methods to warn employees about oncoming on-track movements**
- **Warnings should be made to the approaching on-track movement of an employee’s location when a crew member is outside of the locomotive cab**
- **Consider improving employee visibility when performing work on the ground**

## **DATA SECTION – 2014 Fourth Quarter Update**

## Recent Switching Fatalities, January 2010 through November 30, 2014

These 18 fatality cases occurred since the 179 cases (January 1992 through December 2009) which formed the basis of the *2011 SOFA Report*. The purpose in displaying is to identify any potential emerging issues concerning risk in switching operations. Please note the six cases marked ‘preliminary’ have not yet been reviewed. Thus, event reasons may change upon review.

| Year        | Count | Date     | City             | State | Reviewed or Preliminary? | <b>Brief Description of Event Reasons</b><br>(Risks other than those listed are often involved. Cases marked ‘preliminary’ are subject to revision of reasons. ‘SSH’ = Special Switching Hazard) |
|-------------|-------|----------|------------------|-------|--------------------------|--|
| <b>2010</b> | 1     | 04/23/10 | Riverdale        | IL    | reviewed                 | Lack or Inadequate Job Safety Briefing (Advisory 4)  |
|             | 2     | 05/31/10 | Kearny           | NJ    | reviewed                 | Close Clearance (Advisory 2)   |
|             | 3     | 06/10/10 | Doswell          | VA    | reviewed                 | Struck by Mainline Train (Advisory 5). Drugs and Alcohol (SSH)   |
|             | 4     | 07/01/10 | Meridian         | MS    | reviewed                 | Employee Tripping, Slipping, or Falling (SSH)  |
|             | 5     | 07/13/10 | East Deerfield   | MA    | reviewed                 | Going Between Rolling Equipment (SOFA 1)   |
|             | 6     | 09/02/10 | Bridgeport       | NJ    | reviewed                 | Close Clearance (Advisory 2)   |
|             | 7     | 09/04/10 | Mobile           | AL    | reviewed                 | Industrial Hazard (Advisory 3). Miscellaneous (SSH)  |
|             | 8     | 10/11/10 | Orange           | TX    | reviewed                 | Inexperience (Advisory 1 and SOFA 5). Employee Tripping Slipping, or Falling (SSH)   |
| <b>2011</b> | 9     | 02/08/11 | Kankakee         | IL    | reviewed                 | Close Clearance (Advisory 2). Cars left afoul  |
|             | 10    | 07/25/11 | Bedford Park     | IL    | reviewed                 | Going Between Rolling Equipment (SOFA 1). Unsecured Cars (SSH)   |
|             | 11    | 08/15/11 | Kansas City      | KS    | reviewed                 | Going Between Rolling Equipment (SOFA 1). Miscellaneous (SSH)  |
|             | 12    | 09/08/11 | Botkins          | OH    | reviewed                 | Going Between Rolling Equipment (SOFA 1). Unexpected Movement of Railcars (SSH)  |
| <b>2012</b> | 13    | 01/30/12 | Gary             | IN    | preliminary              | Close Clearance (Advisory 2). Cars left afoul. Riding side of car during shove, made contact with cars on adjacent track   |
|             | 14    | 05/28/12 | Kenmare          | ND    | preliminary              | Close Clearance (Advisory 2). Cars left afoul  |
|             | 15    | 07/31/12 | Mason City       | IA    | preliminary              | Going Between Rolling Equipment (SOFA 1)   |
| <b>2013</b> | 16    | 02/16/13 | Cleveland        | OH    | preliminary              | Employee fell from car being shoved  |
| <b>2014</b> | 17    | 06/24/14 | Birmingham       | AL    | preliminary              | Employee protecting shoving movement into an industrial track was fatally injured when one of the cars being shoved derailed and collided with cars on an adjacent track                         |
|             | 18    | 10/08/14 | Colorado Springs | CO    | preliminary              | Close Clearance (Advisory 2). Cars left afoul  |

## Recent Switching Fatalities, January 2010 through November 30, 2014 (continued)

6 of the last 18 fatalities involved close clearances (SOFA Advisory 2) – section 3.5.6 of 2011 SOFA Report

Find all SOFA reports at: <http://www.fra.dot.gov/Page/P0016> [accessed November 29, 2014]

- Close and no clearances involve insufficient space:
  - No Clearance: Insufficient space to avoid being struck if passing or being passed by an object, structure, or equipment.
  - Close Clearance: Insufficient space to take evasive action to avoid being struck by moving equipment that derails into an object, structure, or other equipment.
- Close and no clearances can be permanent or temporary:
  - Permanent Close/No Clearance: A fixed structure that remains in the same location from day to day, such as a building, loading dock, fence, post, beam, or other permanent structure, that an employee passes.
  - Temporary Close/No Clearance: A movable object, including equipment on or near one track fouling another track, rolling stock on an adjacent track, stacks of cross ties, construction materials, and doors or gates left open, that passes by an employee or employee passes.
- Remedies include:
  - Eliminate when possible. Safety engineering (as elimination) is the favorable approach. Other approaches, such as behavioral, should be thought of as intermediate safety steps.
  - Sign with standardize signage, at an appropriate distance (not too close or far) and on the same side, with instructions on how to act.
  - Improve lighting.
  - Identify through maps, job briefings, transference of knowledge from experienced to inexperienced employees, inspection before action is taken, reporting with follow up, and reporting of close calls.
  - When operating look for close/no clearances, ride away from these hazards or dismount as appropriate, plan for possibility of a derailment with an escape strategy, and avoid distractions (unnecessary conversation, doing paperwork, or cellphone use)

### 5 of the last 18 fatalities involved going between rolling equipment (SOFA Recommendation/Lifesaver 1)

**Recommendation 1** (also addressed by Federal Railroad Administration's *Safety Advisory 2011-02 and 2013-03*)

Any crew member intending to foul track or equipment must notify the locomotive engineer before such action can take place. The locomotive engineer must then apply locomotive or train brakes, have the reverser centered, and then confirm this action with the individual on the ground. Additionally, any crew member that intends to adjust knuckles/drawbars, or apply or remove EOT device, must insure that the cut of cars to be coupled into is separated by no less than 50 feet. Also, the person on the ground must physically inspect the cut of cars not attached to the locomotive to insure that they are completely stopped and, if necessary, a sufficient number of hand brakes must be applied to insure the cut of cars will not move.

#### **Discussion 1**

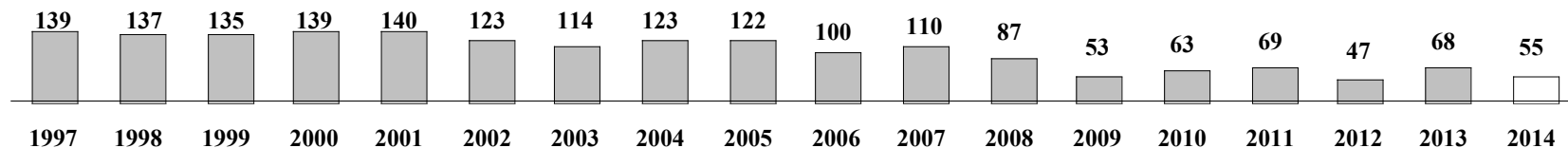
This recommendation emphasizes the importance of securing the equipment. A thorough understanding by all crew members that the area between cars is a hazardous location, whether equipment is moving or standing, is imperative.

# SOFA-defined Severe Injury Update

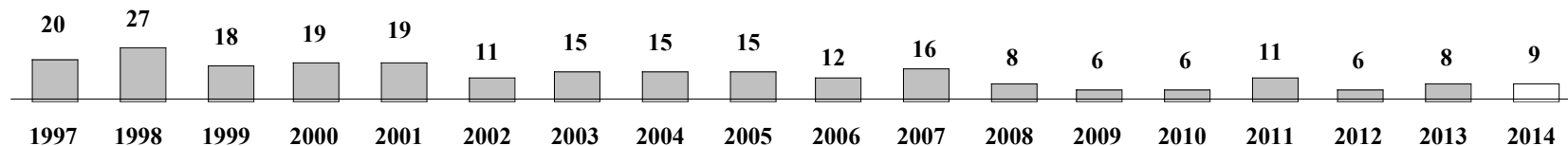
**Definition:** Based on its interests (i.e., potentially involving the same factors as fatalities), *Severe Injuries* are defined by the SOFA Working Group as (1) potentially life threatening; (2) having a high likelihood of permanent loss of function, permanent occupational limitation, or other permanent 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.

1,824 SOFA-defined Severe Injuries, by year: 1997 through September 2014



241 Amputations (counts are included in Severe Injuries), by year: 1997 through September 2014





# 1,824 SOFA-defined Severe Injuries, by month and year, January 1997 through September 2014

Among *SOFA Updates*, counts previously presented may change based on revisions to FRA data. The latest month available from the FRA lags the calendar month of this *Update* by three months. Publically available FRA data used in this table were accessed on November 28, 2014

|                | 1997       | 1998       | 1999       | 2000       | 2001       | 2002       | 2003       | 2004       | 2005       | 2006       | 2007       | 2008      | 2009      | 2010      | 2011      | 2012      | 2013      | 2014      | totals       | average      |
|----------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|--------------|
| <b>JAN</b>     | 11         | 13         | 16         | 15         | 21         | 12         | 11         | 11         | 20         | 10         | 14         | 13        | 6         | 6         | 8         | 9         | 8         | 6         | <b>210</b>   | 11.7         |
| <b>FEB</b>     | 17         | 15         | 9          | 9          | 9          | 13         | 17         | 14         | 10         | 6          | 15         | 12        | 4         | 7         | 9         | 2         | 5         | 10        | <b>183</b>   | 10.2         |
| <b>MAR</b>     | 14         | 12         | 17         | 11         | 10         | 10         | 13         | 10         | 9          | 9          | 11         | 5         | 5         | 4         | 5         | 6         | 3         | 5         | <b>159</b>   | 8.8          |
| <b>APR</b>     | 8          | 10         | 6          | 10         | 12         | 6          | 9          | 13         | 10         | 7          | 8          | 9         | 5         | 7         | 5         | 2         | 4         | 6         | <b>137</b>   | 7.6          |
| <b>MAY</b>     | 6          | 12         | 8          | 8          | 12         | 14         | 9          | 6          | 6          | 8          | 3          | 7         | 1         | 7         | 8         | 4         | 5         | 7         | <b>131</b>   | 7.3          |
| <b>JUN</b>     | 9          | 10         | 8          | 11         | 8          | 5          | 10         | 9          | 7          | 11         | 5          | 3         | 6         | 4         | 2         | 6         | 2         | 6         | <b>122</b>   | 6.8          |
| <b>JUL</b>     | 9          | 14         | 10         | 8          | 10         | 7          | 6          | 10         | 5          | 12         | 8          | 1         | 4         | 4         | 5         | 3         | 7         | 5         | <b>128</b>   | 7.1          |
| <b>AUG</b>     | 13         | 10         | 11         | 14         | 8          | 10         | 7          | 14         | 10         | 10         | 13         | 5         | 4         | 5         | 5         | 1         | 5         | 7         | <b>152</b>   | 8.4          |
| <b>SEP</b>     | 10         | 11         | 15         | 10         | 20         | 12         | 5          | 4          | 9          | 6          | 10         | 12        | 5         | 3         | 4         | 5         | 4         | 3         | <b>148</b>   | 8.2          |
| <b>To date</b> | <b>97</b>  | <b>107</b> | <b>100</b> | <b>96</b>  | <b>110</b> | <b>89</b>  | <b>87</b>  | <b>91</b>  | <b>86</b>  | <b>79</b>  | <b>87</b>  | <b>67</b> | <b>40</b> | <b>47</b> | <b>51</b> | <b>38</b> | <b>43</b> | <b>55</b> |              |              |
| <b>OCT</b>     | 12         | 12         | 16         | 10         | 5          | 11         | 9          | 7          | 11         | 5          | 11         | 4         | 2         | 4         | 4         | 1         | 6         |           | <b>130</b>   | 7.6          |
| <b>NOV</b>     | 12         | 9          | 12         | 11         | 13         | 14         | 10         | 10         | 13         | 8          | 6          | 8         | 3         | 6         | 9         | 3         | 5         |           | <b>152</b>   | 8.9          |
| <b>DEC</b>     | 18         | 9          | 7          | 22         | 12         | 9          | 8          | 15         | 12         | 8          | 6          | 8         | 8         | 6         | 5         | 5         | 14        |           | <b>172</b>   | 10.1         |
| <b>totals</b>  | <b>139</b> | <b>137</b> | <b>135</b> | <b>139</b> | <b>140</b> | <b>123</b> | <b>114</b> | <b>123</b> | <b>122</b> | <b>100</b> | <b>110</b> | <b>87</b> | <b>53</b> | <b>63</b> | <b>69</b> | <b>47</b> | <b>68</b> |           | <b>1,824</b> | <b>102.0</b> |

## 241 Amputations (a type of Severe Injury), by month and year, January 1997 through September 2014

A type of SOFA-defined Severe Injury, Amputations are displayed separately because of the extreme trauma to employees engaged in switching, and the likelihood of permanent occupational and lifestyle limitations. Counts for Amputations are contained in the counts of SOFA-defined Severe Injuries (shown on previous page). Publically available FRA data used in this table were accessed on November 28, 2014

|                | 1997      | 1998      | 1999      | 2000      | 2001      | 2002      | 2003      | 2004      | 2005      | 2006      | 2007      | 2008     | 2009     | 2010     | 2011      | 2012     | 2013     | 2014     | totals     | average     |
|----------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------|----------|----------|-----------|----------|----------|----------|------------|-------------|
| <b>JAN</b>     | 1         | 0         | 2         | 1         | 0         | 0         | 2         | 2         | 2         | 0         | 1         | 1        | 1        | 0        | 2         | 0        | 0        | 0        | <b>15</b>  | 0.8         |
| <b>FEB</b>     | 0         | 1         | 0         | 1         | 0         | 2         | 1         | 2         | 0         | 2         | 1         | 0        | 0        | 1        | 2         | 0        | 1        | 1        | <b>15</b>  | 0.8         |
| <b>MAR</b>     | 3         | 4         | 3         | 2         | 1         | 1         | 3         | 1         | 2         | 1         | 0         | 1        | 1        | 0        | 0         | 1        | 0        | 1        | <b>25</b>  | 1.4         |
| <b>APR</b>     | 1         | 2         | 0         | 1         | 2         | 0         | 1         | 1         | 2         | 2         | 3         | 3        | 1        | 0        | 1         | 0        | 0        | 0        | <b>20</b>  | 1.1         |
| <b>MAY</b>     | 1         | 2         | 3         | 0         | 2         | 2         | 2         | 0         | 0         | 1         | 1         | 0        | 0        | 1        | 2         | 0        | 2        | 2        | <b>21</b>  | 1.2         |
| <b>JUN</b>     | 2         | 1         | 1         | 0         | 1         | 0         | 0         | 1         | 0         | 0         | 1         | 1        | 0        | 0        | 1         | 0        | 0        | 1        | <b>10</b>  | 0.6         |
| <b>JUL</b>     | 1         | 5         | 1         | 0         | 4         | 0         | 1         | 2         | 1         | 2         | 2         | 0        | 1        | 1        | 0         | 0        | 1        | 2        | <b>24</b>  | 1.3         |
| <b>AUG</b>     | 1         | 0         | 1         | 4         | 0         | 1         | 0         | 2         | 2         | 0         | 3         | 0        | 1        | 1        | 0         | 0        | 1        | 1        | <b>18</b>  | 1.0         |
| <b>SEP</b>     | 2         | 4         | 3         | 2         | 5         | 4         | 0         | 0         | 3         | 1         | 1         | 2        | 0        | 1        | 0         | 2        | 0        | 1        | <b>31</b>  | 1.7         |
| <b>To date</b> | <b>12</b> | <b>19</b> | <b>14</b> | <b>11</b> | <b>15</b> | <b>10</b> | <b>10</b> | <b>11</b> | <b>12</b> | <b>9</b>  | <b>13</b> | <b>8</b> | <b>5</b> | <b>5</b> | <b>8</b>  | <b>3</b> | <b>5</b> | <b>9</b> |            |             |
| <b>OCT</b>     | 2         | 5         | 2         | 2         | 0         | 0         | 2         | 2         | 0         | 0         | 2         | 0        | 0        | 1        | 1         | 1        | 2        |          | <b>22</b>  | 1.3         |
| <b>NOV</b>     | 2         | 2         | 2         | 2         | 3         | 0         | 1         | 1         | 2         | 3         | 1         | 0        | 0        | 0        | 1         | 0        | 0        |          | <b>20</b>  | 1.2         |
| <b>DEC</b>     | 4         | 1         | 0         | 4         | 1         | 1         | 2         | 1         | 1         | 0         | 0         | 0        | 1        | 0        | 1         | 2        | 1        |          | <b>20</b>  | 1.2         |
| <b>totals</b>  | <b>20</b> | <b>27</b> | <b>18</b> | <b>19</b> | <b>19</b> | <b>11</b> | <b>15</b> | <b>15</b> | <b>15</b> | <b>12</b> | <b>16</b> | <b>8</b> | <b>6</b> | <b>6</b> | <b>11</b> | <b>6</b> | <b>8</b> |          | <b>241</b> | <b>13.5</b> |

# Switching Fatalities, SOFA-defined Severe Injuries, and Other Reportable Events

Source: Switching fatalities from *SOFA Database*; all other series from FRA, accessed November 28, 2014

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

| Year         | SOFA Switching Fatalities | SOFA-defined Severe Injuries | Amputations (counts are included in SOFA-defined Severe Injuries) | All Employee On-duty Fatalities less SOFA Switching Fatalities | T&E Employee On-duty Fatalities less SOFA Switching Fatalities | All Reportable Employee Casualty to T&E Employees (includes Fatalities and Severe Injuries) | All Accidents | Human Factor Accidents | Highway-Rail Crossing Incidents | Trespasser Incidents (not at crossings) |
|--------------|---------------------------|------------------------------|---|--|--|---|---------------|------------------------|---------------------------------|---|
| 1992         | 14                        | *                            | *   | 20   | 6  | 6,648   | 2,359         | 864                    | 4,910                           | 1,049                                   |
| 1993         | 15                        | *                            | *   | 32   | 16   | 5,649   | 2,611         | 865                    | 4,892                           | 1,032                                   |
| 1994         | 12                        | *                            | *   | 19   | 9  | 5,026   | 2,504         | 911                    | 4,979                           | 981                                     |
| 1995         | 11                        | *                            | *   | 23   | 10   | 4,215   | 2,459         | 944                    | 4,633                           | 955                                     |
| 1996         | 7                         | *                            | *   | 26   | 15   | 3,726   | 2,443         | 783                    | 4,257                           | 945                                     |
| 1997         | 11                        | 139                          | 20  | 26   | 10   | 3,489   | 2,397         | 855                    | 3,865                           | **1,049                                 |
| 1998         | 8                         | 137                          | 27  | 19   | 8  | 3,642   | 2,575         | 971                    | 3,508                           | **1,049                                 |
| 1999         | 9                         | 135                          | 18  | 22   | 12   | 3,835   | 2,768         | 1,031                  | 3,489                           | 924                                     |
| 2000         | 13                        | 139                          | 19  | 11   | 2  | 3,893   | 2,983         | 1,147                  | 3,502                           | 877                                     |
| 2001         | 8                         | 140                          | 19  | 14   | 6  | 3,561   | 3,023         | 1,035                  | 3,237                           | 915                                     |
| 2002         | 6                         | 123                          | 11  | 14   | 3  | 3,022   | 2,738         | 1,050                  | 3,077                           | 935                                     |
| 2003         | 10                        | 114                          | 15  | 9  | 3  | 2,935   | 3,019         | 1,230                  | 2,977                           | 896                                     |
| 2004         | 11                        | 123                          | 15  | 14   | 9  | 2,910   | 3,385         | 1,353                  | 3,085                           | **878                                   |
| 2005         | 11                        | 122                          | 15  | 14   | 7  | 2,817   | 3,266         | 1,270                  | 3,066                           | **878                                   |
| 2006         | 7                         | 100                          | 12  | 9  | 0  | 2,483   | 2,998         | 1,068                  | 2,942                           | 992                                     |
| 2007         | 6                         | 110                          | 16  | 11   | 4  | 2,520   | 2,693         | 1,047                  | 2,778                           | 877                                     |
| 2008         | 12                        | 87                           | 8   | 14   | 4  | 2,217   | 2,481         | 910                    | 2,429                           | 889                                     |
| 2009         | 8                         | 53                           | 6   | 8  | 2  | 1,972   | 1,912         | 656                    | 1,933                           | 760                                     |
| 2010         | 8                         | 63                           | 6   | 12   | 5  | 1,882   | 1,903         | 650                    | 2,052                           | 832                                     |
| 2011         | 4                         | 69                           | 11  | 17   | 11   | 1,734   | 2,022         | 746                    | 2,061                           | 775                                     |
| 2012         | 3                         | 47                           | 6   | 13   | 4  | 1,537   | 1,760         | 662                    | 1,985                           | 824                                     |
| 2013         | 1                         | 68                           | 8   | 13   | 2  | 1,748   | 1,818         | 691                    | 2,097                           | 865                                     |
| Jan-Sep 2013 | 1                         | 43                           | 5   | 7  | 0  | 1,266   | 1,352         | 510                    | 1,512                           | 667                                     |
| Jan-Sep 2014 | 1                         | 55                           | 9   | 7  | 2  | 1,408   | 1,315         | 495                    | 1,671                           | 719                                     |
| % change     | --                        | --                           | --  | --   | --   | 11.2%   | -2.7%         | -2.9%                  | 10.5%                           | 7.8%                                    |

\*SOFA-defined Severe Injuries are defined only back to 1997

\*\*Counts happened to be identical for these successive years