

## For improving transportation safety



It has been a year since I was appointed the chairperson of the Japan Transport Safety Board (JTTSB). I deeply feel the great responsibility of JTTSB more fully than ever before which plays an important role in Japanese transportation safety from a fair and neutral standpoint to prevent aircraft, railway and marine accidents and incidents and also mitigate the damage caused by them.

Since my appointment, we are given encouragement and expectations for the JTTSB by the relevant organizations and news media and so on. To improve our functions, we have set up three goals, “(1) Strengthen analytical capabilities and skills, (2) Enhanced dissemination ability, and (3) Expanded international cooperation”. In addition, administrative staff, as well as the Board Members and accident investigators, are working together to “Strengthen the capabilities of organization and individuals” to achieve the three goals. We are moving quickly on what we can. On the other hand, it’s also important to promote work style reforms. We would like to share wisdom within the organization, how to carry out efficiently our duties that can be expected maximum result in environment where we can work smart.

Incidentally, the matters of the Act for Establishment of the JTTSB, which was amended last year, will be applied on June 18th, this year. To support starting service of the new domestic designed passenger aircraft, the JTTSB needs close communication and collaboration with the Civil Aviation Bureau, aircraft operators and the aircraft manufacturer, etc. I would like to prepare well that we can respond quickly and properly for the initial investigation for the accident or incident. In addition, when reporting the process and progress of accident or incident investigations in all three modes (Aircraft, Railway and Marine), we will be able to make recommendations to the Minister of Land, Infrastructure, Transport and Tourism and the parties

relevant to the cause even before the completion of the investigations. We would like to achieve investigations promptly and accurately with the amendment in mind.

From the initial investigation of the time of occurrence of an accident or an incident, Accident Investigators repeat analyses of the accident or the incident through the interview to the people concerned with the accident or the incident and summarizing the factual information. And they prepare the draft report, attend deliberation on the Board, hear opinions from the parties relevant to the cause and publish the final report. They are working energetically with a sense of responsibility in spite of their heavy burden. As the chairperson, I am proud to make it up accident or incident investigation reports that contribute to improving transport safety by studies and discussions detail with the all Board Members.

Although the background and features of accidents or incidents differ for each of the three modes (Aircraft, Railway, and Marine), the purpose of cause investigation and developing safety actions are common, and the directional vector of investigation is almost the same. And as we know, there are many intersections on human factor, structural analysis, failure analysis and digital operation systems, etc. There is no need to mention that it is important to mutually enhance each other acknowledging each advantage, because the unique safety culture cultivated in the three modes is a valuable asset. I would like to contribute to improve Japanese Transportation Safety by facilitation of learning other mode by each mode well.

Your understanding, support and cooperation would be highly appreciated.

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