
Major activities in the past year

The Japan Transport Safety Board was established in October 2008, and there were some events that attracted a great deal of social interest. Here, these cases are introduced.

1. Occurrence of the first "Particularly Serious Accident" - Injuries to persons on board the passenger ship GINGA due to collision (with floating objects in the water)

On March 9, 2019, while the passenger ship GINGA was sailing westward off the east of Himesaki, Sado City, Niigata Prefecture, toward Ryotsu Port in the same city, it collided with floating objects in the water, and 108 passengers and one crew members were injured.

As many people were injured, the Japan Transport Safety Board regarded as the first "particularly serious accident." and designated an investigator-in-charge and two other marine accident investigators on the same day, and five marine accident investigators later.

In addition, in April, July, and September, a total of six board members, including the Chairperson, were dispatched to the site to conduct an investigation, and deliberation of the report was carried out by the General Committee, in which board members from various fields participated.

Besides, in order to investigate the cause of the accident based on knowledge in various fields, the Japan Transport Safety Board commissioned analyses to the National Maritime Research Institute of the National Institute of Maritime, Port and Aviation Technology and the National Institute for Materials Science (NIMS), and appointed Expert Advisers from Niigata University to investigate technical matters.

Reflecting these results, the Japan Transport Safety Board compiled a report and made recommendations to the Minister of Land, Infrastructure, Transport and Tourism to prevent a recurrence on March 26, 2020.

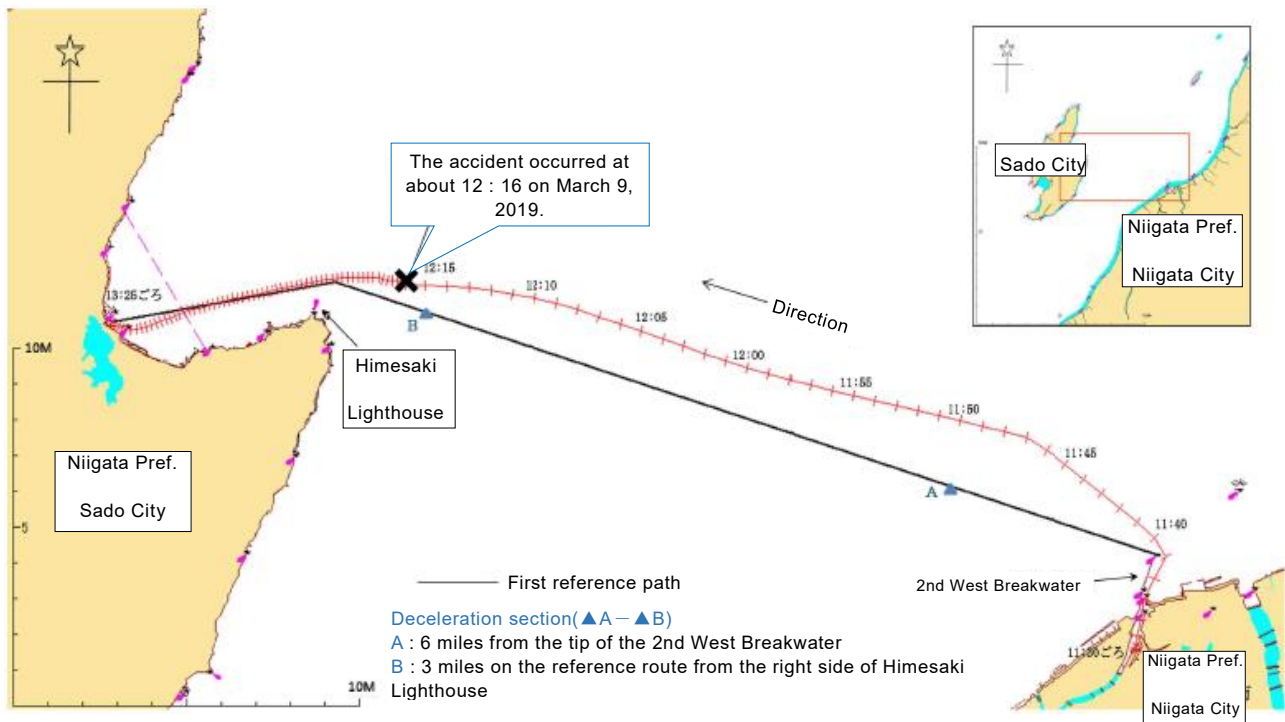
(See page 5 of "Feature 1 : Deliberations utilizing knowledge from various fields ")



The passenger ship GINGA



Automatic two point seat belt for the passenger ship GINGA



2. The occurrence of accidents which have had a major social impact during a serious impact during intensifying natural disasters - Oil tanker HOUNMARU collided (with bridge)

On September 4, 2018, Typhoon No. 21, which was very powerful, was approaching, and a maritime typhoon warning was announced in the Seto Inland Sea including Osaka Bay. Under these circumstances, the oil tanker HOUNMARU was single anchoring off the southeast of Senshu Port and it started to drift to the north dragging the anchor, pushed by the strong winds and waves with the approach of the typhoon. As a result the vessel collided with Kansai International Airport Access Bridge. The bow deck of the ship was crushed, the bridge of the road girder was bent, and the overhead wire column of the railway girder was collapsed.

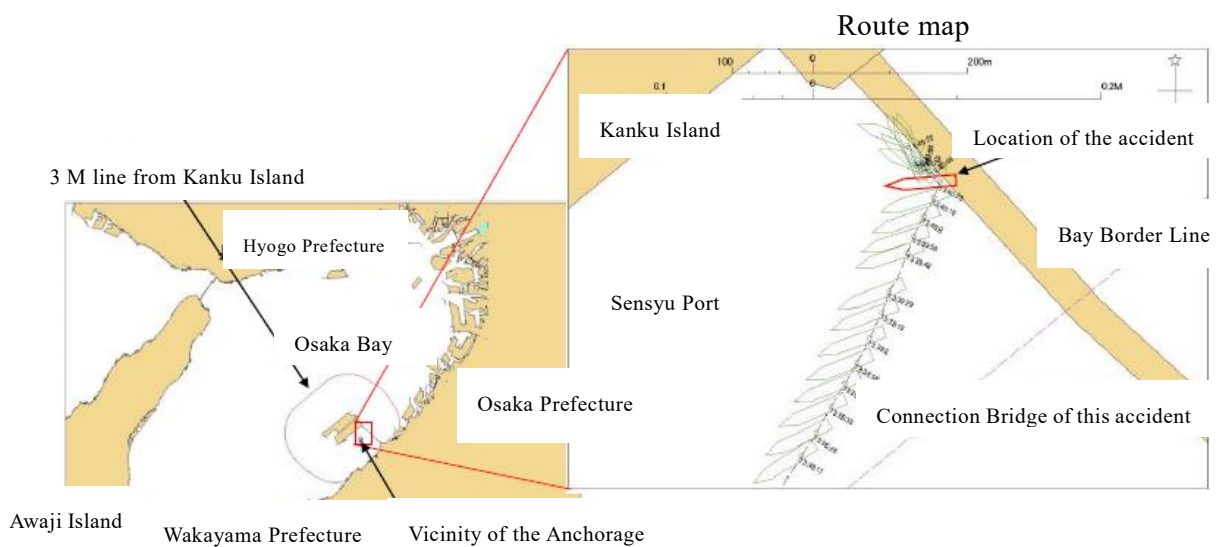
On the same day, the Japan Transport Safety Board designated an investigator-in-charge and two other marine accident investigators, and later one marine accident investigators. Besides, on-site investigation and interviews commenced on September 6.

In the investigation of this accident, we commissioned the National Maritime Research Institute of the National Institute of Maritime, Port and Aviation Technology to analyze not only the Vessel but also the vessels anchored in Osaka Bay at that time. We analyzed the mooring force and the wind pressure during the anchoring and reflected it in the report.

On April 25, 2019, approximately eight months after the accident, the JTSB issued a report and made recommendations to the parties relevant to the cause of the accident. At the same time, "Measures to Prevent Accidents Caused by Anchor Dragging in the Event of a Very Strong Typhoon" was issued, and information was provided to prepare for the season of Intensifying typhoons. (For details, see Feature on page 8, Chapter 1 on page 21, and Chapter 5 on pages 124 and 150.)



Damage to the bridge at Kansai International Airport Access Bridge



3. Establishment of a system as a "State of Design" with a view of Domestic Passenger Jet in Service - Revision of the establishment law for the first time

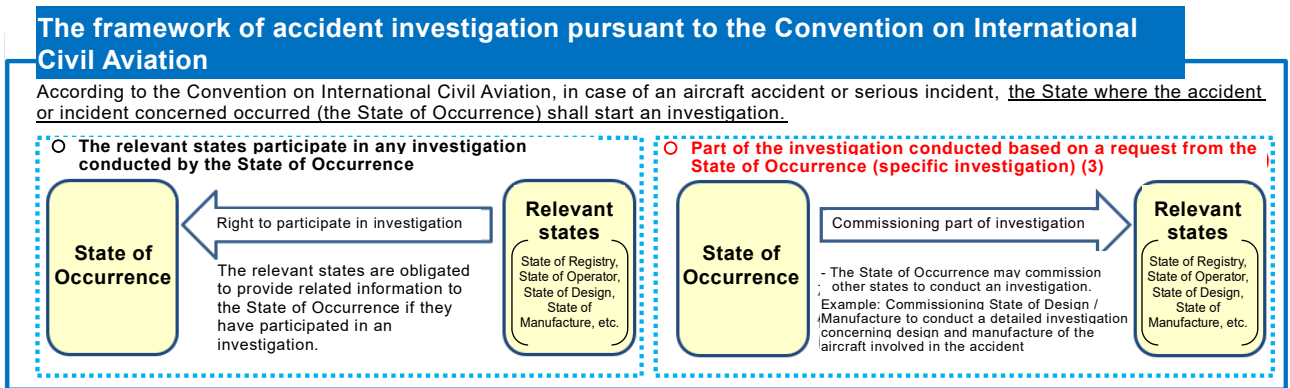
When the Mitsubishi Space Jet, the first domestically produced passenger jet, is in service, Japan will be required to conduct an appropriate accident investigation as the State of Design under the Convention on International Civil Aviation. Therefore, along with the Civil Aeronautics Act, the Act for Establishment of the Japan Transport Safety Board and the Ordinance for Enforcement of the Act for Establishment of the Japan Transport Safety Board were revised and came into effect on June 18, 2020.

The main points of this amendment are as follows.

- (1) Expansion of the scope of aircraft serious incident (Article 2 paragraph (2) item (2) of the Act for Establishment of the Japan Transport Safety Board and Article 1 item (2) of the Ordinance for Enforcement of the Act for Establishment of the Japan Transport Safety Board)
- (2) Expansion of coverage of aircraft accidents and serious incident notifications by the Minister of Land, Infrastructure, Transport and Tourism (Article 20 of the Act for Establishment of the Japan Transport

Safety Board)

- (3) Implementation of investigation delegated by the State of Occurrence (specific investigation) (Article 25 paragraph (3) of the Act for Establishment of the Japan Transport Safety Board)
- (4) Issuance of recommendations before completion of the investigation (Article 26 paragraph (1) and Article 27 paragraph (1) of the Act for Establishment of the Japan Transport Safety Board) * (4) applies to all accident and serious incidents.
(For details, see " Feature 2 : International cooperation" on page 10.)



Flow of Accident Investigation

* Red letters indicate legal revisions

