

## JTSB Safety Recommendation to owners and management companies of pure car carriers

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August 31, 2012

Pure car carrier “VEGA LEADER”  
Injuries on longshoremen  
Occurred at Nissan Motor Honmoku Wharf, Yokohama Section 5, Keihin Port  
305° true, about 200 m from Nissan Honmoku Wharf Lighthouse at  
Yokohama City, Kanagawa Prefecture, Japan  
on December 1, 2010

The Japan Transport Safety Board, in view of the result of the investigation of the accident, for the prevention of an occurrence of similar accidents, makes the following recommendation to owners and management companies of pure car carriers.

It is somewhat likely that the accident occurred because, while VEGA LEADER (hereinafter referred to as “the Ship”) was loading cars at Nissan Motor Honmoku Wharf, Yokohama Section 5, Keihin Port, car deck No. 7, not supported by the deck support at the starboard bow end, while the loading of cars on the deck panel of cargo deck No. 7 (hereinafter referred to as “the Deck Panel”) progressed, fell onto car deck No. 6, and the ten longshoremen working on the Deck Panel or car deck No. 6 immediately below the Deck Panel were injured.

It is somewhat likely that the height of the Deck Panel, while the Ship was navigating to Kanda Port, was readjusted from the middle position to the normal position, the Deck Panel was lowered without anyone being aware that the deck support on its starboard bow end was neither fully open nor in a state to support the Deck Panel, and the deck support on the starboard bow end moved outward from the Deck Panel.

It is somewhat likely that the absence of stipulation by the management company in their safety management manuals of work-procedures specifically describing the work for readjusting the height of a deck panel and the Ship’s lack of systems for confirming the state of deck supports by, for example, using a check list prior to lowering deck panels contributed to the occurrence of the accident.

Therefore, it is necessary for owners and management companies of pure car carriers to reconsider and work out measures for ensuring confirmation that deck supports are in a state to correctly support a deck panel prior to lowering the deck panel and putting it on the deck support, and in addition, instruct their crew members regarding such measures.

Based on the experiences of the accident, a measure for preventing a fall of a deck panel by employing fixed-type deck supports was applied. Since ships are equipped

with facilities and other things that may cause a severe accident, involving injury, due to a crew member's absence of confirmation, ship owners in general and others should consider hardware-based safety measures for facilities as a lesson learned from the accident.

Therefore, it is most likely necessary for owners of car carriers to consider and employ safer systems, such as fixed-type deck supports at the lowest level to prevent a panel-falling accident.