

"The fatal accident by the collision of the train and the pedestrian occurred in the class 4 level crossing"

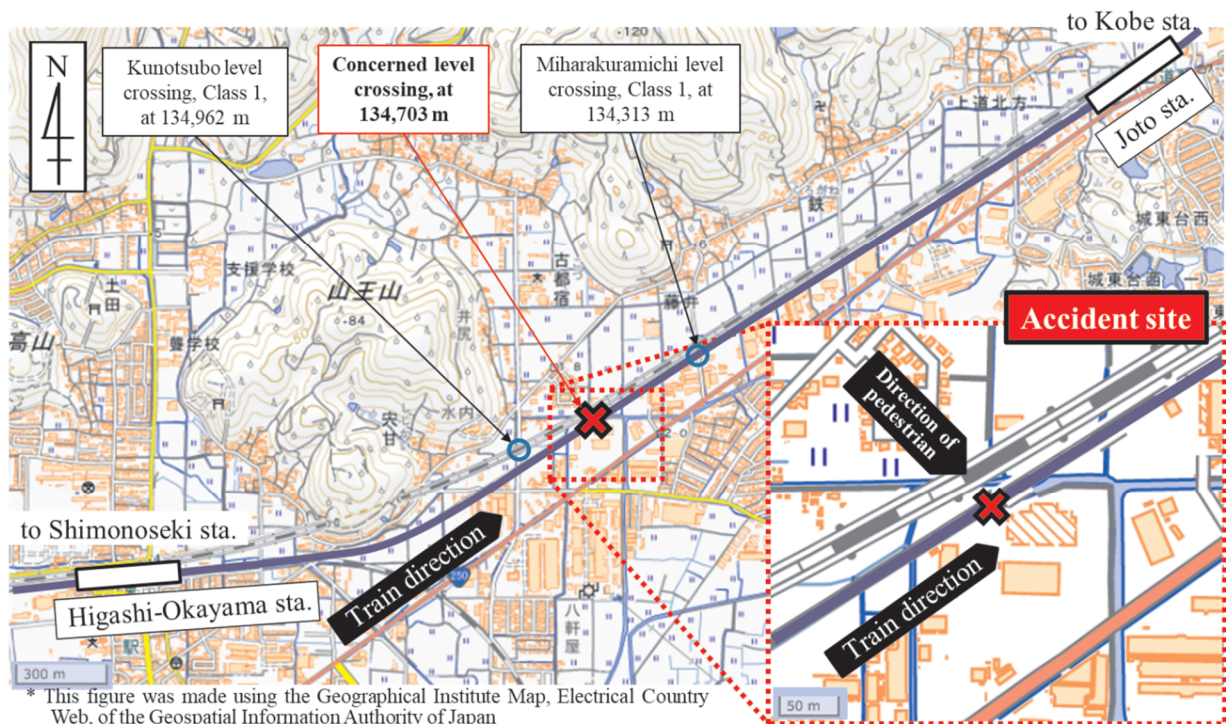
Railway operator : Japan Freight Railway Company
 Accident type : Level crossing accident
 Date and time : About 20:23, December 19, 2020
 Location : Gonotsubo level crossing, class 4 level crossing without crossing gate nor road warning device, at around 134,703 m from Kobe station, between Higashi-Okayama station and Joto station, double track, San-yo Line, Okayama City, Okayama Prefecture

<SUMMARY>

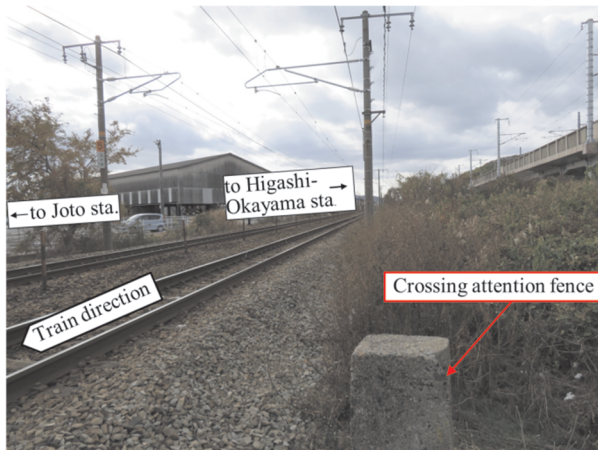
On Saturday, December 19, 2020, while the inbound 5060 train, started from Higashi-Mizushima station bound for Tokyo Freight Terminal station of Japan Freight Railway Company, was running between Higashi-Okayama station and Joto station at the velocity of about 84 km/h, the driver of the train noticed a figure in Gonotsubo level crossing, class 4 level crossing, at about 100 m before the level crossing, and sounded the whistle. After that the driver recognized that the figure was the pedestrian at about 50 m before the level crossing, and sounded the whistle again and applied the emergency brake, but the train collided with the pedestrian.

The pedestrian was dead in this accident.

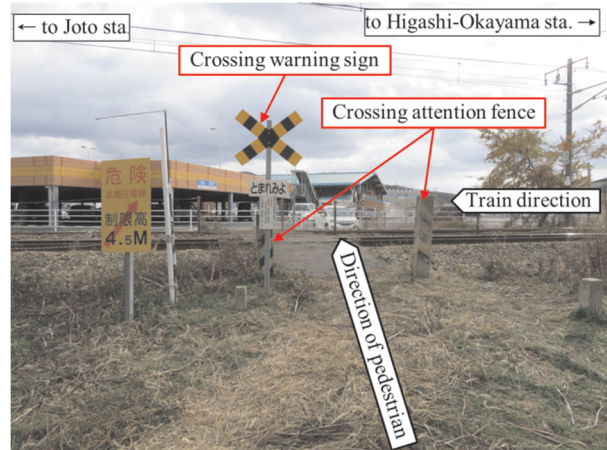
<Map of the accident site and periphery>



<Sighting status of the train from entered pedestrian>



<Outline of Gonotsubo level crossing>



<PROBABLE CAUSES>

The JTTSB concludes that the probable cause of this accident was that the pedestrian entered Gonotsubo level crossing, the class 4 level crossing the without crossing gate nor the road warning device, in the status that the train was approaching the level crossing, and collided with the train.

It could not be determined the precise reason why the pedestrian entered the level crossing in the status that the train was approaching, because the pedestrian was dead.

<SAFETY ACTIONS>

It was cleared in the investigation that it took long term to reach an agreement on the abolishment including the relevant parties such as the regional residents, etc., although the discussions toward the abolishment of the level crossing had been implemented between West Japan Railway Company and Okayama City, from over 13 years before, in the status that the level crossing had not been used actually. Therefore, it is desirable that the railway operator and the road administrator consider the actual status of the regions, comprehend thoroughly the factors that hindered to reach to the agreement required to the abolishment of the class 4 level crossings, etc., by hearing from the relevant parties, etc., accumulate the knowledges and the experiences to attain the establishment of the agreement, and promote continuously the approach toward the abolishment of the class 4 level crossings.

Details can be obtained by the railway accident investigation report in the website of the Japan Transport Safety Board, i.e., <https://www.mlit.go.jp/jtsb>