

## Chapter 2 Summary of major investigation activities in 2017

### 1 Statistics of accident investigation activities

In the case of occurrence of aircraft, railway, or marine accidents, the JTSB designates an investigator-in-charge and accident investigators who begin investigations to determine their causes. Since we can never know when or where accidents may occur, the personnel of the Board, including accident investigators, are making continuous efforts to be able to conduct investigation activities immediately when accidents should occur.

Various accidents occurred in 2017.

In terms of aviation, there were 20 aircraft accidents. These included a crash of a Bell 412EP operated by Nagano Prefectural Fire and Disaster Prevention Center near Mt. Hachibuse in Nagano Prefecture in March, and a crash of an Aerospatiale AS332L operated by Toho Air Service Co., Ltd. at Oaza Otomo, Ueno Village, Tano District, Gunma Prefecture in November. We investigated the causes of 37 accidents in all, including 17 ongoing investigations from the previous year. Beside these, there were 17 aircraft serious incidents involving aircraft, including a serious incident in September when a fairing panel fell from the root of the main right wing of a Boeing 777-200 operated by KLM Royal Dutch Airlines while it was ascending over Osaka City after taking off from Kansai International Airport and the panel hit a motor vehicle running on a road. We investigated the causes of 31 serious incidents in all, including 14 ongoing investigations from the previous year.

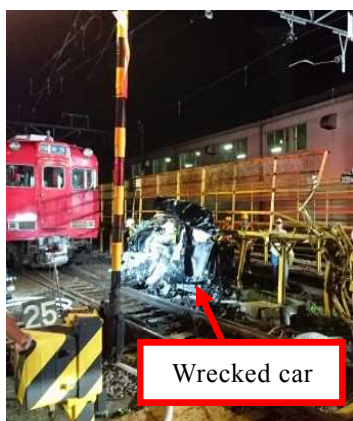


Of the above, we have published investigation reports on 16 aircraft accidents and nine serious incidents following completion of the respective investigations.

Of the published investigation reports, we issued recommendations to the Minister of Land, Infrastructure, Transport and Tourism regarding the “Aircraft Accident involving a privately owned Piper PA-46-350P.”

(For more details, see Chapter 1 “Summary of Recommendations and Opinions Issued in 2017”, P.11-13.)

In terms of railways, there were 19 railway accidents in all. These included an accident with casualties on the premises of Itozaki station on Sanyo Line of West Japan Railway Company in February, a derailment accompanied with level crossing accident on the premises of Sanage station on Mikawa Line of Nagoya Railroad Co., Ltd. in July, and a derailment between Tarui station and Ozaki station on Nankai Main Line of Nankai Electric Railway Co. Ltd. in October. We investigated the causes of 38 accidents in all, including 19 ongoing investigations from the previous year. As for railway serious incidents, there was one case of a serious incident in which a crack in the bogie frame of a vehicle West Japan Railway Company was found on the premises of Nagoya station on Tokaido Shinkansen Line in



December. We investigated the causes of three serious incidents in all, including two ongoing investigations from the previous year.

Of the above, we have published investigation reports on 23 railway accidents and two serious incidents following completion of the respective investigations.

In terms of marine, a total of 782 marine accidents were investigated. These included a contact with a breakwater involving the water taxi SAKURA in May, and a collision between the container ship ACX CRYSTAL and the U.S. naval ship FITZGERALD in June. We investigated the causes of 1,359 accidents in all, including 578 ongoing investigations from the previous year (excluding cases that proved non-applicable as a result of the initial investigation). Besides these, 140 marine incidents were investigated. We investigated the causes of 210 incidents in all, including 70 ongoing investigations from the previous year (excluding cases that proved non-applicable as a result of the initial investigation).

Of the above, we have published investigation reports on 825 marine accidents and 122 marine incidents following completion of the respective investigations.

Of the published investigation reports, we issued recommendations to JR Kyushu Jet Ferry Inc., the ship owner, regarding the “collision involving the passenger ship BEETLE and a marine life”. We also issued safety recommendations to Korea Shipmanagers Co., Ltd., the ship management company, regarding the “collision between the container ship SINOKOR INCHEON and the fishing vessel TOSHIMARU” and to Trans Ocean Shipping Co., Ltd., the ship management company, regarding the “grounding of the cargo ship CITY”.



(For more details, see Chapter 1 “Summary of Recommendations and Opinions Issued in 2017” P.13-17.)

Accident investigators conduct investigations and invite comments from parties relevant to the cause of the accident; accordingly, they make draft recommendations or opinions regarding the measures to be taken to prevent the recurrence of accidents and to mitigate damage caused by accidents. Therefore, they shall endeavor to improve their level of skill and knowledge by participating in national and international training; moreover, they share accident information among international society by attending international conferences.

In the future, we will continue to carry out thorough investigations into the causes of aircraft, railway, and marine accidents, and will publish our investigation reports as soon as possible. Based on the results of our investigations, who will also make recommendations and state our opinions as necessary to related government institutions and parties relevant to the causes of accidents to prevent the recurrence of accidents.