

Column

Work on the "Project to share technical abilities" of the Tohoku Railway Association

When drawing up this digest, we visited the Tohoku Railway Association who carry out the original works to prevent accident, and interviewed Mr. Misawa, Managing Director, on the outline of the project and the effects of the works.

[Interviewed results to the Tohoku Railway Association]

Total 20 railway operators, i.e., 15 passenger railway operators and five freight railway operators, in six prefectures in Tohoku district and southern Hokkaido, are joining in the Tohoku Railway Association. The environment surrounding the railway business is severe also in Tohoku district, as confronted with various problems such as the reduced railway users due to the reduced track side population and changes to use private cars, and due to the resulting deterioration in management environment, the lacked and aged engineers accompanied to the slim down of employees and reduction of employment, deteriorating facilities and vehicles, etc.



Mr. Misawa, Managing Director, Tohoku Railway Assoc.

Furthermore, two Train collision accidents occurred in short period in a railway operator from 2000 to 2001, responded to this situation, the MLIT asked all railway operators to prepare the "conservation provision plan" and to implement the provision of facilities, etc., based on the "project to review safety urgently" conducted in 2002 to 2003, then as a part of this project, the association held the "training course on conservation provision plan" in 2005, which became to the opportunity to increase the trend to cooperate and solve the common problems in each operators, and started to study on the "project to share technical abilities" which improve the safety by sharing the technical abilities in individual operators commonly.



In-service track maintenance training, Tohoku Railway Assoc.

The project started to hold the joint training and the joint training course, the mutual supply of the grained railway components or the high cost inspecting and measuring devices, trust or entrust of the maintenance such as the wheel turning or the ultrasonic flaw detection of wheel axles, etc., from 2008 FY, and established the "Adviser system on railway technology and safety" which aimed to bring up young engineers and inherit technologies by implemented the guidance and the advice responding to the consultation from each company, by the advisor who was the experienced engineer having high technical abilities, and organized "[1] High level training on railway safety", "[2] Training lessons for new drivers", "[3] In-service track maintenance training", "[4] Seminar to utilize the terrified or startled information" as the yearly project, in 2010 FY. Among these, [2] and [3] are worth to be noticed, because the practical skill training for the purpose to acquire the practical technologies by the guidance of the engineers having the professional skills, was implemented in addition to the lectures, and these joint trainings accompanied with these practical skill training are held continuously in every fiscal years.

The training is the precious chance that the technology can be acquired using the forefront facilities owned by the professional companies in addition to the lectures and the practical skill guidance, and the in-service track maintenance training have been held in the training camp type, obtaining the cooperation of Senken Industry Company who construct the facilities such as station, railway track, bridges, mainly targeted the company staffs engaged in the duty of track maintenance with a little experiences. The flat connections over each companies can be established in the camp type training and this connection generated the merits in various cases when duties are implemented in each company after the training camp, and there are many requests to continue this project as the worthwhile project, to the Association.

After interviewed, we were given the chance to take field trip of "the site practiced the in-service track maintenance training", "house to learn in accidents" and "training facility" of Senken Industry Company.



"House to learn in accidents" Senken Industry Co., Ltd.

The "house to learn in accidents" exhibit the panels of the railway serious accidents occurred in various places in the whole country in

the past and the equipment parts at the time of the accidents, and set up for the purpose to resolute not to cause the similar accidents by studying the background of the accidents, and to possess commonly the importance of the consciousness of safety in individual staffs charged in the work.

We felt the enthusiasm on the safety when we saw these forefront facilities actually by our eyes.



Inside of the "House to learn in accidents", Senken Industry Co., Ltd.

Those who attended to this program such as the in-service track maintenance training said that they became conscious to the developing measures to their duties and to endeavor to prevent accidents voluntarily, by having the broad view in addition to acquire the technologies supporting daily duties. Concretely, the railway operators joined to the Tohoku Railway Association continue the status that the railway accident and railway serious incident, except for the accident originated in the level crossing accident and obstruction in level crossing, that are subjected to the target of the investigation by the JTSB, did not occurred, after 2008.

We expect that these projects do not remain only in a region but develop widely in the whole country, and result to reduce accident and improve safety, etc.

(3) National subsidy system

Support for project cost for general safety measures for railway facilities, project to improve safe transport facilities of railway and tramway.

Subsidy for project cost to improve, maintain, secure the local public traffics, project to improve safe transport facilities of railway and tramway.

[Outlines]

The support to renew facilities, etc., to contribute improvement of safety conducted by the local railway operators to secure safe railway transportation.

(Operators to be supported) Railway and tramway operators

(Ratio of support) One third of the expense subjected to be supported, etc.

(Facilities to be supported) Rails, sleepers, facility to prevent falling stones, ATS, train radio facility, windbreak facilities, bridges, tunnels, vehicles*, etc.

* "Vehicle" is the targeted support facility of the subsidy for project cost to improve, maintain, secure the local public traffics, project to improve safe transport facilities of railway facilities.

[Home page of the MLIT] http://www.mlit.go.jp/tetudo/tetudo_tk5_000001.html

[Phone] Planning Div., Railway Dept., Hokkaido District Transport Bureau, 011-290-2731
Planning Div., Railway Dept., Tohoku District Transport Bureau, 022-791-7526
Planning Div., Railway Dept., Hokuriku-Shin'etsu District Transport Bureau, 025-285-9153
Planning Div., Railway Dept., Kanto District Transport Bureau, 045-211-7243
Planning Div., Railway Dept., Chubu District Transport Bureau, 052-952-8033
Planning Div., Railway Dept., Kinki District Transport Bureau, 06-6949-6422
Planning Div., Railway Dept., Chugoku District Transport Bureau, 082-228-8797
Planning Div., Railway Dept., Shikoku District Transport Bureau, 087-802-6755
Planning Div., Railway Dept., Kyushu District Transport Bureau, 092-472-4051