

Chapter 1 Summary of major investigation activities in 2013

1 Statistics of accident investigation activities

When aircraft, railway or marine accidents/incidents occur, the JTSB designates an investigator-in-charge and accident investigators to conduct investigations to determine the cause, etc. of the accident or incident. When and where accidents or incidents will occur is unpredictable. Therefore, we are making continuous efforts to be able to undertake investigation activities quickly when accidents or incidents occur.

Various accidents and incidents occurred in 2013. 11 accidents occurred in the aircraft field. One of these was in March when a privately owned Hoffman H-36 Dimona (motor glider) went missing after the takeoff and crashed in mountains. Another was in December, when part of Robinson R44 operated by Ilas Air Co., Ltd. touched the water surface and crashed while flying low for sightseeing. We investigated a total of 35 aircraft accidents in 2013, including 24 cases carried over from 2012. We also investigated 24 serious aircraft incidents in 2013, of which eight cases newly occurred in 2013 and the remaining 16 cases had been carried over from 2012. One of these was the serious incident in which the instruments of Boeing 787-8 operated by All Nippon Airways showed main battery failure and they smelled a strange odor within the cockpit while climbing.

We completed investigations into 17 aircraft accidents and six serious aircraft incidents, and published investigation reports on these cases.

Of the investigation reports published in 2013, we made recommendations to Aero Asahi Corp. concerning an accident involving Aerospatiale AS332L, operated by Aero Asahi Corp., on January 25, 2013. On April 26, we made safety recommendations to the Federal Aviation Administration (FAA) concerning an accident involving McDonnell Douglas MD-11F, operated by Federal Express Corporation. We issued 4 recommendations and 3 safety recommendations.



15 accidents occurred in the railway field in 2013. One of these accidents was a train derailment accident after it collided into a vehicle transporting vehicles, which was in a level crossing between Iho Station and Arai Station on Main Line of Sanyo Electric Railway Co., Ltd. in February, and another was the train derailment accident within Onuma Station on Hakodate Line, involving Japan Freight Railway Company, in September. We investigated a total of 38 railway accidents,

including 23 cases carried over from 2012. We also investigated eight serious railway incidents in 2013, of which two cases newly occurred in 2013 and the remaining six cases had been carried over from 2012.

We completed investigations into 17 railway accidents and three serious railway incidents, and published investigation reports on these cases.

In the investigation reports published in 2013, we made three recommendations, including the recommendations to the Hokkaido Railway Company on May 31 concerning a train derailment accident within Sekisho Line Seifuzan Signal Station, involving Hokkaido Railway Company.

We launched investigations into 946 accidents in the maritime field in 2013. One of these accidents was the fire accident of Cambodian registered cargo ship TAIGAN in May, and another was in September when Sierra Leonean cargo ship JIA HUI collided with cargo ship EIFUKU MARU No.18. We investigated a total of 1,734 marine accidents in 2013, including 789 cases carried over from 2012 (excluding cases that did not come under the category of accident or incident as a result of the investigations, etc.). We also investigated 259 marine incidents in 2013, of which investigations of 151 cases were launched in 2013 and the remaining 109 cases had been carried over from 2012 (excluding cases that did not come under the category of accident or incident as a result of the investigations, etc.).



We completed investigations into 993 marine accidents and 158 marine incidents, and published investigation reports on these cases.

In the investigation reports published in 2013, we made four recommendations, including the recommendations to the Minister of Land, Infrastructure, Transport and Tourism and AST Corporation on April 26 concerning an accident in which a crew member suffered fatal injuries on chemical tanker KYOKUHO MARU No.2. Although we are currently investigating the collision accident of cargo ship NIKKEI TIGER and fishing vessel HORIEI MARU, which occurred in September of 2012, we stated our opinion on October 25 to the Minister of Land, Infrastructure, Transport and Tourism and Director-General of the Fisheries Agency, considering the seriousness of the accident damage and scale of social impact, etc.

Accident investigators must have diversified knowledge because they are responsible for investigating accidents and incidents and at the same time drafting proposals as well as recommendations and opinions concerning the measures to be taken to prevent the recurrence of accidents and incidents and to mitigate damage caused by such accidents and incidents, inviting comments from the parties related to the causes. Therefore, they actively participate in seminars at home and abroad in an effort to improve their professional knowledge and attend international conferences to share relevant information on accident investigations with foreign countries.

We will continue to conduct thorough investigations to determine the causes of aircraft, railway and marine accidents and incidents and publish investigation reports as quickly as possible; and then, based on the results of the investigations, we will make recommendations or state opinions, as necessary, to relevant

administrative organizations and the parties related to the accident/incident causes, thereby striving to prevent a recurrence of such accidents and incidents.