

Appendixes

Japan Transport Safety Board Annual Report 2015

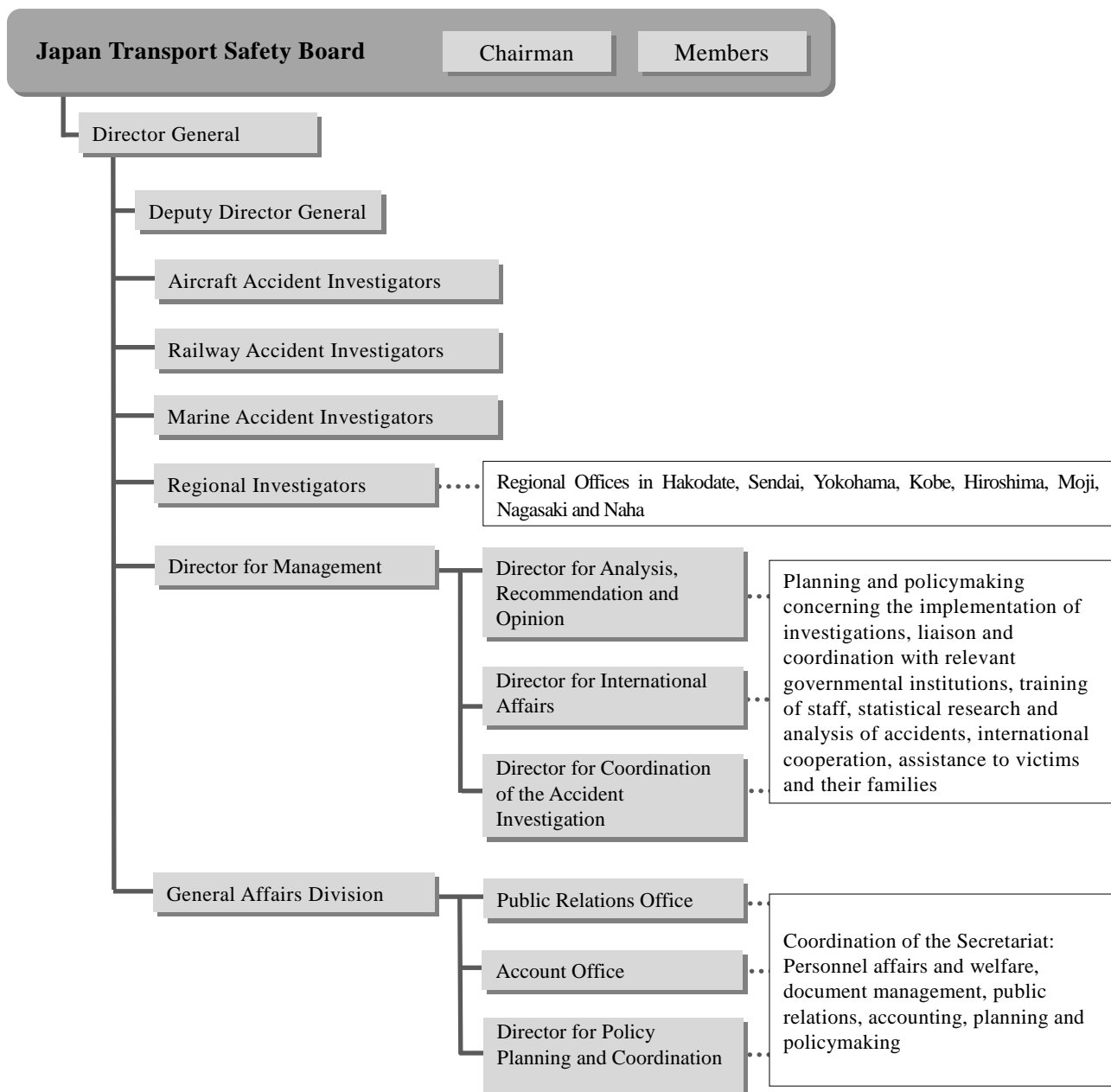
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1 Outline of the organization

The Japan Transport Safety Board consists of the Chairman, 12 members, and 178 secretariat staff (as of the end of March 2015). The staff in the secretariat consist of investigators who conduct investigations of aircraft, railway and marine accidents; the General Affairs Division that performs coordination-related jobs for the secretariat; and the Director for Management who is dedicated to the support and statistical analysis of accident investigations, and international cooperation. In addition, special support staff and local investigators are stationed at eight regional offices around the country (Hakodate, Sendai, Yokohama, Kobe, Hiroshima, Moji, Nagasaki and Naha). These local investigators investigate marine accidents (excluding serious ones) and support staff provide initial support for aircraft, railway and marine accidents.

Organization Chart



2 Deliberation items of Board and each Committee

After accident investigators prepare a draft investigation report, the draft report will be deliberated at the Board or Committees. In general, the committee which set up in each mode: Aircraft, Railway, Marine and Marine Special Committees will deliberate on the draft reports while particularly serious accidents will be deliberated at the General Committee, and extremely serious accidents at the Board.

The Board (Committee) is convened by the Chairman (or the Director of Committee), and attended by the members from the respective disciplines. Any matters shall be decided by a majority of the members present. A meeting cannot be convened and a decision cannot be made unless more than half of the members are present.

The Board (Committee) meeting is also attended by the Director General, Deputy Director General, Director for Management, Investigators concerned from the Secretariat.

Deliberation items of Board and each Committee

Board and Committees	Matters to be deliberated
Board	<ul style="list-style-type: none"> • Matters that the Board considers as extremely serious accidents based on the scale of damage and other matters including social impact
General Committee	<ul style="list-style-type: none"> • Matters related to particularly serious accidents <ul style="list-style-type: none"> (i) An accident involving ten or more persons killed or missing (ii) An accident involving twenty or more persons killed, missing or seriously injured (With regard to aircraft accidents and a marine accidents, (i) and (ii) are limited to passenger transport services.) • Any other matters deemed to be necessary by the Board
Aircraft Committee	<ul style="list-style-type: none"> • Matters related to aircraft accidents and aircraft serious incidents (excluding the accidents to be handled by the General Committee)
Railway Committee	<ul style="list-style-type: none"> • Matters related to railway accidents and railway serious incidents (excluding the accidents to be handled by the General Committee)
Marine Committee	<ul style="list-style-type: none"> • Matters related to marine accidents and marine incidents as may be deemed serious by the Board (excluding the accidents to be handled by the General Committee and the Marine Special Committee)
Marine Special Committee	<ul style="list-style-type: none"> • Matters related to marine accidents and marine incidents (excluding the accidents to be handled by the General Committee and the Marine Committee)

3 Board Members

As of April 1, 2015

Norihiro Goto, Chairman (Full-time), Director of Aircraft Committee

Chairman Norihiro Goto was appointed as Chairman of the Aircraft and Railway Accidents Investigation Commission in February 2007, currently in the third term of office.

During his tenure as Chairman, JTSB has published many investigation reports concerning accidents and incidents, such as an accident in which a McDonnell Douglas MD-11F operated by Federal Express Corporation was destroyed by fire on landing at Narita International Airport, a train derailment and fire accident on the Sekisho Line of Hokkaido Railway Company, and an accident in which the cargo ship NIKKEI TIGER and the fishing vessel HORIEI MARU collided with each other.

He has also started holding a regular press conference every month from August in 2011 and has been releasing a broad range of information mainly about the progress of accident and incident investigations, and the achievements of our duty improvement efforts.

Previously, he was engaged in education and research at the Department of Aeronautics and Astronautics at Kyushu University for about 35 years. He also took part in aeronautics and astronautics-related projects and accident investigations while serving mainly as a member of the Space Activities Commission of the Ministry of Education, Culture, Sports, Science and Technology and a task force set up by the Japan Aerospace Exploration Agency (JAXA) to look into the causes for an accident involving an experimental supersonic airplane.

Career summary : Doctor of Engineering, Graduate School of Engineering, The University of Tokyo

(Mechanical engineering: mechanical dynamics and control, comprehensive engineering: aerospace engineering)

Former Professor for Department of Aeronautics and Astronautics, Faculty of Engineering, Kyushu University

Toshiyuki Ishikawa, Member (Full-time)

Toshiyuki Ishikawa was appointed as member on March 15, 2010, currently in the second term of office; specializes in legislation of administrative law and the others; in charge of the Aircraft Committee, the Railway Committee and the Marine Committee

Career summary : Doctor of Law, Graduate School of Law, Chuo University Former Professor for Law School, Chuo University

Shinsuke Endoh, Member (Full-time), Vice Chairman, Deputy Director of Aircraft Committee

Shinsuke Endoh was appointed as member on February 22, 2007, currently in the third term of office; specializes in aviation safety, and operation and maintenance of aircraft; in charge of the Aircraft Committee

Career summary : Master's course, Graduate School of Engineering, The University of Tokyo
Former adviser, Association of Air Transport Engineering and Research

Sadao Tamura, Member (Full-time)

Sadao Tamura was appointed as member on December 6, 2010, currently in the second term of office; specializes in maneuvering of aircraft; in charge of the Aircraft Committee

Career summary : Former General Manager of Operations Support Office, Flight Operations Department, All Nippon Airways Co., Ltd.

Akira Matsumoto, Member (Full-time), Director of Railway Committee

Akira Matsumoto was appointed a member on October 1, 2007, currently in the third term of office; specializes in railway engineering and safety engineering; in charge of the Railway Committee

Career summary : Graduated from Department of Mechanical Engineering, Faculty of Engineering, Yokohama National University

Former Executive Researcher for Safety Technologies of New Urban Transportation Systems, National Traffic Safety & Environment Laboratory

Shigeru Yokoyama, Member (Full-time), Deputy Director of Railway Committee

Shigeru Yokoyama was appointed as member on December 6, 2013; specializes in electrical engineering and electronics; in charge of the Railway Committee

Career summary : Doctor of Engineering, Department of Electronics, Faculty of Engineering, The University of Tokyo

Former Professor for Department of Electrical and Electronic Engineering, Shizuoka University

Kuniaki Shoji, Member (Full-time), Director of Marine Committee

Kuniaki Shoji was appointed as member on October 1, 2011, currently in the second term of office; specializes in marine engineering and naval architecture; in charge of the Marine Committee and the Marine Special Committee

Career summary : Doctor of Engineering, Graduate School of Engineering, The University of Tokyo

Former professor, Faculty of Marine Technology, Tokyo University of Marine Science and Technology

Satoshi Kosuda, Member (Full-time), Deputy Director of Marine Committee

Satoshi Kosuda was appointed as member on October 1, 2014; specializes in maneuvering of ship; in charge of the Marine Committee and the Marine Special Committee

Career summary : Graduated from the Department of Navigation at Kobe University of Mercantile Marine

Former Investigator-General for Marine Accident of Japan Transport Safety Board

Yuki Shuto, Member (Part-time)

Yuki Shuto was appointed as member on February 22, 2007, currently in the third term of office; specializes in ergonomics (human factors); in charge of the Aircraft Committee

Career summary : Master's course, Graduate School of Human Sciences, Waseda University
Representative Director and President of Research Institute for Social Safety

Keiji Tanaka, Member (Part-time)

Keiji Tanaka was appointed as member on February 27, 2013; specializes in flight simulation and flight dynamics; in charge of the Aircraft Committee

Career summary : Doctor of Engineering, Department of Aeronautics, Faculty of Engineering, The University of Tokyo

Former Professor for Aerospace Engineering Course, Monozukuri Engineering Department, Tokyo Metropolitan College of Industrial Technology

Norio Tomii, Member (Part-time)

Norio Tomii was appointed as member on October 1, 2007, currently in the third term of office; specializes in railway operation planning and management; in charge of the Railway Committee

Career summary : Doctor of Informatics, Graduate School of Informatics, Kyoto University
Professor for Department of Computer Science, Faculty of Information and Computer Science, Chiba Institute of Technology

Miyoshi Okamura, Member (Part-time)

Miyoshi Okamura was appointed as member on December 6, 2010; currently in the second term of office specializes in structural engineering, earthquake engineering and maintenance management engineering (steel structural engineering); in charge of the Railway Committee

Career Summary : Doctor of Engineering, Graduate School of Engineering, University of Yamanashi

Associate Professor for Department of Research Interdisciplinary Graduate School of Medicine and Engineering, University of Yamanashi

Mina Nemoto, Member (Part-time)

Mina Nemoto was appointed as member on October 1, 2008, currently in the third term of office; specializes in ergonomics (human factors); in charge of the Marine Committee and the Marine Special Committee

Career summary : Doctor of Philosophy, Graduate School of Media and Governance, Keio University

Senior Consultant, Marine Technical Group, Japan Marine Science Inc.

The chairman and members of the Board shall be appointed by the Minister of Land, Infrastructure, Transport and Tourism with the consent of both houses of Representatives and Councilors.

4 Duties improvement of JTTSB

The Japan Transport Safety Board (JTTSB) was established in October 2008 under Article 3 of the National Government Organization Act. It is an independent professional investigation agency formed by the merger of the Aircraft and Railway Accidents Investigation Commission (ARAIC) and the Japan Marine Accident Inquiry Agency (JMAIA), which investigated marine accidents. The agency's purpose is to conduct scientific investigation into the causes of aviation, railway, and marine accidents or incidents from impartial and neutral standpoint so as to contribute to prevent the occurrence of accidents and mitigate the damage by them.

However, in September 2009, it came to light that a member of the ARAIC leaked information on the investigation of the Train Derailment Accident on the Fukuchiyama Line of the West Japan Railway Company in 2005 and that undermined the public's confidence in our investigation. After verification of this regrettable event, the JTTSB established a mission, principles and the Duty Improvement Action Plan in March 2012 to promote its reforms so that the JTTSB can achieve truly needed investigation and greater social confidence by improving the issues identified through the verification.

1 Duty improvement review process

- (1) In order to verify the reliability of the Final Report on the JR Fukuchiyama line accident which was publicized in June 2007, including whether the information leakage had any influence on the report, a verification meeting consisting of the victims, their families and experts (the Verification Members) was formed in November 2009. The verification was subsequently conducted over the next one and a half years.

The verification concluded that the Final Report was not influenced by the leakage, but the Verification Members pointed out other issues and challenges the JTTSB faced, and compiled a proposal on the future of the JTTSB (the Proposal). The Proposal pointed out key areas that require improvement, such as ensuring transparency in accident investigation, enhancing the provision of information to victims, and various other issues. It recommended that the JTTSB address the issue of duty improvement by setting up a panel of external advisors to review and improve the Board's duties where necessary in future.

The Proposal on the future of the JTTSB (excerpt)

10. JTTSB Duty Improvement Policy

Taking the regrettable event as a lesson, the JTTSB is in the process of reviewing the work processes. It should continue to proactively review its duties so as to achieve truly needed investigation and greater social confidence, exploiting the Board's great capabilities. To this end, the external advisors should be invited to set up a panel to identify specific organizational and duty improvements to address the key issues raised in the Proposal and others necessary.

- (2) In July 2011, the Advisory Meeting for the duty improvement of the JTTSB was established. The members are as follows:

Members of the Advisory Meeting

Mr. Seiji Abe (Professor, Kansai University)

Mr. Takemune Sato (Attorney at law)

Mr. Shigeru Haga (Professor, Rikkyo University)

Mr. Kunio Yanagida (Writer)

Mr. Hiroyuki Yamato (Professor, Graduate School, the University of Tokyo)

2 Duty Improvement Action Plan

In line with four action principles set forth in the Mission for the JTSB, we established the Duty Improvement Action Plan as a concrete action plan in March 2012. (The Action Plan was second revised in April 2014.)

3 Continuous duty improvement

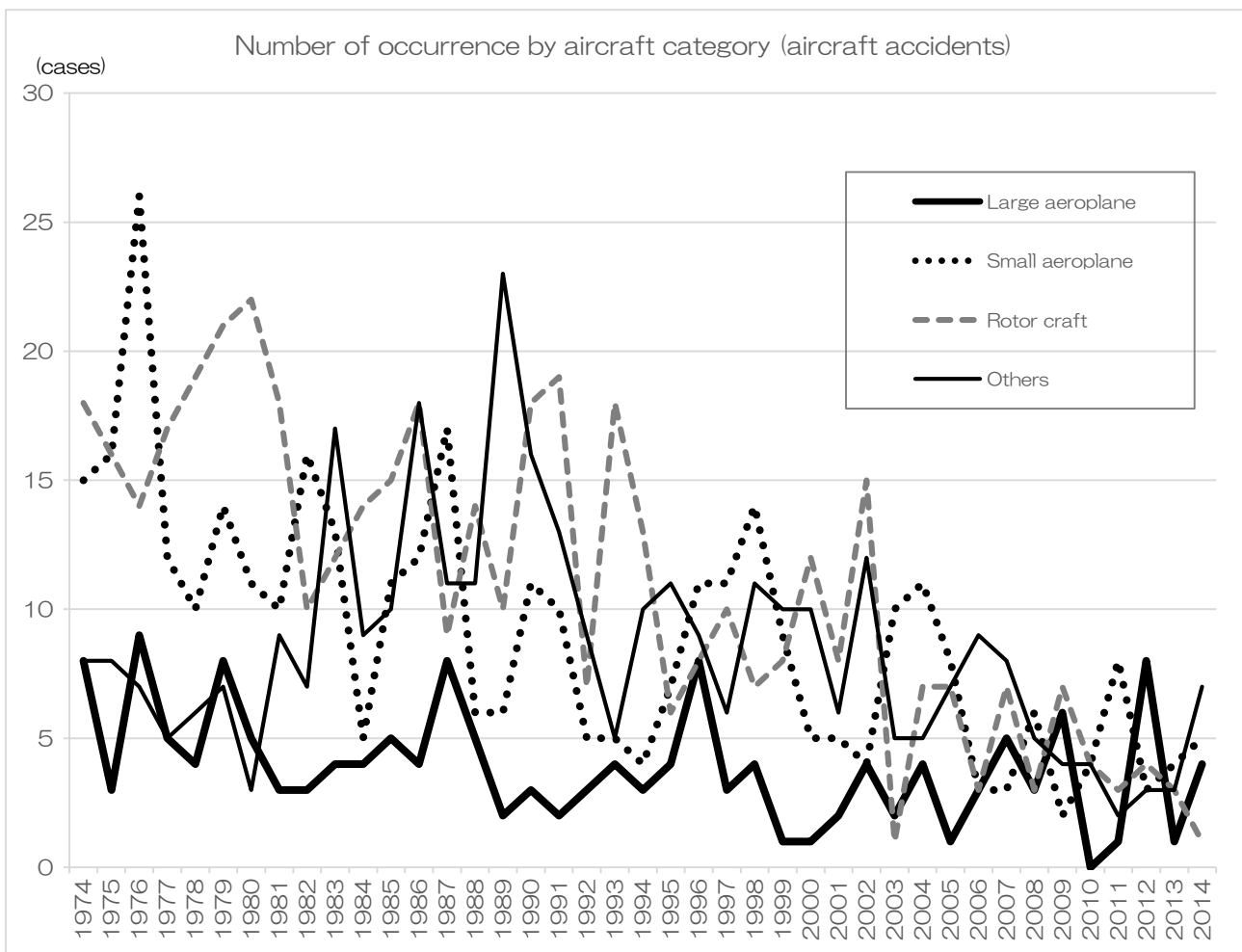
The JTSB will diligently implement the Duty Improvement Action Plan and review the plan on a timely and appropriate basis, while action items shall be followed-up during the Advisory Meeting.

5 Number of occurrence by aircraft category (aircraft accidents)(Cases)

Category Year of occurrence	Aircraft			Rotor craft		Glider	Airship	Total
	Large aeroplane	Small aeroplane	Ultralight plane	Helicopter	Gyroplane			
1974	8	15	0	17	1	8	0	49
1975	3	16	0	16	0	8	0	43
1976	9	26	0	14	0	7	0	56
1977	5	12	0	16	1	5	0	39
1978	4	10	0	18	1	6	0	39
1979	8	14	0	20	1	6	1	50
1980	5	11	0	22	0	3	0	41
1981	3	10	1	18	0	8	0	40
1982	3	16	0	9	1	7	0	36
1983	4	13	10	12	0	7	0	46
1984	4	5	6	13	1	3	0	32
1985	5	11	6	15	0	4	0	41
1986	4	12	14	15	3	4	0	52
1987	8	17	8	8	1	3	0	45
1988	5	6	7	12	2	3	1	36
1989	2	6	11	9	1	12	0	41
1990	3	11	9	16	2	7	0	48
1991	2	10	6	19	0	7	0	44
1992	3	5	5	7	0	4	0	24
1993	4	5	3	17	1	2	0	32
1994	3	4	8	13	0	2	0	30
1995	4	7	10	6	0	1	0	28
1996	8	11	5	8	0	4	0	36
1997	3	11	3	8	2	3	0	30
1998	4	14	5	6	1	6	0	36
1999	1	9	5	7	1	5	0	28
2000	1	5	5	11	1	5	0	28
2001	2	5	2	8	0	4	0	21
2002	4	4	5	15	0	7	0	35
2003	2	10	3	1	0	2	0	18
2004	4	11	2	6	1	3	0	27
2005	1	8	0	7	0	7	0	23
2006	3	3	4	2	1	5	0	18

Category Year of occurrence	Aircraft			Rotor craft		Glider	Airship	Total
	Large aeroplane	Small aeroplane	Ultralight plane	Helicopter	Gyroplane			
2007	5	3	4	7	0	4	0	23
2008	3	6	2	3	0	3	0	17
2009	6	2	1	7	0	3	0	19
2010	0	4	2	4	0	2	0	12
2011	1	8	1	3	0	1	0	14
2012	8	3	2	4	0	1	0	18
2013	1	4	1	3	0	2	0	11
2014	4	5	2	1	0	5	0	17
Total	160	368	158	423	23	189	2	1,323

- (Note) 1. The figures include the cases handled by the Aircraft and Railway Accident Investigation Commission.
 2. Large aeroplanes are aircraft with a maximum take-off weight of more than 5,700kg.
 3. Small aeroplanes are aircraft with a maximum take-off weight of 5,700kg or less, excluding Ultralight planes.

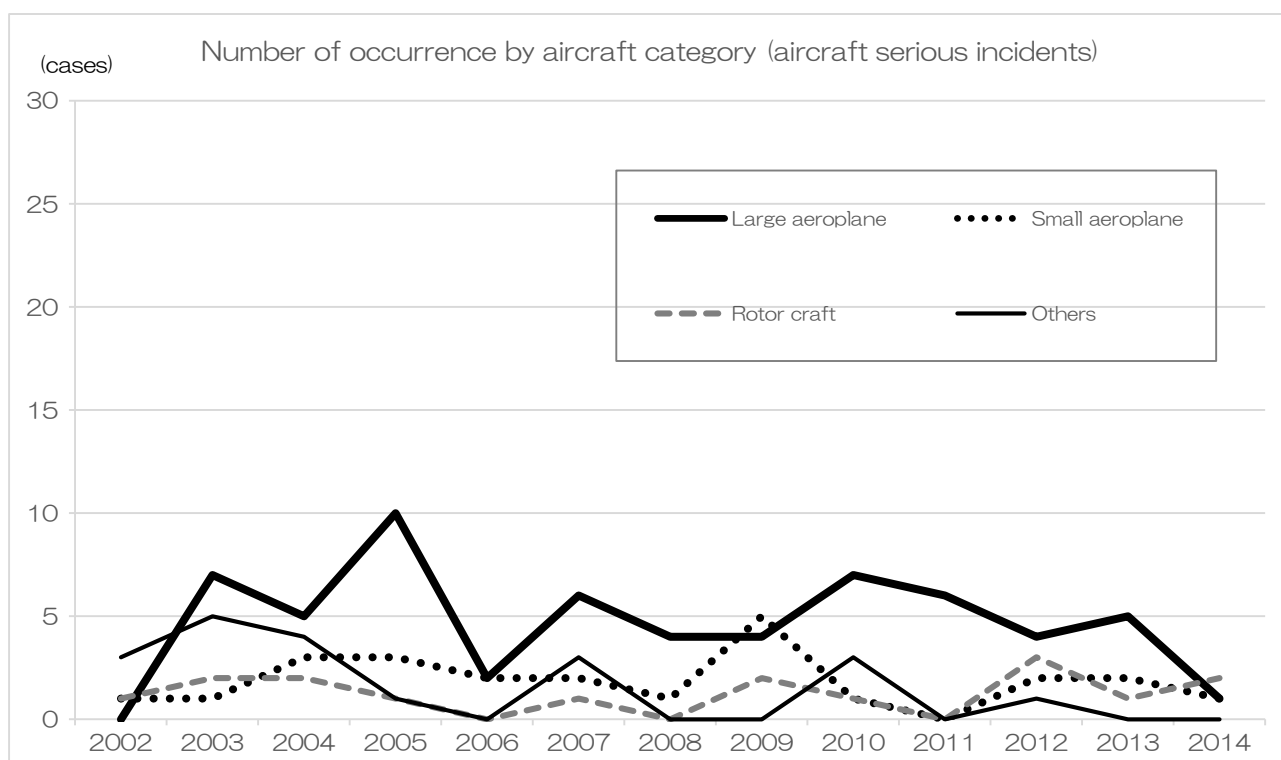


6 Number of occurrence by aircraft category (aircraft serious incidents)

(Cases)

Year of occurrence	Aircraft			Rotor craft		Glider	Airship	Total
	Large aeroplane	Small aeroplane	Ultralight plane	Helicopter	Gyroplane			
2001	3	0	0	0	0	0	0	3
2002	0	1	2	1	0	1	0	5
2003	7	1	4	2	0	1	0	15
2004	5	3	4	2	0	0	0	14
2005	10	3	1	1	0	0	0	15
2006	2	2	0	0	0	0	0	4
2007	6	2	2	1	0	1	0	12
2008	4	1	0	0	0	0	0	5
2009	4	5	0	2	0	0	0	11
2010	7	1	3	1	0	0	0	12
2011	6	0	0	0	0	0	0	6
2012	4	2	0	3	0	1	0	10
2013	5	2	0	1	0	0	0	8
2014	1	1	0	2	0	0	0	4
Total	64	24	16	16	0	4	0	124

- (Note) 1. The figures include the cases handled by the Aircraft and Railway Accident Investigation Commission.
 2. Large aeroplanes are aircraft with a maximum take-off weight of more than 5,700kg.
 3. Small aeroplanes are aircraft with a maximum take-off weight of 5,700kg or less, excluding Ultralight planes.
 4. The number of cases for 2001 represents those that occurred from October onward.



7 Number of occurrence by type (railway accidents)

(Cases)

Year of occurrence \ Type	Railway							Tramway							Total
	Train collision	Train derailment	Train fire	Level crossing accident	Accident against road traffic	Other accidents with casualties	Heavy property loss without casualties	Vehicle collision	Vehicle derailment	Vehicle fire	Level crossing accident	Accident against road traffic	Other accidents with casualties	Heavy property loss without casualties	
2001	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
2002	1	14	1	2	0	1	1	0	0	0	0	0	0	0	20
2003	1	20	2	0	0	0	0	0	0	0	0	0	0	0	23
2004	0	18	0	1	0	0	0	0	1	0	0	0	0	0	20
2005	2	20	0	0	0	1	0	0	1	0	0	0	0	0	24
2006	1	13	0	1	0	0	0	1	0	0	0	0	0	0	16
2007	0	12	2	3	0	0	0	0	2	0	0	0	0	0	19
2008	0	7	2	2	0	1	1	0	0	0	0	0	0	0	13
2009	0	5	1	2	0	3	0	0	0	0	0	0	0	0	11
2010	0	6	0	0	0	1	0	0	0	0	0	2	0	0	9
2011	0	12	0	1	0	1	0	0	0	0	0	0	0	0	14
2012	0	13	2	0	0	2	0	0	2	0	0	1	0	0	20
2013	0	11	1	1	0	1	0	0	1	0	0	0	0	0	15
2014	1	9	0	4	0	0	0	0	0	0	0	0	0	0	14
Total	6	164	12	17	0	11	2	1	7	0	0	3	0	0	223

(Notes) 1. The figures include the cases handled by the Aircraft and Railway Accidents Investigation Commission.

2. The number of cases for 2001 represents those that occurred from October onward.

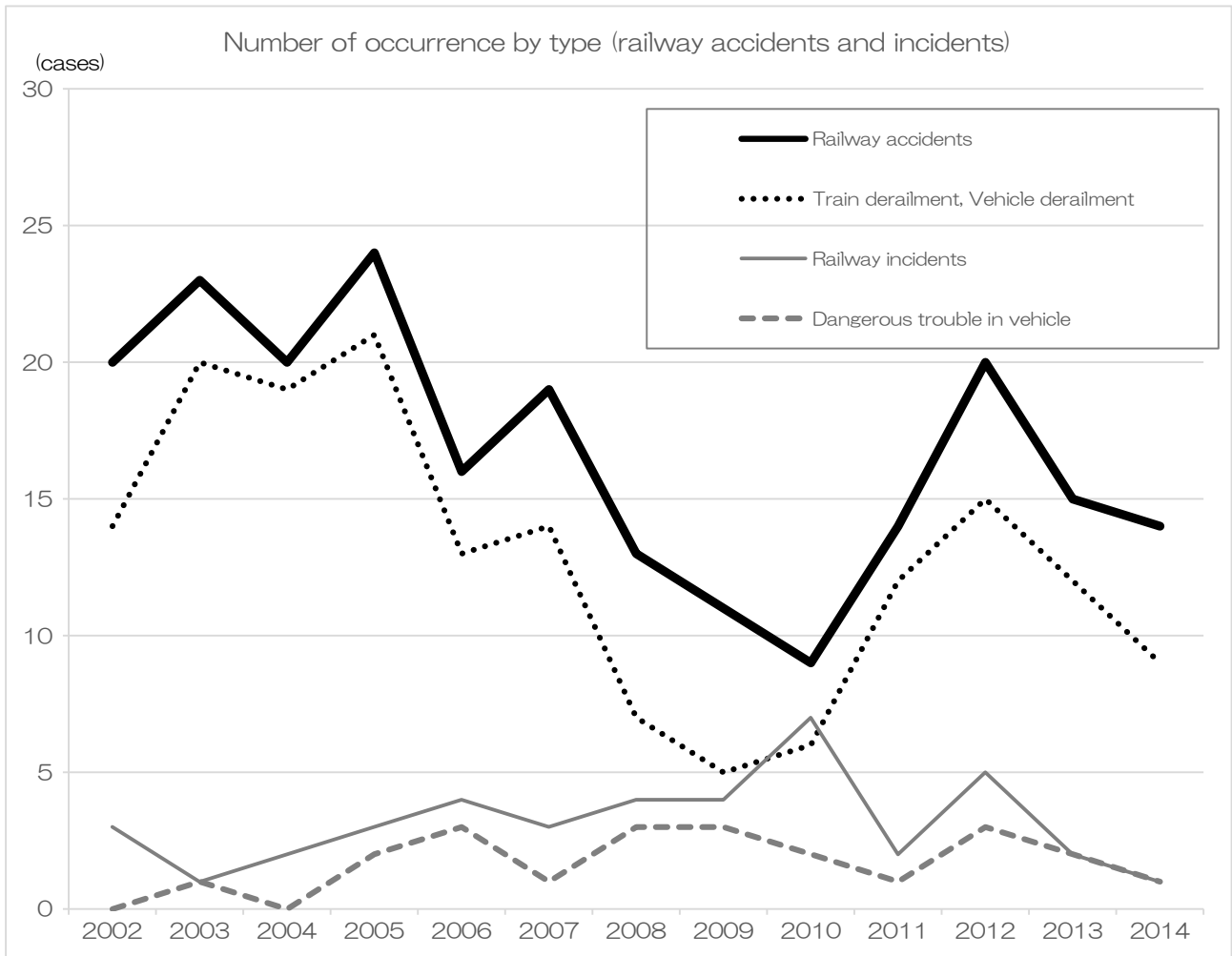
8 Number of occurrence by type (railway serious incidents)

(Cases)

Year of occurrence	Railway										Tramway						Total	
	Incorrect management of safety block	Incorrect indication of signal	Violating red signal	Main track overrun	Violating closure section for construction	Vehicle derailment	Dangerous damage in facilities	Dangerous trouble in vehicle	Heavy leakage of dangerous object	Others	Incorrect management of safety block	Violating red signal	Main track overrun	Dangerous damage in facilities	Dangerous trouble in vehicle	Heavy leakage of dangerous object		Others
2001	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2002	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2003	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2004	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2005	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3
2006	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	4
2007	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	3
2008	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	4
2009	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	4
2010	1	0	0	0	1	1	0	2	0	0	1	1	0	0	0	0	0	7
2011	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
2012	0	0	0	0	1	1	0	3	0	0	0	0	0	0	0	0	0	5
2013	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
2014	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	1	7	0	0	6	2	1	22	0	1	1	1	0	0	0	0	0	42

(Notes) 1. The figures include the cases handled by the Aircraft and Railway Accidents Investigation Commission.

2. The number of cases for 2001 represents those that occurred from October onward.



9 Number of accidents and incidents by area (marine accidents and incidents)

(Cases)

Year	Area	In Japanese waters			Outside Japanese waters	Total
		In ports specified by the Cabinet Order	Within 12 nautical miles	In lakes or rivers		
2007		0	3	0	0	3
2008		227	576	15	55	873
2009		341	1,065	34	82	1,522
2010		308	909	38	82	1,334
2011		238	781	28	79	1,126
2012		227	804	31	53	1,115
2013		220	761	35	68	1,084
2014		206	733	31	39	1,009
Total		1,767	5,629	212	458	8,066

Note: The above table shows the number of accidents and incidents into which the JTSB launched an investigation as of the end of February 2015 (including those carried over from the former Marine Accident Inquiry Agency).

10 Number of accidents and incidents by type (marine accidents and incidents)

(Cases)

Year	Types of marine accident											Type of marine incident				Total	
	Collision	Contact	Grounding	Sinking	Flooding	Capsizing	Fire	Explosion	Facility damage	Fatality/Infury	Others	Loss of control	Stranded	Safety obstruction	Navigation obstruction		
2007	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2008	181	101	255	12	4	28	15	3	30	61	0	54	34	8	87	873	
2009	325	174	431	16	19	58	42	3	38	217	2	105	33	0	59	1,522	
2010	356	180	369	15	18	50	35	2	26	146	0	83	16	0	38	1,334	
2011	282	145	264	12	18	57	32	1	23	142	1	103	10	1	35	1,126	
2012	246	132	264	5	21	55	44	2	34	155	0	113	5	4	35	1,115	
2013	265	144	211	10	25	48	33	2	38	164	2	107	7	3	25	1,084	
2014	261	114	211	7	12	64	34	1	32	146	3	90	14	0	20	1,009	
Total	1,916	991	2,007	77	117	360	235	14	221	1,031	8	655	119	16	299	8,066	

Note 1: The above table shows the number of accidents and incidents into which the JTSB launched an investigation as of the end of February 2015 (including those carried over from the former Marine Accident Inquiry Agency).

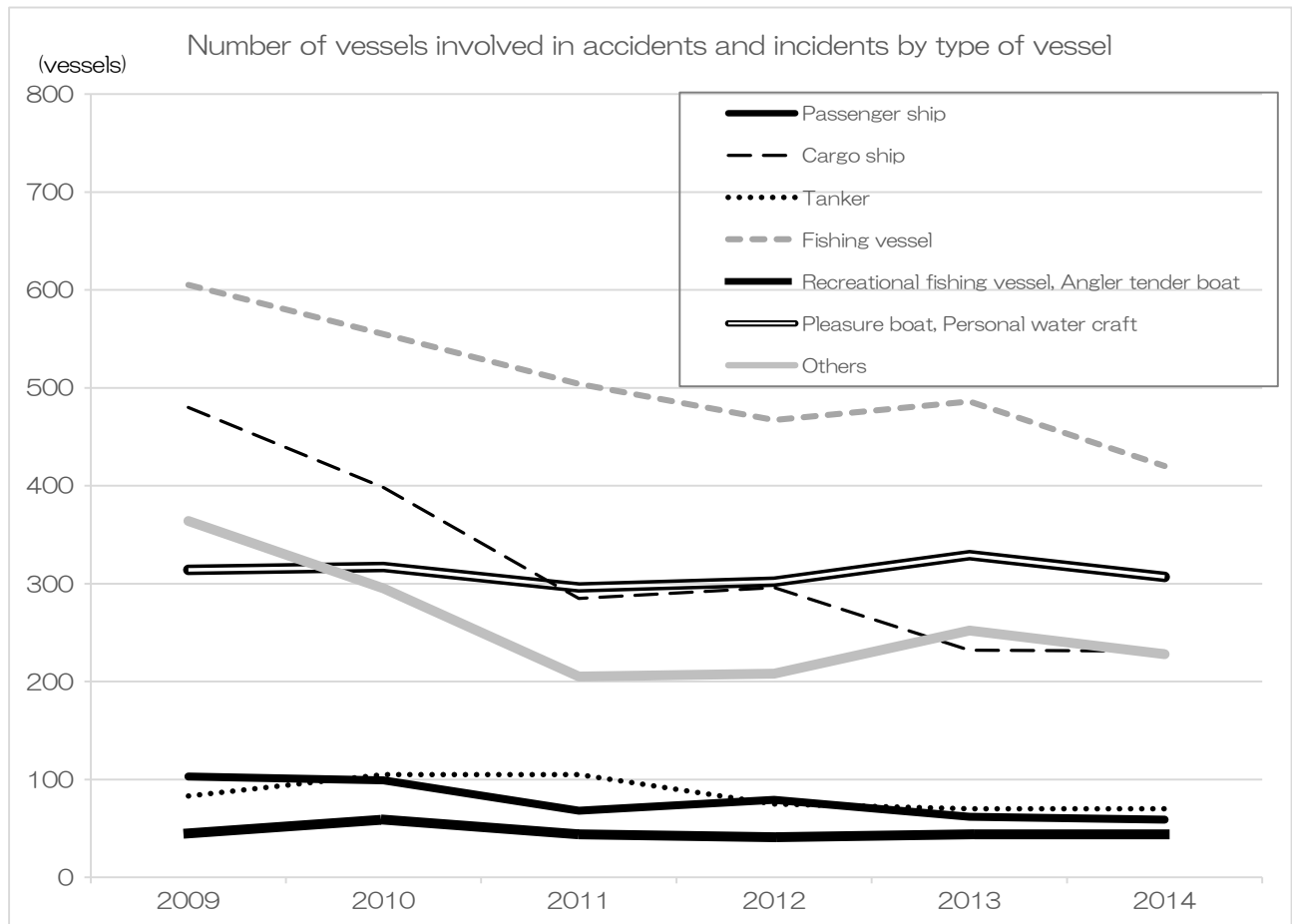
Note 2: The figures in the column "Casualty" are the number of cases involving death, death and injury, missing persons, or injury which is not a result from other types of accident.

11 Number of vessels involved in accidents and incidents by type of vessel (marine accidents and incidents)

(Vessels)

Type of Vessel \ Year	Passenger ship	Cargo ship	Tanker	Fishing vessel	Tug boat, push boat	Recreational fishing vessel	Angler tender boat	Work vessel	Barge, Lighter	Public-service ship	Pleasure boat	Personal water craft	Others	Total
2007	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2008	55	318	55	307	98	28	6	27	60	11	125	31	7	1,128
2009	103	480	83	605	163	39	6	35	104	41	249	65	21	1,994
2010	99	398	105	555	123	53	6	48	82	25	251	66	17	1,828
2011	68	285	105	504	89	38	6	29	50	16	250	46	21	1,507
2012	79	296	75	467	91	33	8	36	59	14	247	55	8	1,468
2013	62	232	70	486	100	41	3	37	72	24	265	64	19	1,475
2014	59	231	70	420	85	39	5	31	56	17	241	66	39	1,359
Total	527	2,241	563	3,344	749	271	40	243	483	148	1,628	393	132	10,762

Note: The above table shows the number of vessels involved in accidents and incidents into which the JTSC launched an investigation as of the end of February 2015 (including those carried over from the former Marine Accident Inquiry Agency).



12 Number of vessels involved in accidents and incidents by gross tonnage (marine accidents and incidents)

Gross tonnage \ Year	(Vessels)											
	less than 20 tons	20 to less than 100 tons	100 to less than 200 tons	200 to less than 500 tons	500 to less than 1,600 tons	1,600 to less than 3,000 tons	3,000 to less than 5,000 tons	5,000 to less than 10,000 tons	10,000 to less than 30,000 tons	More than 30,000 tons	Unknown	Total
2007	1	0	0	1	0	0	0	0	0	0	1	3
2008	485	52	138	216	77	24	16	17	10	15	78	1,128
2009	903	89	230	288	116	42	34	49	30	14	199	1,994
2010	900	86	175	260	128	36	37	39	25	24	118	1,828
2011	823	59	142	194	101	39	18	32	21	17	61	1,507
2012	790	53	133	199	78	33	25	38	25	20	74	1,468
2013	867	44	113	143	93	47	27	36	19	17	69	1,475
2014	686	46	82	142	76	36	25	28	18	14	206	1,359
Total	5,455	429	1,013	1,443	669	257	182	239	148	121	806	10,762

Note: The above table shows the number of vessels involved in accidents and incidents into which the JTSC launched an investigation as of the end of February 2015 (including those carried over from the former Marine Accident Inquiry Agency).

13 Number of vessels involved in accidents and incidents in 2014 by type of accident/incident and type of vessel (marine accidents and incidents) (Vessels)

Type of accident/ incident Type of vessel	Marine accident											Marine incident				Total
	Collision	Contact	Grounding	Sinking	Flooding	Capsizing	Fire	Explosion	Facility	Fatality/Inj	Others	Loss of control	Stranded	Safety obstruction	Navigation obstruction	
Passenger ship	7	15	12	0	2	1	2	0	3	4	0	4	0	0	9	59
Cargo ship	104	45	36	1	3	1	8	0	7	5	0	16	4	0	1	231
Tanker	31	11	8	0	0	0	1	1	3	7	0	6	2	0	0	70
Fishing vessel	173	17	57	0	3	34	16	0	2	76	1	33	2	0	6	420
Tug boat, push boat	19	8	26	3	0	2	1	0	8	8	2	5	2	0	1	85
Recreational fishing vessel	22	4	4	0	1	0	5	0	1	2	0	0	0	0	0	39
Angler tender boat	0	0	0	0	0	2	0	0	0	3	0	0	0	0	0	5
Work vessel	5	1	13	0	2	2	1	0	2	4	1	0	0	0	0	31
Barge, Lighter	15	6	17	1	0	2	0	0	5	6	0	1	2	0	1	56
Public-service ship	6	0	6	0	0	0	1	0	2	1	0	1	0	0	0	17
Pleasure boat	100	13	43	3	1	27	0	0	6	18	0	24	3	0	3	241
Personal water craft	29	2	5	0	0	0	0	0	0	28	0	1	1	0	0	66
Others	28	2	7	0	0	1	0	0	0	1	0	0	0	0	0	39
Total	539	124	234	8	12	72	35	1	39	163	4	91	16	0	21	1,359

Note 1: The above table shows the number of vessels involved in accidents and incidents into which the JTSB launched an investigation as of the end of February 2014.

Note 2: The figures in the column "Fatality/Injury" are the number of cases involving death, death and injury, missing persons, or injury which is not a result from other types of accident.

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