

# Appendixes

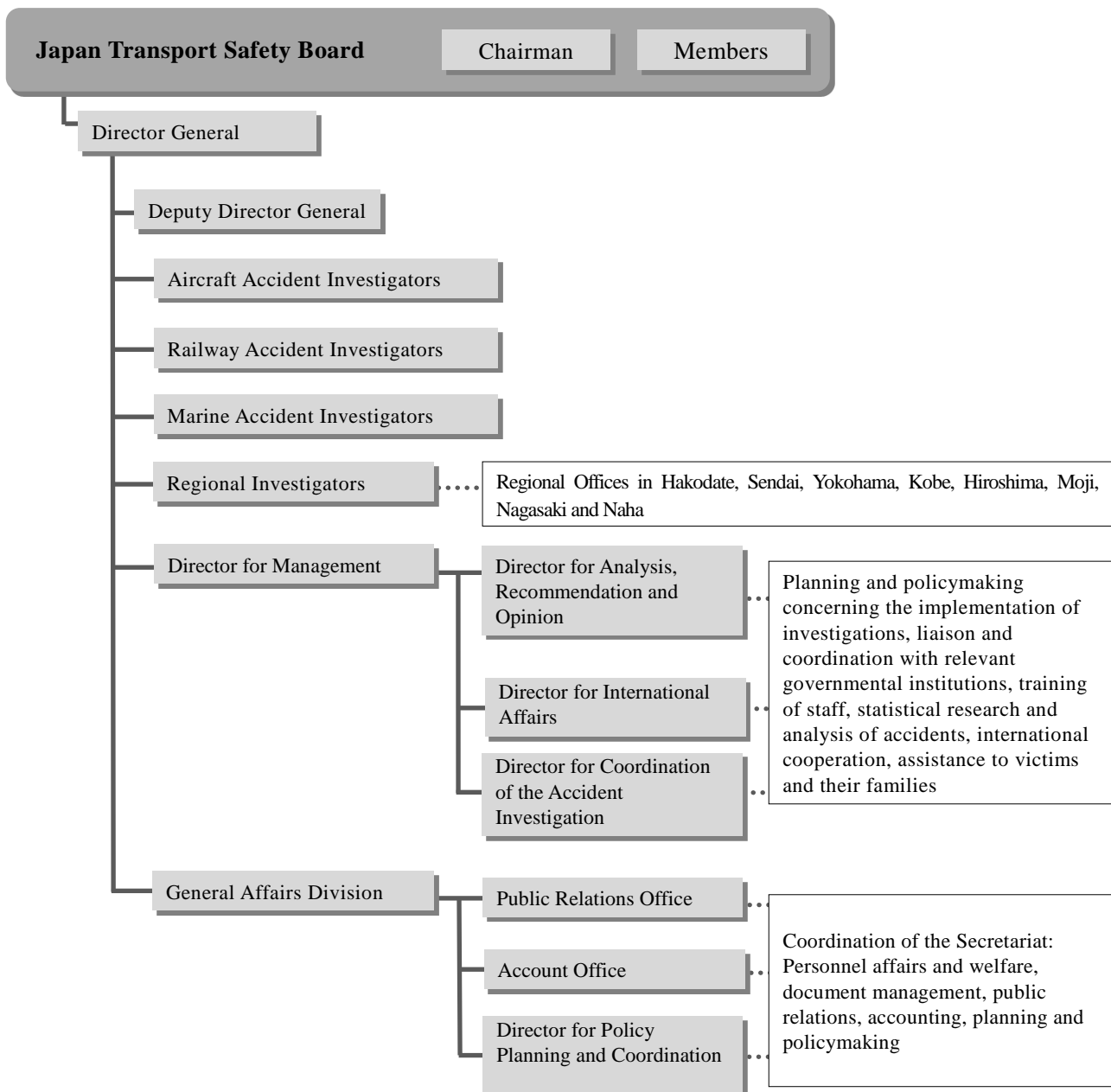
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## 1 Outline of the organization

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

When investigations of accidents have progressed and the facts, as well as the causes and factors of accidents, have become clear to a certain extent, accident investigators put these results together and prepare a draft investigation report. This draft is then deliberated in the Board or Committees. As indicated in the table below, matters related to extremely serious accidents are deliberated in the Board, and matters related to particularly serious accidents are deliberated in the General Committee, and so nearly all draft investigation reports are deliberated in committees set up for each transport mode (Aircraft, Railway, Marine and Marine Special Committees).

The Board is composed of eight full-time members, including the Chairman, and five part-time members, with its assemblies convened by the Chairman. The Committees are composed of members with expertise related to each Committee, and their meetings are convened by their own Committee Directors. Any matters shall be decided by a majority of the members present for both the Board and Committees, and for both of these, 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"> <li>• Matters that the Board considers as extremely serious accidents based on the scale of damage and other matters including social impact</li> </ul>
General Committee	<ul style="list-style-type: none"> <li>• Matters related to particularly serious accidents               <ul style="list-style-type: none"> <li>(i) An accident involving ten or more persons killed or missing</li> <li>(ii) An accident involving twenty or more persons killed, missing or seriously injured</li> </ul>               (With regard to aircraft accidents and a marine accidents, (i) and (ii) are limited to passenger transport services.)             </li> <li>• Any other matters deemed to be necessary by the Board</li> </ul>
Aircraft Committee	<ul style="list-style-type: none"> <li>• Matters related to aircraft accidents and aircraft serious incidents (excluding the accidents to be handled by the General Committee)</li> </ul>
Railway Committee	<ul style="list-style-type: none"> <li>• Matters related to railway accidents and railway serious incidents (excluding the accidents to be handled by the General Committee)</li> </ul>
Marine Committee	<ul style="list-style-type: none"> <li>• 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)</li> </ul>
Marine Special Committee	<ul style="list-style-type: none"> <li>• Matters related to marine accidents and marine incidents (excluding the accidents to be handled by the General Committee and the Marine Committee)</li> </ul>

### 3 Board Members

As of April 1, 2017

#### **Kazuhiro Nakahashi, Chairman (Full-time), Director of Aircraft Committee**

Kazuhiro Nakahashi was appointed as Chairman of the Japan Transport Safety Board on February 27, 2016; belongs to the Aircraft Committee, the Railway Committee and the Marine Committee with special expertise in aerospace engineering and computational fluid dynamics

Career summary: Doctor of Engineering, Graduate School of Engineering, the University of Tokyo  
Former Professor in the Graduate School of Engineering, Tohoku University  
Former Vice President of the Japan Aerospace Exploration Agency

#### **Toshiyuki Ishikawa, Member (Full-time)**

Toshiyuki Ishikawa was appointed as a member on March 15, 2010, currently in the third term of office; belongs to the Aircraft Committee, the Railway Committee and the Marine Committee, with special expertise in legislation of administrative law and others

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

#### **Toru Miyashita, Member (Full-time), Vice-Chairman, Deputy Director of Aircraft Committee**

Toru Miyashita was appointed as a member on February 27, 2016; belongs to the Aircraft Committee, with special expertise in operation and maintenance of aircraft

Career summary: Graduated from the Department of Aeronautics, Faculty of Engineering, the University of Tokyo  
Former Executive Director of the Association of Air Transport Engineering & Research

#### **Yuichi Marui, Member (Full-time)**

Yuichi Marui was appointed as a member on December 6, 2016; belongs to the Aircraft Committee, with special expertise in maneuvering of aircraft

Career summary: Graduated from Civil Aviation College  
Former D.Senior Vice President, Corporate Safety and Security, All Nippon Airways Co., Ltd.

#### **Fuminao Okumura, Member (Full-time), Director of Railway Committee**

Fuminao Okumura was appointed as a member on December 6, 2016; belongs to the Railway Committee, with special expertise in railway engineering and geotechnical engineering

Career summary: Doctor of Engineering, graduated from the Department of Civil Engineering, Faculty of Engineering, Tokyo Institute of Technology  
Former Executive Director of the Railway Technical Research Institute

#### **Hiroaki Ishida, Member (Full-time), Deputy Director of Railway Committee**

Hiroaki Ishida was appointed as a member on December 26, 2016; belongs to the Railway Committee, with special expertise in dynamics of machinery, vehicle dynamics and railway vehicle engineering

Career summary: Doctor of Engineering, graduated from the Department of Industrial Mechanical Engineering, Faculty of Engineering, the University of Tokyo  
Former Professor in the Program in Mechanical Engineering, Department of Interdisciplinary Science and Engineering, School of Science and Engineering, Meisei University

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

Kuniaki Shoji was appointed as a member on October 1, 2011, currently in the second term of office; belongs to the Marine Committee and the Marine Special Committee, with special expertise in marine engineering and naval architecture

Career summary: Doctor of Engineering, Graduate School of Engineering, the University of Tokyo  
Former Professor in the 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 a member on October 1, 2014; belongs to the Marine Committee and the Marine Special Committee, with special expertise in ship maneuvering

Career summary: Graduated from the Department of Navigation at Kobe University of Mercantile Marine  
Former Investigator-General for Marine Accidents, Japan Transport Safety Board Secretariat

**Keiji Tanaka, Member (Part-time)**

Keiji Tanaka was appointed as a member on February 27, 2013, currently in the second term of office; belongs to the Aircraft Committee, with special expertise in flight simulation and flight dynamics

Career summary: Doctor of Engineering, graduated from the 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

**Miwa Nakanishi, Member (Part-time)**

Miwa Nakanishi was appointed as a member on February 27, 2016; belongs to the Aircraft Committee, with special expertise in ergonomics (human factors)

Career summary: Doctor of Engineering, School of Science for Open and Environmental Systems, Graduate School of Science and Technology, Keio University  
Associate Professor in the Department of Administration Engineering, Faculty of Science and Technology, Keio University (current post)

**Miyoshi Okamura, Member (Part-time)**

Miyoshi Okamura was appointed as a member on December 6, 2010; currently in the third term of office; belongs to the Railway Committee, with special expertise in structural engineering, earthquake engineering and maintenance management engineering (steel structure engineering)

Career Summary: Doctor of Engineering, Graduate School of Engineering, University of Yamanashi  
Associate Professor in the Department of Research, Interdisciplinary Graduate School of Medicine and Engineering, University of Yamanashi (current post)

**Miwako Doi, Member (Part-time)**

Miwako Doi was appointed as a member on December 6, 2016; belongs to the Railway Committee, with special expertise in electrical engineering and traffic management (human interface)

Career Summary: Doctor of Philosophy  
Auditor, National Institute of Information and Communications Technology  
Executive Director, Nara Institute of Science and Technology

**Mina Nemoto, Member (Part-time)**

Mina Nemoto was appointed as a member on October 1, 2008, currently in the third term of office; belongs to the Marine Committee and the Marine Special Committee, with special expertise in ergonomics (human factors)

Career summary: Doctor of Philosophy, Graduate School of Media and Governance, Keio University  
Senior Consultant, Marine Technical Group, Japan Marine Science Inc. (current post)

**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.**

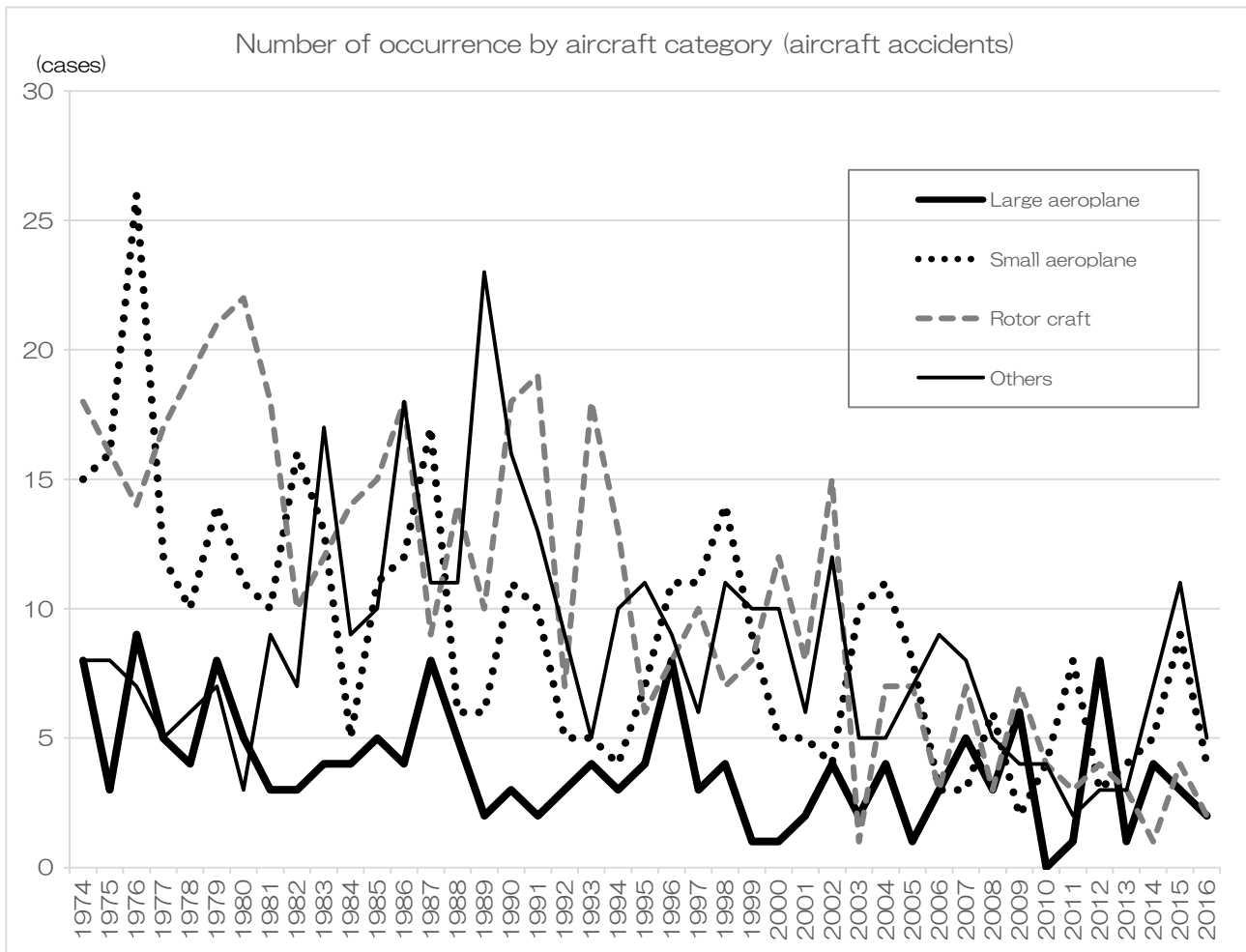
#### 4 Number of occurrence by aircraft category (aircraft accidents)

(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
2015	3	9	3	3	1	8	0	27
2016	2	4	1	2	0	4	0	13
Total	165	381	162	428	24	201	2	1,363

- (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.



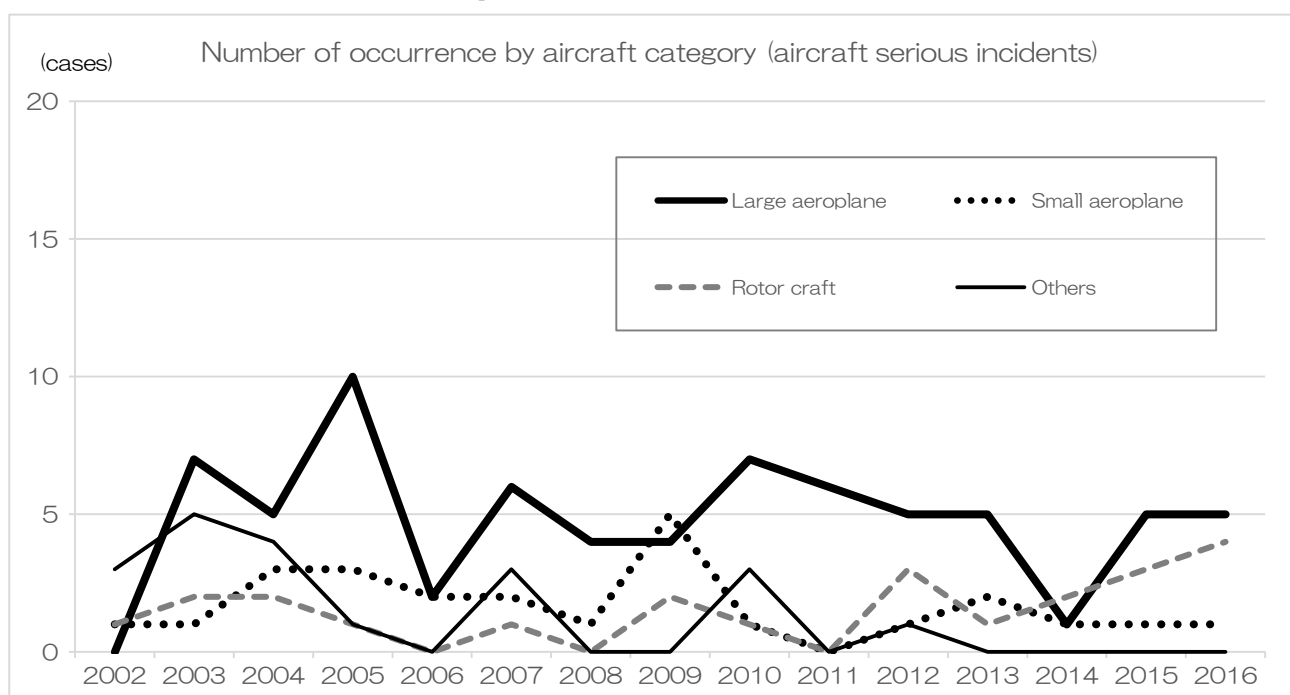


### 5 Number of occurrence by aircraft category (aircraft serious incidents)

(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	5	1	0	3	0	1	0	10
2013	5	2	0	1	0	0	0	8
2014	1	1	0	2	0	0	0	4
2015	4	1	0	4	0	0	0	9
2016	5	1	0	4	0	0	0	10
Total	74	25	16	24	0	4	0	143

- (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.



## 6 Number of occurrence by type (railway accidents)

(Cases)

Year of occurrence	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
2015	1	5	1	4	0	1	0	0	1	0	0	0	0	0	13
2016	0	7	0	15	0	0	0	0	1	0	0	0	0	0	23
Total	7	176	13	36	0	12	2	1	9	0	0	3	0	0	259

(Note) 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.

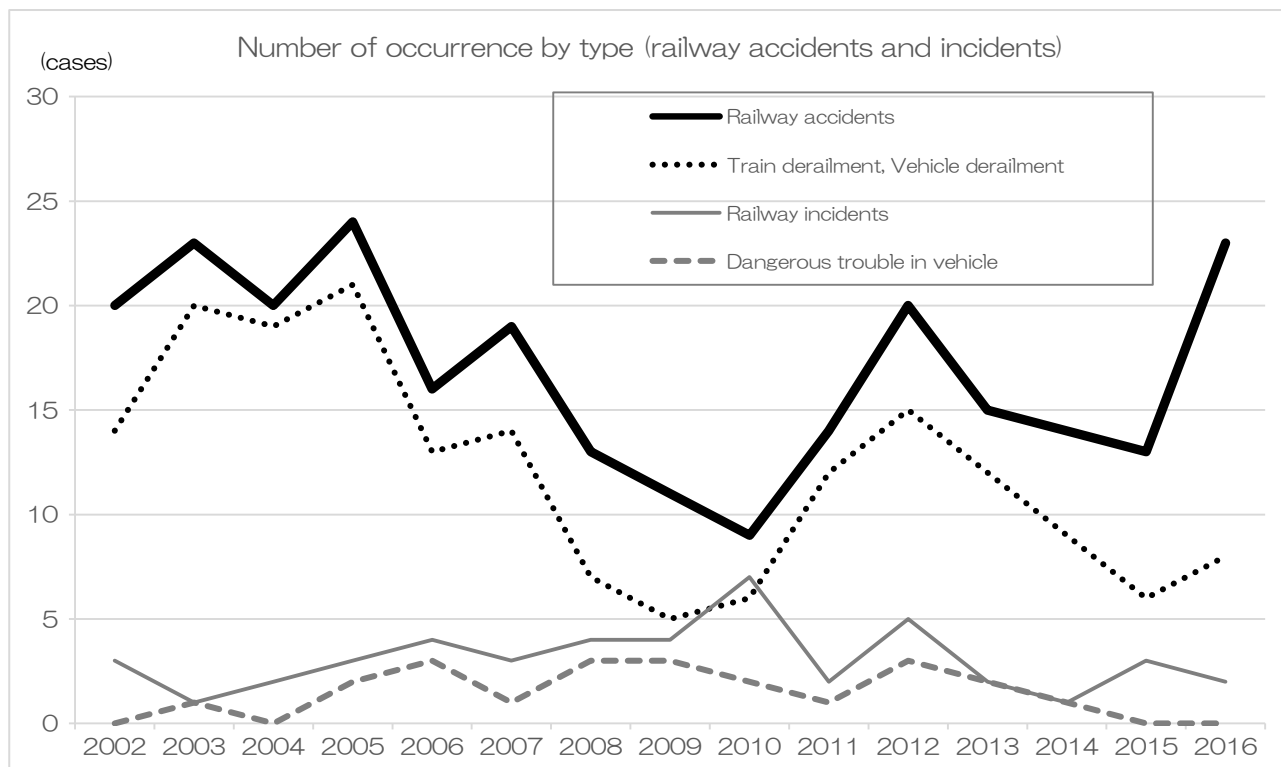
## 7 Number of occurrence by type (railway serious incidents)

(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

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
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
2015	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	3
2016	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
Total	1	7	0	0	7	2	2	22	0	3	2	1	0	0	0	0	0	47

(Note) 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 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	906	38	82	1,334
2011	239	780	28	79	1,126
2012	227	804	31	53	1,115
2013	215	763	35	69	1,082
2014	193	762	31	44	1,030
2015	154	674	43	39	910
2016	169	584	41	26	820
Total	2,073	6,917	296	529	9,815

(Note) The above table shows the number of accidents and incidents into which the JTSC launched an investigation as of the end of February 2017 (including those carried over from the former Marine Accident Inquiry Agency).

## 9 Number of accidents and incidents by type (marine accidents and incidents)

Year \ Type	Marine accident											Marine incident				Total
	Collision	Contact	Grounding	Sinking	Flooding	Capsizing	Fire	Explosion	Facility damage	Fatality/Injury	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	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	210	10	25	49	33	2	38	163	2	106	7	3	25	1,082
2014	266	115	213	7	11	61	35	1	37	150	3	92	15	0	24	1,030
2015	244	102	202	5	12	56	38	3	20	123	0	85	4	4	12	910
2016	211	88	155	3	21	46	26	2	20	143	0	84	5	4	12	820
Total	2,376	1,182	2,365	85	149	460	300	19	266	1,300	8	825	129	24	327	9,815

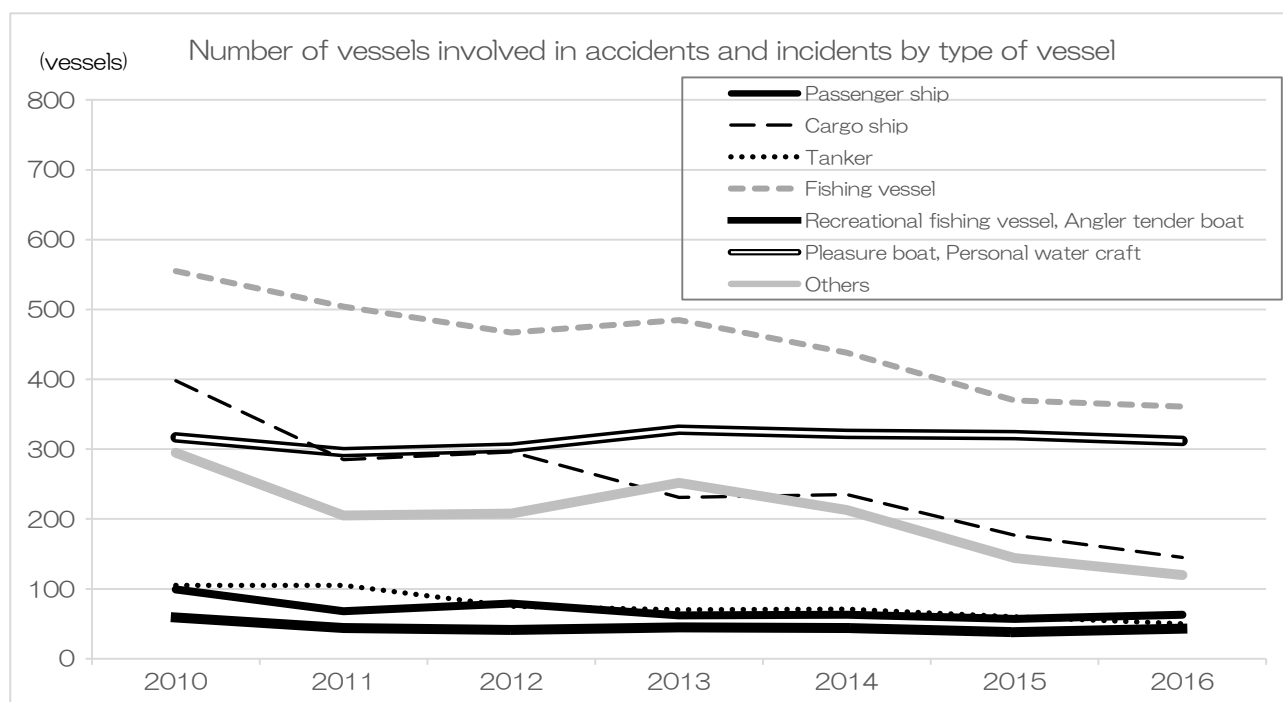
- (Note) 1. The above table shows the number of accidents and incidents into which the JTSB launched an investigation as of the end of February 2017 (including those carried over from the former Marine Accident Inquiry Agency).  
2. The figures in the column “Fatality/Injury” are the number of cases involving death, death and injury, missing persons, or injury which is not a result from other types of accident.

## 10 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	231	70	485	100	41	4	37	72	24	264	64	19	1,473
2014	63	235	71	438	89	39	5	35	58	17	253	69	14	1,386
2015	57	181	64	397	53	33	7	27	46	13	278	48	12	1,216
2016	63	145	50	361	43	38	5	27	33	11	249	63	6	1,094
Total	651	2,570	678	4,119	849	342	53	301	564	170	2,166	507	127	13,097

(Note) 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 2017 (including those carried over from the former Marine Accident Inquiry Agency).



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

(Vessels)

Year	Gross tonnage											Total
	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	
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	881	44	113	142	93	47	27	36	19	17	54	1,473
2014	840	46	86	145	86	38	26	29	17	17	56	1,386
2015	762	43	66	112	65	32	18	27	22	19	50	1,216
2016	674	32	60	102	56	22	15	21	19	10	83	1,094
Total	7,059	504	1,143	1,659	800	313	216	288	188	153	774	13,097

(Note) 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 2017 (including those carried over from the former Marine Accident Inquiry Agency).

## 12 Number of vessels involved in accidents and incidents in 2016 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 damage	Fatality/Injury	Others	Loss of control	Stranded	Safety obstruction	Navigation obstruction	
Passenger ship	12	16	8	0	3	0	4	0	1	10	0	2	1	1	5	63
Cargo ship	69	24	24	0	0	0	1	0	5	12	0	8	2	0	0	145
Tanker	23	4	8	0	1	0	2	1	0	8	0	3	0	0	0	50
Fishing vessel	159	11	51	2	11	18	14	1	4	61	0	29	0	0	0	361
Tug boat, push boat	20	3	9	0	0	2	0	0	4	3	0	1	0	0	1	43
Recreational fishing vessel	18	3	6	0	4	0	2	0	1	3	0	1	0	0	0	38
Angler tender boat	1	1	0	0	0	0	0	0	0	3	0	0	0	0	0	5
Work vessel	7	1	3	0	0	4	1	0	0	6	0	1	0	2	2	27
Barge, Lighter	15	3	6	0	0	1	0	0	2	5	0	1	0	0	0	33
Public-service ship	3	2	1	0	0	1	1	0	0	3	0	0	0	0	0	11
Pleasure boat	89	15	43	1	3	25	2	0	8	19	0	38	2	1	3	249
Personal water craft	22	9	5	0	0	0	0	0	0	25	0	1	0	0	1	63
Others	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6
Total	443	92	164	3	22	51	27	2	25	159	0	85	5	4	12	1,094

(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 2017.

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.