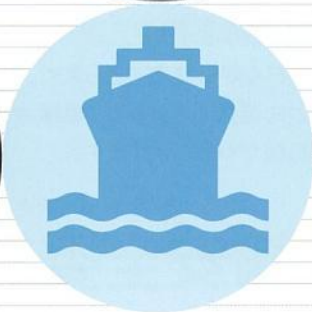


# 運輸安全委員会

## Japan Transport Safety Board

～航空、鉄道、船舶事故・重大インシデントの原因究明と再発防止～



運輸安全委員会  
Japan Transport Safety Board

# 運輸安全委員会のミッション

私たちは、適確な事故調査により事故及びその被害の原因究明を徹底して行い、勧告や意見の発出、事実情報の提供などの情報発信を通じて必要な施策又は措置の実施を求めることにより、運輸の安全に対する社会の認識を深めつつ事故の防止及び被害の軽減に寄与し、運輸の安全性を向上させ、人々の生命と暮らしを守ります。

## 運輸安全委員会の行動指針

### ○ 適確な事故調査の実施

組織問題といった事故の背景にまで深く掘り下げつつ、責任追及から分離された科学的かつ客観的な事故調査を実施し、迅速に報告書を作成します。その際、分かりやすさに心がけ、理解を助ける情報の提供に努めます。

### ○ 適時適切な情報発信

事故の防止や被害の軽減に寄与するため、国内外に対し勧告や意見の発出、事実情報の提供などの情報発信をタイムリーかつ積極的に行うとともに、事故調査の透明性確保の観点から情報の開示に努めます。

### ○ 被害者への配慮

被害者やそのご家族、ご遺族の心情に十分配慮し、事故調査に関する情報を適時適切に提供するとともに、ご意見などに丁寧に対応します。

### ○ 組織基盤の充実

あらゆる機会をとらえて、調査手法に対する総合的な理解をはじめとした個々の能力の向上に努めるとともに、組織全体が活性化するよう、自由に意見を交換し、問題を共有できる組織づくりに努めます。

# 運輸安全委員会の主な業務

1. 航空、鉄道及び船舶の事故・重大インシデント(※1)(以下「事故等」)が発生した原因や、事故による被害の原因を究明するための調査を行います。
2. 事故等の調査の結果をもとに、事故等の防止や事故が発生した場合における被害の軽減のための施策・措置について、関係行政機関の長や事故等の原因関係者(※2)等に勧告したり、意見を述べることにより改善を促します。
3. 事故等の調査、勧告や意見の陳述を行うために必要な調査・研究を行います。

※1 重大インシデント(船舶では「インシデント」)とは、事故が発生するおそれがあると認められる事態をいいます。

※2 原因関係者とは、事故等の原因又は事故に伴い発生した被害の原因に関係があると認められる者をいいます。



# 組 織 図

※( )内は、平成 24 年度末の定員数

## 運輸安全委員会

委員長 ( 1 ) 専門分野：航空工学・機械工学

常勤委員 ( 7 ) 専門分野：法制、航空機運航・整備、航空機操縦、鉄道工学・安全工学、電気工学、船舶操船、船舶工学・造船工学

非常勤委員 ( 5 ) 専門分野：人間工学 ( 2 )、航空機操縦、鉄道運転、構造工学

事務局長

審議官

航空事故調査官 (22)

鉄道事故調査官 (15)

船舶事故調査官 (24)

地方事故調査官 (44).....

函館(4)、仙台(4)、横浜(8)、神戸(7)、広島(8)、  
門司(8)、長崎(3)、那覇(2)に配置

参事官 .....

調査の実施に関する企画・立案、関係行政機関等との連絡調整、職員の研修、事故等調査の統計・分析、国際協力、被害者対応など

総務課 .....

事務局の総合調整  
人事・福利厚生、文書管理、広報、会計、基本的政策の企画・立案など

## 事故調査の沿革

昭和 24 年 6 月 海難審判庁発足

航空事故

昭和 46 年 7 月 東亜国内航空機が函館北方の横津岳に墜落 (死者 68 名)

昭和 46 年 7 月 全日本空輸機と自衛隊機が岩手県雫石町上空で接触し墜落 (死者 162 名)

昭和 49 年 1 月 航空事故調査委員会発足

鉄道事故

平成 3 年 5 月 信楽高原鉄道列車と JR 西日本列車が衝突 (死者 42 名、負傷者 628 名)

平成 12 年 3 月 営団地下鉄日比谷線で列車が脱線・衝突 (死者 5 名、負傷者 64 名)

平成 13 年 10 月 航空・鉄道事故調査委員会発足

鉄道事故

平成 17 年 4 月 JR 西日本福知山線で列車が脱線 (死者 107 名、負傷者 562 名)

平成 18 年 3 月

運輸安全一括法衆参附帯決議 (事故調査について業務範囲の拡大、体制・機能の強化)

平成 20 年 5 月

国際海事機関において、船舶事故における原因究明と懲戒手続きとを分離することなどを規定した事故調査コードを海上人命安全条約に盛り込む決議が採択、平成 22 年 1 月発効

平成 20 年 10 月 運輸安全委員会発足

...航空・鉄道事故調査委員会と、  
海難審判庁の原因究明機能を統合

# 事故等調査の流れ

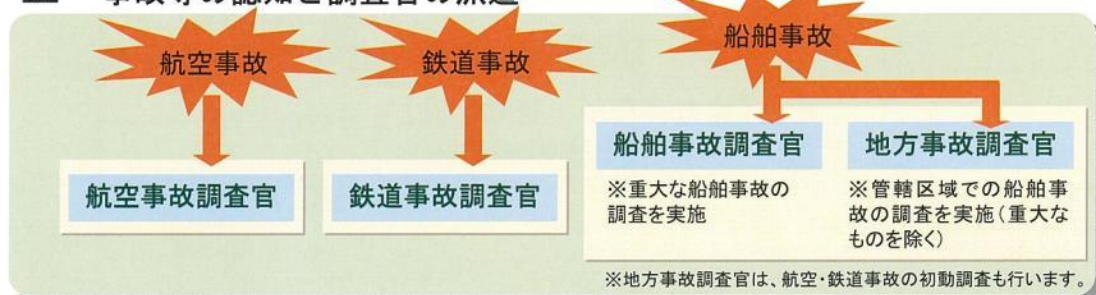
事故等の調査においては、事実調査を行い、必要な試験研究を行ったうえで、これらの結果を総合的に解析して、委員会の審議を経て原因の究明を行います。

調査の結果は、報告書としてとりまとめ、国土交通大臣に提出するとともに公表します。

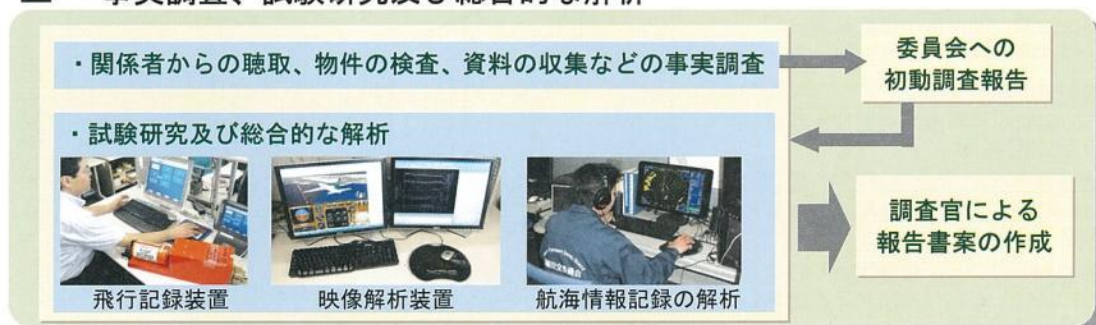
必要と認めたときは、関係行政機関の長や事故等の原因関係者等に対し、事故等の防止又は事故が発生した場合における被害の軽減のために必要な施策又は措置について勧告あるいは意見を述べるにより改善を促します。(次頁参照)

また、調査の過程を通じて、被害者やそのご家族、ご遺族の皆様へ事故調査に関する情報の提供を行っています。

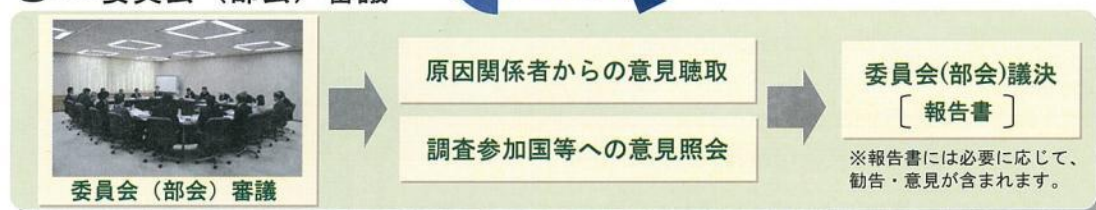
## 1…事故等の認知と調査官の派遣



## 2…事実調査、試験研究及び総合的な解析

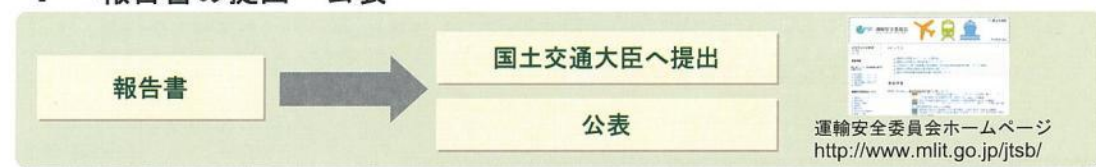


## 3…委員会（部会）審議



※必要に応じて、関係者や学識経験者から意見を聞く「意見聴取会」を開催することがあります。

## 4…報告書の提出・公表

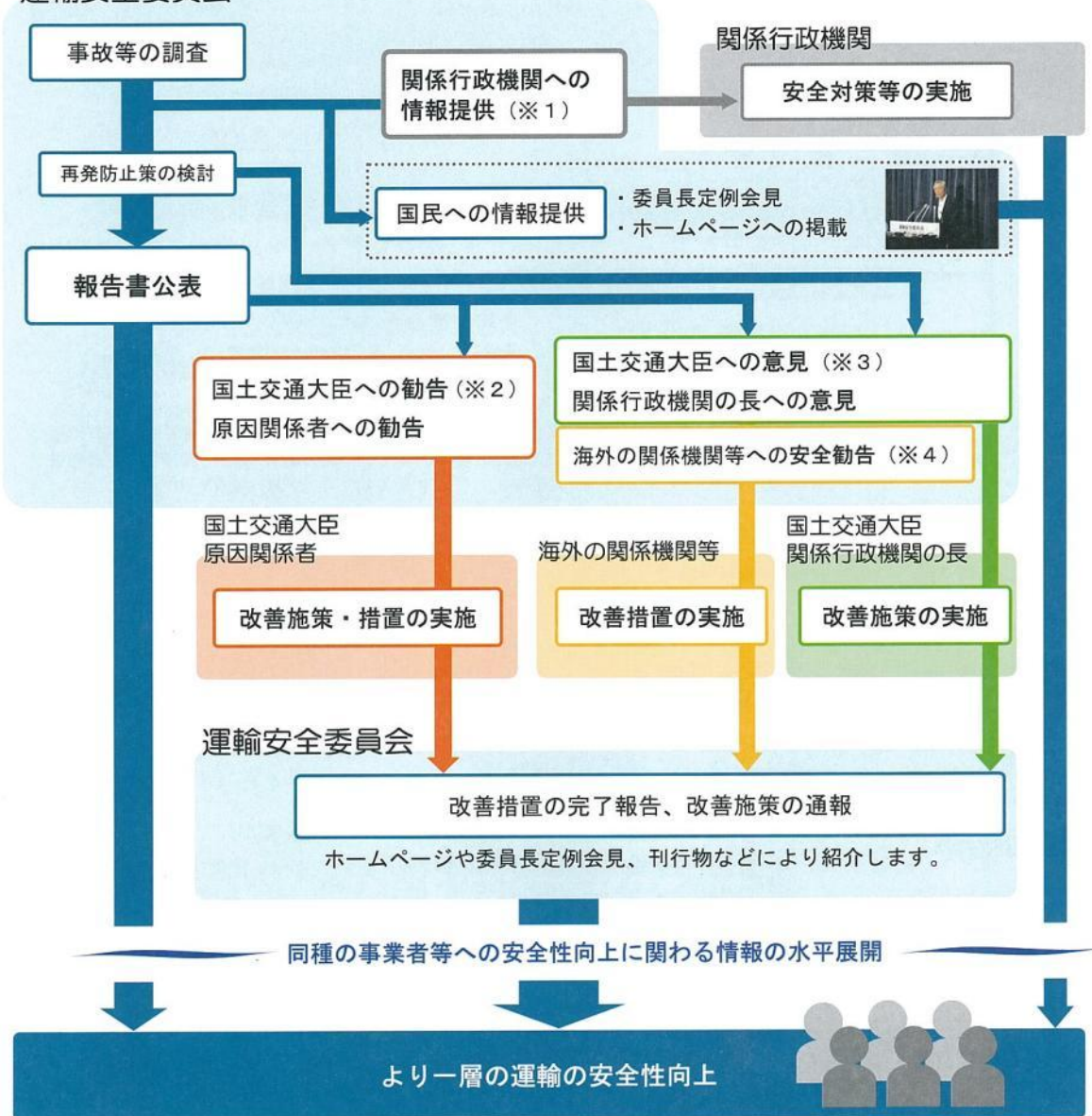




# 事故等の再発防止に資する情報発信

運輸安全委員会は、タイムリーで積極的な情報発信（勧告や意見の発出、事実情報の提供等）を通じ、より一層の運輸の安全性向上に寄与します。

## 運輸安全委員会



※1 関係行政機関への情報提供…事故等調査の過程で、周知すべき緊急性が高い不安全要素が判明した場合には、行政機関に対して速やかに情報提供を行っています。

※2 勧告…事故等調査の終了後、その結果に基づき国土交通大臣又は原因関係者に対して、事故等の防止又は事故の被害の軽減のために講ずべき施策又は措置を求めるものです。国土交通大臣は、勧告に基づき講じた施策について委員会に通報しなければなりません。また、原因関係者に対しては、正当な理由がなく措置を講じなかったときにはその旨を公表することがあります。

※3 意見…事故等調査の終了後に限らず、調査の途中段階や過去の複数の事故事例などから、国土交通大臣又は関係行政機関の長に対して、事故等の防止又は事故の被害の軽減のために講ずべき施策を求めるものです。

※4 安全勧告…国際条約に基づき、事故等調査の終了後に限らず、海外の関係機関（関係者）に対し必要に応じて安全を強化するため、迅速にとるべき措置を求めるものです。



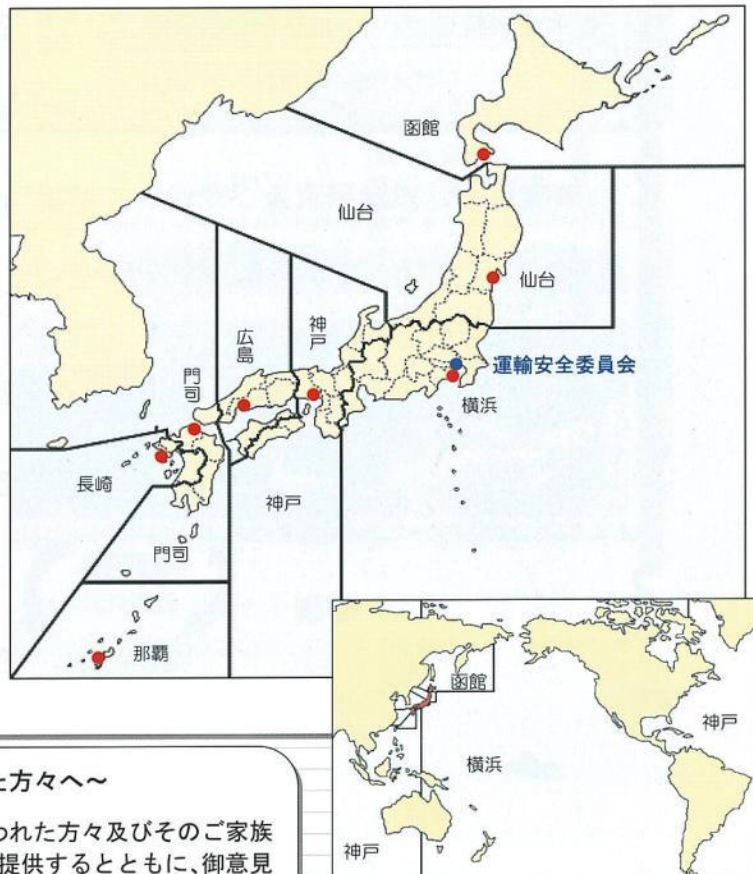
国土交通省  
運輸安全委員会  
〒100-8918  
東京都千代田区霞が関 2-1-2  
中央合同庁舎第2号館 15階  
Tel 03 (5253) 8486  
ホームページ <http://www.mlit.go.jp/jtsb/>



### 【地方事務所・管轄区域】

(「管轄区域」は船舶事故調査に限る)

- 函館事務所**  
〒040-0061 函館市海岸町24-4  
Tel 0138 (43) 5517
- 仙台事務所**  
〒983-0842 仙台市宮城野区五輪1-3-15  
Tel 022 (295) 7313
- 横浜事務所**  
〒231-0003 横浜市中区北仲通5-57  
Tel 045 (201) 8396
- 神戸事務所**  
〒650-0042 神戸市中央区波止場町1-1  
Tel 078 (331) 7258
- 広島事務所**  
〒734-0011 広島市南区宇品海岸3-10-17  
Tel 082 (251) 4603
- 門司事務所**  
〒801-0841 北九州市門司区西海岸1-3-10  
Tel 093 (331) 3707
- 長崎事務所**  
〒850-0921 長崎市松が枝町7-29  
Tel 095 (821) 3537
- 那覇事務所**  
〒900-0001 那覇市港町2-11-1  
Tel 098 (868) 9335



### ～事故により被害に遭われた方々へ～

運輸安全委員会では、事故により被害に遭われた方々及びそのご家族  
又はご遺族に対して事故調査に関する情報を提供するとともに、御意見を  
承っております。

お問い合わせは、下記窓口又は各地方事務所までお願いします。

運輸安全委員会事務局 事故被害者情報連絡室  
E-Mail [jtsb\\_faminfo@mlit.go.jp](mailto:jtsb_faminfo@mlit.go.jp)  
電話： 03 (5253) 8823

平成 24 年 7 月発行



## 運輸安全委員会の調査対象 <重大インシデント>

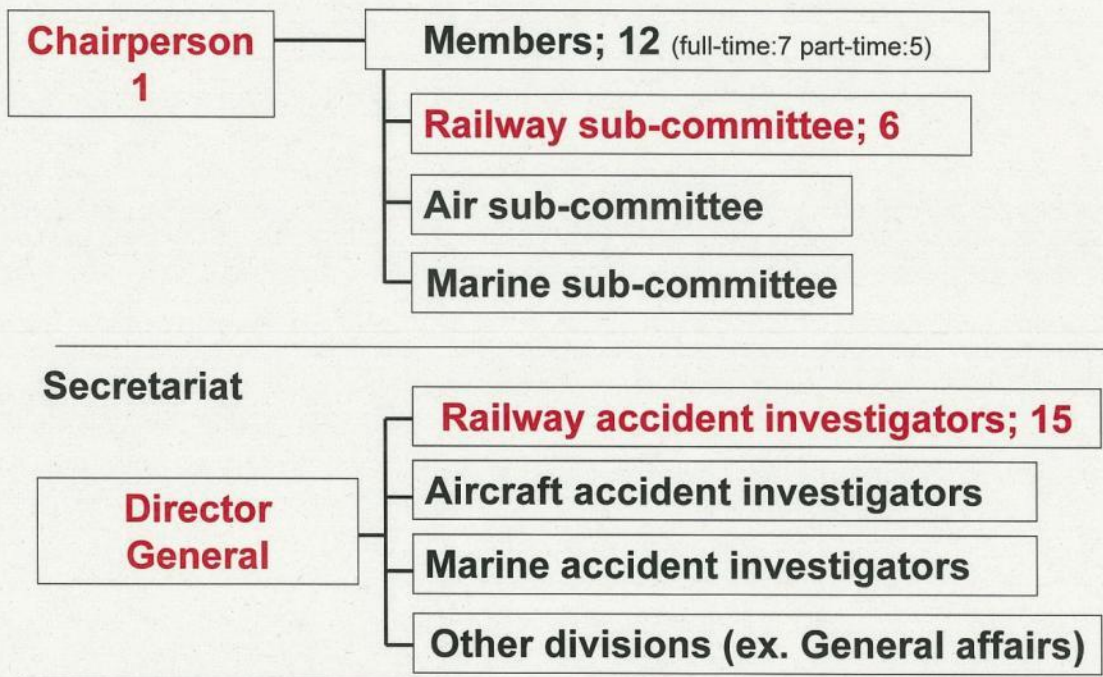
### 鉄道事故等報告規則

- 第1号 閉そく違反
- 第2号 信号違反
- 第3号 信号冒進
- 第4号 本線逸走
- 第5号 工事違反
- 第6号 車両脱線
- 第7号 施設障害
- 第8号 車両障害
- 第9号 危険物漏えい
- 第10号 その他

### 運輸安全委員会事設置法施行規則

- 同号の規定する区間に他の列車又は車両が存在したもの
- 同号の規定する進路に列車が進入したもの
- 同号の規定する進路の区間を防護する信号機の防護区域に他の列車又は車両が進入したもの
- 列車の衝突、脱線又は火災が発生する危険性が著しい故障、損傷、破壊等が生じたもの
- 特に異例と認められるもの

## Organization chart





## The number of railway accidents (FY 2012)

Accident	Total number	Investigated by JTSB
Train/Tram collision	2	0
Train/Tram derailment	18	14
Train/Tram fire	2	2
Level-crossing (without derailment or fire)	294	0
Road obstruction	62	0
Other accidents with casualties	429	2
Heavy property loss without casualties	4	0
<b>Total</b>	<b>811</b>	<b>18</b>

<b>Incident</b>	<b>56</b>	<b>6</b>
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## The number of railway accidents and incidents in Japan

Year (FY)	Total number		Investgated by ARAIC/JTSB	
	Accidents	Incidents	Accidents	Incidents
1997	964	not defined	not established	
1998	939			
1999	927			
2000	934			
2001	881	after 2001.10		
		9	11	1
2002	843	42	20	3
2003	833	62	21	3
2004	847	59	27	0
2005	857	56	20	5
2006	849	55	16	2
2007	892	83	15	4
2008	849	74	14	4
2009	851	67	10	5
2010	872	75	13	5
2011	866	92	14	2
2012	811	56	18	6



**Act for Establishment of the Japan Transport Safety Board**  
(Act No. 113 of October 12, 1973)

**Chapter I General Provisions**

**Article 1 (Purpose)**

The purpose of this Act is shall be to establish the Japan Transport Safety Board to properly carryout investigations into the causes of aircraft accidents, etc., railway accidents, etc., and marine accidents, etc., and causes of damage incidental to such accidents, and request the Minister of Land, Infrastructure, Transport and Tourism or the parties relevant to the causes of the accidents, etc., to implement the necessary measures based on the results of these investigations, thereby contributing to the prevention of aircraft accidents, etc., railway accidents, etc., and marine accidents, etc., and helping to reduce damage if such accidents occur.

**Article 2 (Definition)**

- (1) The term "aircraft accident" as used in this Act shall mean the accident listed in each of the items in paragraph (1) of Article 76 of the Civil Aeronautics Act (Act No. 231 of 1952).
- (2) The term "aircraft accident, etc." as used in this Act shall mean as follows:
  - (i) An aircraft accident
  - (ii) An aircraft serious incident (a situation where a pilot in command of an aircraft during flight recognized a danger of collision or contact with any other aircraft, or any other situations prescribed by the Ordinances of Ministry of Land, Infrastructure, Transport and Tourism under Article 76-2 of the Civil Aeronautics Act).
- (3) The term "railway accident" as used in this Act shall mean a serious accident prescribed by the Ordinance of Ministry of Land, Infrastructure, Transport and Tourism among those of the following kinds of accidents; an accident that occurs during the operation of trains or vehicles as provided in Article 19 of the Railway Business Act (Act No. 92 of 1986), collision or fire involving trains or any other accidents that occur during the operation of trains or vehicles on a private siding, collision or fire involving vehicles or any other accidents that occur during the operation of vehicles on a tramway.
- (4) The term "railway accident, etc." as used in this Act shall mean as follows:
  - (i) A railway accident
  - (ii) A railway serious incident (a situation, prescribed by the Ordinance of Ministry of Land, Infrastructure, Transport and Tourism, deemed to bear the risk of accidents occurring.)
- (5) The term "marine accident" as used in this Act shall mean as follows:
  - (i) Damage to a ship or facilities other than a ship related to the operations of a ship.
  - (ii) Death or injury of the people concerned with the construction, equipment or operation of a ship
- (6) The term "marine accident, etc." as used in this Act shall mean a situation listed in the following:
  - (i) A marine accident
  - (ii) A marine serious incident (a situation, prescribed by Ordinance of Ministry of Land, Infrastructure, Transport and Tourism, where deemed to bear the risk of marine accident occurring.)
- (7) The term "parties relevant to the cause" as used in this Act shall mean the parties related to the causes of aircraft accidents, etc., railway accidents, etc., or marine accidents, etc., or the causes of damage incidental to aircraft accident, railway accident, or marine accident.

**Chapter II Establishment, Mission, and Affairs under the Jurisdiction, and Organization, etc., of the Japan Transport Safety Board**

**Article 3 (Establishment)**

The Japan Transport Safety Board (hereinafter referred to as the "Board") shall be established as an external organ under the Ministry of Land, Infrastructure, Transport and Tourism pursuant to the provision of paragraph (2) of Article 3 of the National Government Organization Act (Act No. 120 of 1948).

#### Article 4 (Missions)

The mission of the Board shall be to properly carry out investigations into the causes of aircraft, railway and marine accidents, etc., and causes of damage incidental to such accidents and request the Minister of Land, Infrastructure, Transport and Tourism and/or the parties relevant to the cause to implement the necessary policies or measures based on the results of these investigations.

#### Article 5 (Affairs under the Jurisdiction)

The Board shall take charge of the affairs under the jurisdiction listed in the following to achieve the missions in the preceding Article:

- (1) To carry out investigations into the causes of aircraft accidents, etc.
- (2) To carry out investigations into the causes of damage incidental to aircraft accidents
- (3) To carry out investigations into the causes of railway accidents, etc.
- (4) To carry out investigations into the causes of damage incidental to railway accidents.
- (5) To carry out investigations into the causes of marine accidents, etc.
- (6) To carry out investigations into the causes of damage incidental to marine accidents.
- (7) To make recommendations to the Minister of land, Infrastructure, Transport and Tourism and/or the parties relevant to the cause, based on the results of the investigations in each of the preceding items that policies or measures should be taken to prevent aircraft accidents, etc., railway accidents, etc., and marine accidents, etc., and reduce damage if such accidents occur.
- (8) To provide to the Minister of land, Infrastructure, Transport and Tourism or head of relevant administrative organs with opinions regarding policies should be taken to prevent aircraft accidents, etc., railway accidents, etc., and marine accidents, etc., and reduce damage if such accidents occur.
- (9) To carry out researches and studies necessary to perform the affairs listed in each of the preceding items.
- (10) In addition to what is listed in each of the preceding items, affairs that come under the jurisdiction of the Board pursuant to Acts (including orders based on Acts).

#### Article 6 (Exercise of Authority)

The chairperson and members of the Board shall independently exercise their authority.

#### Article 7 (Organization)

- (1) The Board shall be organized by a chairperson and twelve (12) members.
- (2) Five (5) members out of the members shall be part-time members.
- (3) The chairperson shall preside over the affairs of the Board, and shall represent it.
- (4) If the chairperson is incapacitated, a full-time member designated in advance shall represent the chairperson's duty.

#### Article 8 (Appointment of the Chairperson and Members)

- (1) The chairperson and members of the Board shall be appointed by the Minister of Land, Infrastructure, Transport and Tourism with the consent of both Houses of the Diet from among persons found to be able to make a scientific and fair judgment to carry out the affairs under the jurisdiction of the Board.
- (2) Notwithstanding the provision of the preceding paragraph, in the event that when the term of office of the chairperson or a member has expired, or a vacancy has occurred on the Board, a consent of both Houses of the Diet cannot be obtained for the appointment of a new chairperson or a member because the Diet is in recess or the House of Representatives is dissolved, the Minister of Land, Infrastructure, Transport and Tourism may appoint



the chairperson or a member from among persons possessing the qualifications provided for in the preceding paragraph.

(3) In the case referred to in the preceding paragraph, an ex-post facto approval of both Houses of the Diet shall be obtained at the first session of the Diet after the appointment in question. In this case, if the ex-post facto approval by both Houses of the Diet cannot be obtained, the Minister of Land, Infrastructure, Transport and Tourism shall dismiss the chairperson or a member in question immediately.

(4) Any person who falls under any of the following items may not become a chairperson or a member of the Board:

(i) Any person who has received a decision of bankruptcy proceeding commencement and whose right has not yet restored.

(ii) Any person who has been punished by an imprisonment without work or severer punishment.

(iii) Any air carrier or any entity engaged in the business of manufacture, alteration, maintenance or sales of aircraft or their appliances, or an officer thereof if the above-mentioned is a juridical person (including any person whose actual scope of authority or control is equivalent to or greater than that of the officer irrespective of title), or its employee and other persons in the services.

(iv) Any railway or tramway business operators or any entity engaged in the business of manufacture, modification, maintenance or sales of vehicles, signal safety devices or other land transportation machinery used in connection with railways or tramways, or an officer thereof if the above-mentioned is a juridical person (including any person whose actual scope of authority or control is equivalent to or greater than that of the officer irrespective of any title), or its employee and other practitioners in the services.

(v) Any maritime transport business operators or port transport business operators or any entity engaged in the business of manufacture, modification, maintenance or sales of ships, marine engines or marine equipments, or an officer thereof if the above-mentioned is a juridical person (including any person whose actual scope of authority or control is equivalent to or greater than that of the officer irrespective of any title) or its employee and other practitioners or pilot in the service.

(vi) Any officer of any association of enterprises listed in the preceding three items (including any person whose actual scope of authority or control is equivalent to or greater than that of an officer irrespective of title) or its employee or other person in the services.

#### Article 9 (Term of Office)

(1) The term of office of the chairperson and members of the Board shall be three years provided, however, that the term of office of a chairperson or members chosen to fill a vacancy shall be the remaining term of office of his/her predecessor.

(2) The chairperson and members may be reappointed.

(3) When the term of office of the chairperson or members expires, the current chairperson or members shall continue to execute their duties until successors are appointed.

#### Article 10 (Dismissal)

(1) The Minister of Land, Infrastructure, Transport and Tourism shall dismiss the chairperson or members from the Board if any item of paragraph (4) of Article 8 applicable to that person.

(2) The Minister of Land, Infrastructure, Transport and Tourism, after consulting with the Board and obtaining the consent of both Houses of the Diet, may dismiss the chairperson or a member from the Board, recognizing that person is incapable of executing his/her duties due to mental or physical disorder or has committed a violation of obligations in the course of duties or conduct unbecoming the office.

#### Article 11 (Meetings)

(1) Meetings of the Board shall be convened by the chairperson.

(2) Meetings may not be convened and decisions may not be made unless the chairperson and six or more members are present.

- (3) Any matters of the Board shall be decided by majority of those present. In case of a tie vote, the chairperson shall break the tie.
- (4) In applying the second paragraph above in the event that the chairperson is incapacitated, the full-time member representing the chairperson's duty pursuant to the provision of paragraph (4) of Article 7 shall be deemed as the chairperson.

#### Article 12 (Duties)

- (1) The chairperson and members shall not divulge any secret that may have come to their knowledge in the course of their duties. The same shall apply even after they retire from their duties.
- (2) The chairperson and members, during their terms of office, shall not become officers of political parties or other political organizations or actively participate in political activities.
- (3) The chairperson and full-time members, during their terms of office, shall not engage in other duties while receiving remunerations, or engage in commercial businesses or run any other businesses for pecuniary gain except in such cases as permitted by the Minister of Land, Infrastructure, Transport and Tourism.

#### Article 13 (Salary)

The salary of the chairperson and members shall be separately specified by an Act.

#### Article 14 (Expert Advisers)

- (1) Expert advisers may be appointed to investigate technical matters.
- (2) Expert advisers shall be appointed from among persons with relevant knowledge and experience by the Minister of Land, Infrastructure, Transport and Tourism after the Minister has consulted with the Board.
- (3) Expert advisers shall be part-time members of the Board.

#### Article 15 (Restriction of Engagement in Duties)

- (1) When it finds that the chairperson, any member or any expert adviser of the Board is closely associated with any person who is likely to be relevant to the causes of an aircraft accident, etc., a railway accident, etc., or a marine accident, etc. (hereinafter referred to as an "accident, etc.") (including the causes of damage incidental to an aircraft accident, a railway accident, or a marine accident, with regard to such accidents, and the same shall apply in item (iv) of paragraph (1) of Article 25), the Board shall not permit such chairperson, members, or expert advisers to be engaged in the investigation of the said accident, etc., (hereinafter referred to as the "investigation of accidents, etc.>").
- (2) Such chairperson or members prescribed in the preceding paragraph may not attend a meeting concerning the investigation of the accident, etc.

#### Article 16 (Establishment of Rule)

The Board may establish the Rule of the Japan Transport Safety Board to enforce an Act or a Cabinet Order with regard to the affairs under the jurisdiction or pursuant to a special delegation of an Act or a Cabinet Order.

#### Article 17 (Secretariat)

- (1) A secretariat of the Board shall be established in order to manage the affairs of the Board.
- (2) The personnel of the secretariat shall consist of a director-general and accident investigators, among others.
- (3) The director-general shall administer affairs under the jurisdiction of the secretariat in accordance with orders of the chairperson of the Board.
- (4) The internal organization of the secretariat shall be prescribed by a Cabinet Order.

### Chapter III Investigation of Accidents, etc



**Article 18 (Investigation of Accidents, etc.)**

- (1) The Board shall conduct investigations prescribed in items (i) to (ii) of Article 5 in conformity with the provisions of the Convention on International Civil Aviation and with the Standards, Practices and Procedures adopted as Annexes thereto.
- (2) The Board may, when it finds it necessary to conduct the investigation of an accident, etc., take the dispositions listed in the following items:
- (i) To take reports from the people concerned with aircraft accidents, etc., such as users of the aircraft, crews on board the aircraft, persons who have been engaged in the rescue of human life or the aircraft during the aircraft accident, etc. (hereinafter referred to as the "people concerned with aircraft accidents, etc.").
  - (ii) To take reports from the people concerned with railway accidents, etc., such as railway business operator, tramway business operators, crews on board the trains or other vehicles, persons who have been engaged in the rescue of human life during the railway accident, etc. (hereinafter referred to as the "people concerned with railway accidents, etc.").
  - (iii) To take reports from the people concerned with marine accidents, etc., such as users of the ship, crews on board the ship, persons who are engaged in the rescue of human life or the ship during the marine accident, etc. (hereinafter referred to as the "people concerned with marine accidents, etc.").
  - (iv) To enter the site of an accident, etc., offices of users of the aircraft, railway business operators, tramway business operators, or users of the ship, and any other place that deemed necessary and examine any aircraft, railway facilities, ships, books, documents or other articles relevant to the accident, etc. (hereinafter referred to as "relevant material"), and interrogate any people concerned with the aircraft accident, etc., railway accident, etc., or marine accident, etc. (hereinafter referred to as the "people concerned").
  - (v) To request the attendance of the people concerned interrogate them.
  - (vi) To request the owner, holder or custodian of any relevant material to produce it and/or take custody of the provided materials.
  - (vii) To order the owner, holder or custodian of any relevant material to preserve it and prohibit his/her from relocating same.
  - (viii) To prohibit people from entering the site of the accident, etc., except for those who enter the site on official duty, or are permitted to enter it by the Board who finds it unobstructed to do so.
- (3) The Board may, when it finds it necessary, have the chairperson, members or officials of the secretariat take the dispositions listed in each item of the preceding paragraph, and have expert advisers take the dispositions listed in item (iv) of the same paragraph.
- (4) Any official who disposes of the matters listed in item (iv) of paragraph (2) pursuant to the provision of the preceding paragraph shall carry his/her for identification and present the same to any relevant person upon request.
- (5) The authority of dispositions prescribed in paragraph (2) or (3) shall not be construed as encompassing criminal investigations.

**Article 19 (Entrustment of Investigations, etc.)**

- (1) When it finds it necessary for carrying out an investigation of accident, etc., the Board may entrust part of their work related to research or studies to an independent administrative agency (an independent administrative agency provided for in paragraph (1) of Article 2 of the Act on General Rules for Independent Administrative Agency (Act No. 103 of 1999) is referred to and the same shall apply in Article 28-3.), general incorporated associations or foundations, an enterprises, other private associations or any person with relevant knowledge and experience.
- (2) Any entity that is entrusted with relevant work pursuant to the provision of the preceding paragraph, including its officers, personnel, or any person who was engaged in the course of their duties shall not divulge any secret that may have come to their knowledge concerning the said entrusted work.
- (3) Any entity that is entrusted with relevant work pursuant to the provision of paragraph (1), or any person who

are engaged in the course of the entrusted work shall be deemed as officials engaged in public services by laws and regulations when penal provisions prescribed by the Penal Code (Act No. 45 of 1907) and other laws and regulations are applied.

**Article 20 (Notification of Occurrence of Accidents, etc.)**

The Minister of Land, Infrastructure, Transport and Tourism shall, pursuant to the provisions of paragraph (1) or (2) of Article 76 or Article 76-2 of the Civil Aeronautics Act, or Article 19 or 19-2 of the Railway Business Act, when the Minister has received a report of an aircraft accident, etc. or railway accident, etc., or has learned of the occurrence of such accidents, etc., immediately notify the Board to that effect.

**Article 21**

(1) When the Minister of Land, Infrastructure, Transport and Tourism (a Consul in case a Japanese Consul performs the affairs that should be performed by the Minister of Land, Infrastructure, Transport and Tourism pursuant to the provision of paragraph (1) of Article 103 of the Mariners Act (Act No. 100 of 1947)) receives a report of marine accidents, etc., pursuant to the provision of Article 19 of the same Act, or learns of the occurrence of a marine accident, etc., it shall immediately notify the Board thereof.

(2) When a coast guard officer, a police official and a mayor of municipality learns the occurrence of a marine accident, etc., they shall immediately notify the Board thereof.

**Article 22 (Assistance by the Minister of Land, Infrastructure, Transport and Tourism)**

(1) The Board may, when it finds it necessary for carrying out investigation of an accident, etc., request the Minister of Land, Infrastructure, Transport and Tourism to give assistance in fact finding of an accident, etc., or collecting materials, or other necessary assistances.

(2) When the Minister of Land, Infrastructure, Transport and Tourism has been required to give assistance in the fact finding of the accident, etc., pursuant to the provision of the preceding paragraph, the Minister may, when he or she finds it necessary have officials of the Ministry take the dispositions listed in item (iv) of paragraph (2) of Article 18.

(3) When the Minister of Land, Infrastructure, Transport and Tourism has learned of the occurrence of an accident, etc., the Minister shall, in appropriate cases, immediately take such measures as fact finding of the accident, etc. and collection of materials so that the Board can commence investigation of the accident, etc. smoothly.

(4) The Minister of Land, Infrastructure, Transport and Tourism may, when he or she finds it necessary in order to take the measures set forth in the preceding paragraph, have officials of the Ministry take the dispositions listed in each item of paragraph (2) of Article 18.

(5) The provisions of paragraphs (4) and (5) of Article 18 shall apply mutatis mutandis to cases where the officials dispose of matters pursuant to the provision of paragraph (2) or the preceding paragraph.

**Article 23**

Deleted

**Article 24 (Hearing of Opinions of Parties Relevant to the Cause, etc.)**

(1) The Board shall give an opportunity to the parties relevant to the cause, to express their opinions before completing the investigation of the accident, etc.

(2) The Board may, when it finds it necessary, hold hearings before completing the investigation of the accident, etc., and seek views on the said accident, etc. from people concerned with the accident or experts with relevant knowledge and experience.

(3) The Board shall hold the hearings set forth in the preceding paragraph when an aircraft accident, etc. to an aircraft used for an air transport service to transport passengers, a railway accident, etc. to a railway or tramway used for a railway or tramway business that transports passengers or a marine accident, etc. to a ship used for a



maritime transport service that transports passengers has occurred, and causing public concern.

**Article 25 (Written Report, etc.)**

(1) The Board shall prepare a written report of the following items on the accident, etc., upon completion of the investigation of the accident, etc., and shall submit it to the Minister of Land, Infrastructure, Transport and Tourism and make it public.

- (i) The process and progress of the investigation of the accident, etc.;
- (ii) The factual information;
- (iii) The findings of fact;
- (iv) The probable cause.

(2) The opinion of any minority shall be appended to the report described in the preceding paragraph.

(3) The Board shall, when it finds it necessary before completing an investigation of accident, etc., for the reason that difficulties are expected in completing the investigation of the accident, etc. within one year from the day the accident, etc. occurred, report the process and progress of the investigation of the accident, etc., to the Minister of Land, Infrastructure, Transport and Tourism and make it public.

**Chapter IV Recommendations and Statement of Opinions**

**Article 26 (Recommendations to the Minister of Land, Infrastructure, Transport and Tourism)**

(1) The Board may, when it finds it necessary at the completion of the investigation of an accident, etc., based on the results of the investigation, make recommendations to the Minister of Land, Infrastructure, Transport and Tourism, on policies or measures which should be taken to prevent aircraft, railway, or marine accidents, etc., or to reduce damage if such accidents occur.

(2) The Minister of Land, Infrastructure, Transport and Tourism shall report to the Board the policies or measures which have been taken on the basis of the recommendations set forth in the preceding paragraph.

**Article 27 (Recommendations to Parties Relevant to the Cause)**

(1) The Board may, when it finds it necessary at the completion of the investigation of an accident, etc., based on the results of the investigation, make recommendations to the parties relevant to the Cause, on measures which should be taken to prevent aircraft accidents, etc., railway accidents, etc., or marine accidents, etc., or to reduce damage if such accidents occur.

(2) The Board may, when it finds it necessary, request the parties relevant to the cause to report measures which have been taken based on the recommendations set forth in the preceding paragraph.

(3) The Board may, when the parties relevant to the cause that have been made the recommendations set forth in paragraph (1), have not taken any measures in accordance with the recommendations without justifiable grounds, make it public to that effect.

**Article 28 (Statement of Opinions)**

The Board may, when it finds it necessary, state its opinions to the Minister of Land, Infrastructure, Transport and Tourism and head of relevant administrative organs, on the policies or measures to prevent aircraft, railway, or marine accidents, etc., or to reduce damage if such accidents occur.

**Chapter V Miscellaneous Provisions**

**Article 28-2 (Provision of information)**

The Board shall, in carrying out the investigation of accident, etc., fully consider the sentiments of casualties and

their families, or bereaved families, and provide them with information regarding the investigation of the accident, etc., on a timely and in an appropriate manner.

**Article 28-3 (Cooperation of Related Administrative Organs, etc.)**

The Board may, when it finds it necessary for carrying out affairs under the jurisdiction, request the head of relevant administrative organs, the head of relevant local public entities, the president of relevant independent administrative agencies, the president of relevant local independent administrative agencies (a local independent administrative agency provided for in paragraph (1) of Article 2 of the Act for Local Independent Administrative Agency (Act No. 118 of 2003) is referred to.) to provide documents or information or give other necessary cooperation.

**Article 29 (Delegation to Cabinet Orders)**

In addition to what is provided for in this Act, necessary matters concerning the Board shall be prescribed by Cabinet Order.

**Article 30 (Prohibition of Disadvantageous Treatment)**

No person shall be discharged or disadvantaged for obeying any disposition prescribed in paragraph (2) or (3) of Article 18, or paragraph (2) or (4) of Article 22.

**Article 31 (Penal Provisions)**

Any person who has violated the provision of paragraph (2) of Article 19 shall be punished by an imprisonment with work for not more than one year or a fine of not more than 500,000 yen.

**Article 32**

Any person who falls under any of the following items shall be punished by a fine of not more than 300,000 yen:

- (i) Anyone who has made a false statement in connection with the preparation of a report prescribed by item (i), (ii) or (iii) of paragraph (2) of Article 18, paragraph (3) of the same Article or paragraph (4) of Article 22;
- (ii) Anyone who has refused, obstructed or evaded an inspection prescribed in item (iv) of paragraph (2) of Article 18, paragraph (3) of the same Article or paragraph (2) or (4) of Article 22, or anyone who has made a false statement in response to any interrogations prescribed in the same provisions;
- (iii) Anyone who has made a false statement in response to any interrogations prescribed in item (v) of paragraph (2) of Article 18, paragraph (3) of the same Article or paragraph (4) of Article 22;
- (iv) Anyone who has not submitted articles in violation of any dispositions prescribed in item (vi) of paragraph (2) of Article 18, paragraph (3) of the same Article, paragraph (4) of Article 22;
- (v) Anyone who has not preserved articles or relocated them in violation of any dispositions prescribed in item (vii) of paragraph (2) of Article 18 or paragraph (3) of the same Article or paragraph (4) of Article 22.<>

**Article 33**

When the representative of a juridical person, a juridical person or the agent of an individual, an worker, or another employee commits a violation set forth in the preceding Article with regard to the business of the juridical person or the individual person, not only the offender shall be punished but also the said juridical person or individual shall be punished by the fine prescribed in the preceding Article.

**Supplementary Provisions Abridged**

**(Effective Date)**

- (1) This Act shall come into force as from the day specified by a Cabinet Order within a period not exceeding three

(3) months from the date of promulgation. However, the portions that require a consent by both Houses of the Diet in paragraph (1) of Article 6 shall come into force as from the day of promulgation:

(5) With regard to the application of penal provisions to acts committed prior to the enforcement of this Act, the provisions then in force shall remain applicable.

#### Supplementary Provisions (Act No. 26 of May 2, 2008) Abridged

##### Article 1(Effective Date)

This Act shall come into force as from October 1, 2008. However, the provisions of paragraph (2) of Article 3 and paragraphs (1) and (2) of Article 5 of Supplementary Provisions shall come into force as from the date of promulgation.

##### Article 2(Transitional Measures Concerning Dispositions, etc.)

(1) Authorizations, designations and other dispositions or notices and other acts that are carried out by the former national organs (hereinafter referred to "old organs") listed in the next Table Column pursuant to the provisions of the Act before it is revised (including orders based on this, and hereinafter referred to "old laws and regulations") by this Act shall be deemed to be authorizations, designations, other dispositions or notices and other acts that are carried out by organs such as competent national organs (hereinafter referred to "new organs" in this Article) listed in the lower column of the same Table, based on the equivalent provisions of the Act after they are revised (including orders based on this and hereinafter referred to as "new laws and regulations") by this Act provided for in a Cabinet Order after this Act is enforced.

(2) Applications, notifications, appeals and other acts that are filed with the old national organs pursuant to the provisions of the Old Laws and Regulations are deemed to be applications, notifications, appeals and other acts that are filed with the new national organs pursuant to the equivalent provisions of the new Laws and Regulations prescribed by a Cabinet Order after this Act is enforced, except for matters where the provisions then in force shall remain applicable pursuant to the provision of Article 4 of Supplementary Provisions.

(3) With regard to proceedings are not yet filed before the enforcement day of this Act out of matters whose proceedings that shall be filed with the old national organs pursuant to the provisions of the old Laws and Regulations, the proceedings of matters whose proceedings shall be filed with the new national organs pursuant to the equivalent provisions of the new Laws and Regulations are deemed not to have filed yet pursuant to the provision of a Cabinet Order after this Act is enforced, the equivalent provisions shall apply.

##### Article 3(Transitional Measures Along With Partial Revision of Act for Establishment of the Aircraft and Railway Accident Investigation Commission)

(1) When this Act is enforced, persons who are currently the chairperson or members of the former Aircraft and Railway Accident Investigation Commission are deemed to be individually appointed as the chairperson or members of the Japan Transport Safety Board on the enforcement day of this Act pursuant to the provision of paragraph (1) of Article 8 of the Act for Establishment of the Japan Transport Safety Board revised pursuant to the provision of Article 2 (hereinafter simply referred to as the "Act for Establishment of Japan Transport Safety Board"). In this case, the terms of the persons who are deemed to be appointed shall be individually the same term as the remaining term of the term of office as the chairperson or members of the former Aircraft and Railway Accident Investigation Commission on the same day irrespective of the provision of paragraph (1) of Article 9 of the Act for Establishment of the Japan Transport Safety Board.

(2) With regard to members of the Japan Transport Safety Board to be newly appointed along with the enforcement of this Act, an act required to appoint members pursuant to the provision of paragraph (1) of Article 8 of the Act for Establishment of the Japan Transport Safety Board may be also taken even before the enforcement of this Act.

(3) With regard to obligation that any secrets that are available in the course of duties shall not be leaked of



persons who have been the chairperson or members of the Aircraft and Railway Accident Investigation Commission, the provisions then in force shall remain applicable even after the enforcement of the provision of Article 2.

(4) The provision of the Act for Establishment of the Japan Transport Safety Board shall apply to an aircraft accident, etc., and a railway accident, etc., that take place before the date of enforcement of this Act and to the aircraft accident, etc., or railway accident, etc., whose report is not yet submitted to the Minister of Land, Infrastructure, Transport and Tourism on the same day.

(5) The provision of the Act for Establishment of the Japan Transport Safety Board shall apply to a marine accident, that take place before the date of enforcement of this Act and to the marine accident, whose appeal that commences an inquiry is not yet made on the same day.

#### **Article 6(Transitional Measures Concerning Penal Provisions)**

With regard to applications of penal provisions to acts committed before the enforcement of this Act and acts committed after the enforcement of this Act in a case where the provisions then in force shall remain applicable pursuant to the provision of paragraph (4) of the preceding Article, the provisions then in force shall remain applicable.

#### **Article 7(Delegation to a Cabinet Order)**

In addition to what is provided for in Article 2 up to the preceding Article of Supplementary Provisions, the necessary transitional measures concerning the enforcement of this Act shall be prescribed by a Cabinet Order.

#### **Article 9(Review)**

The Government shall take into account implementation conditions of the provision revised by this Act when five (5) years have lapsed since the enforcement of this Act, review the expansion of functions of the Japan Transport Safety Board in light of further strengthening of safety of transport, etc., when the Government finds it necessary to do so, and take necessary measures based on the results thereof.

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## Railway Accidents and Serious Incidents to be investigated

## Railway accidents to be investigated

◎ Paragraph 3, Article 2 of the Act for Establishment of the Japan Transport Safety Board (Definition of railway accident)

The term "Railway Accident" as used in this Act shall mean a serious accident prescribed by the Ordinance of Ministry of Land, Infrastructure, Transport and Tourism among those of the following kinds of accidents; an accident that occurs during the operation of trains or vehicles as provided in Article 19 of the Railway Business Act, collision or fire involving trains or any other accidents that occur during the operation of trains or vehicles on a dedicated railway, collision or fire involving vehicles or any other accidents that occur during the operation of vehicles on a tramway.

◎ Article 1 of Ordinance for Enforcement of the Act for Establishment of the Japan Transport Safety Board (Serious accidents prescribed by the Ordinance of Ministry of Land, Infrastructure, Transport and Tourism, stipulated in paragraph 3, Article 2 of the Act for Establishment of the Japan Transport Safety Board)

1. The accidents specified in items 1 to 3 inclusive of paragraph 1 of Article 3 of the Ordinance on Report on Railway Accidents, etc. (the Ordinance);
2. From among the accidents specified in items 4 to 6 inclusive of paragraph 1 of Article 3 of the Ordinance, that which falls under any of the following sub-items:
  - (a) an accident involving any passenger, crew, etc. killed;
  - (b) an accident involving five or more persons killed or injured;
  - (c) an accident found to be likely to have been caused owing to a railway officer's error in handling or owing to malfunction, injury, destruction, etc. of the vehicles or railway facilities, which resulted in the death of any person;
3. The accidents specified in items 4 to 7 inclusive of paragraph 1, Article 3 of the Ordinance which are found to be particularly rare and exceptional;
4. The accidents equivalent to those specified in items 1 to 7 inclusive of paragraph 1, Article 3 of the Ordinance which have occurred relevant to dedicated railways and which are found to be particularly rare and exceptional; and
5. The accidents equivalent to those specified in items 1 to 3 inclusive which have occurred relevant to a tramway, as specified by a public notice issued by the Japan Transport Safety Board.

Reference The accidents listed in each of the items of paragraph 1, Article 3 of the Ordinance on Reporting on Railway Accidents, etc.

- Item 1: Train collision
- Item 2: Train derailment
- Item 3: Train fire
- Item 4: Level crossing accident
- Item 5: Accident against road traffic
- Item 6: Other accidents with casualties
- Item 7: Heavy property loss without casualties

◎ Article 1 of the Public Notice of the Japan Transport Safety Board Accidents specified by the public notice stipulated in item 5, Article 1 of the Ordinance for Enforcement of the Act for Establishment of the Japan Transport Safety Board)

1. From among the accidents specified in items 1 to 6 inclusive of paragraph 1 of Article 1 of the Ordinance on Reporting on Tramway Accidents, etc. (the Ordinance), that which falls under any of the following sub-items:
  - (a) an accident that causes the death of a passenger, crewmember, etc.;

(b) an accident that causes five or more casualties;

2. The accidents specified in items 1 to 7 inclusive of paragraph 1 Article 1 of the Ordinance which are found to be particularly rare and exceptional; and

3. From among the accidents occurring on a tramway operated under the application of the Ministerial Ordinances to Provide Technical Regulatory Standards Railways mutatis mutandis as specified in paragraph 1 of Article 3 of the Ordinance on Tramway Operations, the accidents equivalent to those specified in items 1 to 3 of Article 1 of the Ordinance for Enforcement of the Act for Establishment of the Japan Transport Safety Board.

**Reference** The accidents specified in the items of paragraph 1, Article 1 of the Ordinance on Reporting on Tramway Accidents, etc.

Item 1: Vehicle collision

Item 2: Vehicle derailment

Item 3: Vehicle fire

Item 4: Level crossing accident

Item 5: Accident against road traffic

Item 6: Other accidents with casualties

Item 7: Heavy property loss without casualties

#### Railway accidents to be investigated

Category	Train collision	Train derailment	Train fire	Level crossing accident	Accident against road traffic	Other accidents with casualties	Heavy property loss without casualties
Railway (including tramway operated as equivalent to railway) [Notice 1-3]	All accidents (These refer to train accidents and do not include vehicle accidents on railways.*1) [Ordinance 1-1]			•Accidents involving the death of a passenger, crew member, etc. •Accidents involving five or more casualties •Accidents found to have likely been caused by a railway worker's error in procedure or due to the malfunction, damage, destruction, etc., of vehicles or railway facilities, which resulted in the death of a person [Ordinance 1-2]		-----	
				Accidents that are particularly rare and exceptional [Ordinance 1-3]			
Private railway	Accidents that are particularly rare and exceptional [Ordinance 1-4]						
Tramway [Ordinance 1-5]	Accidents involving the death of a passenger, crewmember, etc., and accidents involving five or more casualties [Notice 1-1]					-----	
	Accidents that are particularly rare and exceptional [Notice 1-2]						

\*1: Among vehicle collisions, derailments, and fires on railways, accidents that fall under the category of level crossing accident, accidents against road traffics , or other accidents with casualties and which involve the death



of a passenger, crewmember, etc. [Ordinance 1-2] or which are particularly rare and exceptional [Ordinance 1-3] are to be investigated.

(Note) "Ordinance" refers to the Ordinance for Enforcement of the Act for Establishment of the Japan Transport Safety Board; "Notice" refers to the Public Notice by the Japan Transport Safety Board; and the numbers refer to the Article and paragraph numbers.

#### Railway serious incidents to be investigated

◎ Item 2, paragraph 4, Article 2 of the Act for Establishment of the Japan Transport Safety Board (Definition of railway serious incident)

A situation, prescribed by the Ordinance of the Ministry of Land, Infrastructure, Transport and Tourism (Ordinance for Enforcement of the Act for Establishment of the Japan Transport Safety Board), deemed to bear a risk of accident occurrence.

◎ Article 2 of the Ordinance for Enforcement of the Act for Establishment of the Japan Transport Safety Board (A situation prescribed by the Ordinance of the Ministry of Land, Infrastructure, Transport and Tourism, stipulated in item 2, paragraph 4, Article 2 of the Act for Establishment of the Japan Transport Safety Board.)

1. The situation specified in item 1 of paragraph 1 of Article 4 of the Ordinance on Reporting on Tramway Accidents, etc. (the Ordinance), wherein another train or vehicle had existed in the zone specified in said item; [A situation where a train starts moving for the purpose of operating in the relevant block section before completion of the block procedure: Referred to as "Incorrect management of safety block."]

2. The situation specified in item 2 of paragraph 1 of Article 4 of the Ordinance, wherein a train had entered into the route as specified in said item;

[A situation where a signal indicates that a train should proceed even though there is an obstacle in the route of the train, or the route of the train is obstructed while the signal indicates that the train should proceed: Referred to as "Incorrect indication of signal."]

3. The situation specified in item 3 of paragraph 1 of Article 4 of the Ordinance, wherein another train or vehicle had entered into the protected area of the signal which protects the zone of the route as specified in said item;

[A situation where a train proceeds regardless of a stop signal, thereby obstructing the route of another train or vehicle: Referred to as "Violating red signal."]

4. The situation specified in item 7 of paragraph 1 of Article 4 of the Ordinance, which caused malfunction, injury, destruction, etc. bearing particularly serious risk of collision or derailment of or fire in a train;

[A situation that causes a malfunction, etc., of facilities: Referred to as "Dangerous damage in facilities."]

5. The situation specified in item 8 of paragraph 1 of Article 4 the Ordinance, which caused malfunction, injury, destruction, etc. bearing particularly serious risk of collision or derailment of or fire in a train;

[A situation that causes a malfunction, etc., of a vehicle: Referred to as "Dangerous trouble in vehicle."]

6. The situation specified in items 1 to 10 inclusive of paragraph 1 of Article 4 of the Ordinance which is found to be particularly rare and exceptional; and

[These are referred to as: item 4 "Main track overrun"; item 5 "Violating closure section for construction"; item 6 "vehicle derailment"; item 9 "Heavy leakage of dangerous object"; and item 10 "others," respectively.]

7. The situations occurred relevant to the tramway as specified by a public notice of the Japan Transport Safety Board as being equivalent to the situations specified in the in preceding items.

◎ Article 2 of the Public Notice of the Japan Transport Safety Board

(A situation prescribed by the public notice stipulated in item 7, Article 2 of the Ordinance for Enforcement of the Act for Establishment of the Japan Transport Safety Board (Serious incident on a tramway))

1. The situation specified in item 1 of Article 2 of the Ordinance on Reporting on Tramway Accidents, etc. (the

Ordinance), wherein another vehicle operating on the main track had existed in the zone specified in said item;

[A situation where a vehicle is operating on the main track for the purpose of operating in the relevant safety zone before the completion of safety system procedures: Referred to as "Incorrect management of safety block."]

2. The situation specified in item 4 of Article 2 of the Ordinance, which caused malfunction, injury, destruction, etc., bearing a particularly serious risk of collision, derailment of or fire in a vehicle operating on the main track;

[A situation that causes a malfunction, etc., of facilities: Referred to as "Dangerous damage in facilities."]

3. The situation specified in item 5 of Article 2 of the Ordinance, which caused malfunction, injury, destruction, etc., bearing a particularly serious risk of collision, derailment of or fire in a vehicle operating on the main track;

[A situation that causes a malfunction, etc., of a vehicle: Referred to as "Dangerous trouble in vehicle."]

4. The situation specified in items 1 to 7 inclusive of Article 2 of the Ordinance which is found to be particularly rare and exceptional; and

[These are referred to as: item 2 "Violating red signal;" item 3 "Main track overrun;" item 6 "Heavy leakage of dangerous object;" and item 7 "others," respectively.]

5. From among the situations occurring on a tramway operated under the application of the Ministerial Ordinances to Provide Technical Regulatory Standards Railways mutatis mutandis as specified in paragraph 1 of Article 3 of the Ordinance on Tramway Operations, the situations equivalent to those specified in items 1 to 6 of Article 2 of the Ordinance for Enforcement of the Act for Establishment of the Japan Transport Safety Board.

#### Serious incidents to be investigated

Category	<ul style="list-style-type: none"><li>•Incorrect management of safety block (Railway)</li><li>•Incorrect management of safety block (Tramway)</li></ul>	<ul style="list-style-type: none"><li>•Incorrect indication of signal (Railway)</li><li>•Violating red signal</li></ul>	Dangerous damage in facilities	Dangerous trouble in vehicle	<ul style="list-style-type: none"><li>•Main track overrun</li><li>•Violating closure section for construction (Railway)</li><li>•Vehicle derailment (Railway)</li><li>•Heavy leakage of dangerous object</li><li>•Others</li></ul>
Railway (Including tramway operated as equivalent to railway) [Notice 2-5]	Certain conditions such as the presence of another train [Ordinances 2-1, 2-2, and 2-3]		Risk of collision, derailment or fire [Ordinances 2-4/ 2-5]		-----
Incidents that are particularly rare and exceptional [Ordinance 2-6]					
Tramway [Ordinance 2-7]	Certain conditions such as the presence of a vehicle [Notice 2-1]	-----	Risk of collision, derailment or fire [Notices 2-2 and 2-3]		-----
Incidents that are particularly rare and exceptional [Notice 2-4]					

(Note) "Ordinance" refers to the Ordinance for Enforcement of the Act for Establishment of the Japan Transport Safety Board; "Notice" refers to the Public Notice by the Japan Transport Safety Board, and the numbers refer to the Article and paragraph numbers.