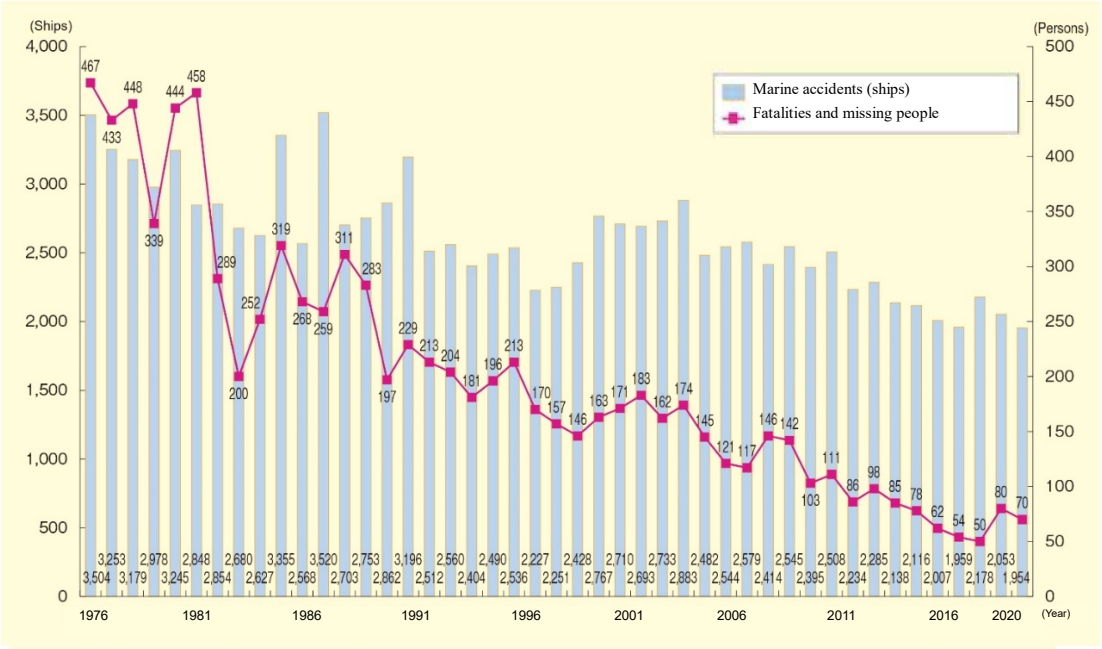
Title 2, Chapter 1 Maritime Accident Trends

Current status of maritime accidents

When we look at the changes in the number of ship accidents that were subject to the Traffic Safety Basic Plan in the seas around Japan, there were 3,232 ship accidents as an average during the 2nd Traffic Safety Basic Plan (FY 1976 to FY 1980). However, the number of ship accidents was 1,954 in 2020, a decrease of about 40%.
The number of fatalities and missing people in maritime accidents was approximately 426 people as an average during the 2nd Traffic Safety Basic Plan. However, there were 70 people in 2020, a decrease of over 80%.

Chart 2-1 Trends in the number of ships in maritime accidents and fatalities and missing people caused by them



Note
1. Source: Japan Coast Guard
2. Fatalities and missing people include crew on board who lost their lives while going adrift because of illness and others

Maritime accidents and rescues during 2020

(1) The number of ships which encountered maritime accidents in 2020 was 1,954, and within 1,360 ships, except 594 ships which could make port on their own, 1,188 ships were rescued, and the rescue rate (percentage of rescued ships over the number of ships which encountered maritime accidents except ships which could make port on their own) was 87%. The Japan Coast Guard rescued a total of 505 ships which encountered maritime accidents by dispatching a total of 1,762 patrol vessels and crafts, a total of 318 aircrafts and a total of 84 members of special rescue team.
(2) Most of fatalities and missing people in maritime accidents and most of fatalities and missing people due to falling overboard occurred in fishing boats, which accounted for 53% and 64% over the total number, respectively.
(3) The number of maritime accidents of small ships was 1,550, an increase by 3 ships compared to the previous year. The number of fatalities and missing people as a result of these accidents was 41 people, a decrease by nine people compared to the previous year.
(4) The number of ships such as pleasure boats* which encountered maritime accidents was 1,057 and of 864 ships, except 193 ships which could make port on their own, 778 ships were rescued, and the rescue rate was 90%.

*Pleasure boats
A collective term for yachts and motorboats to be used for sports or recreation.

Title 2, Chapter 2 Overview of Current Maritime Traffic Safety Measures

Improvement of maritime traffic environment

○ **Improvement of traffic safety facilities**

In order to prevent destruction and/or extinction of aids to navigation caused by natural disasters, such as earthquakes and typhoons, and ensure maritime traffic safety in disaster-stricken-areas even in times of disasters, we promoted disaster preparedness measures towards aids to navigation, including anti-seismic reinforcement, anti-wave reinforcement, prevention of inundation with seawater, maintenance of backup power supplies, etc., on the basis of the Priority Plan for Infrastructure Development.

Dissemination of knowledge regarding maritime transport Safety

○ **Raising awareness of the prevention of maritime accidents**

To prevent maritime accidents, it is important for each of us to raise our awareness of maritime accident prevention.

In parallel, efforts have been made to diffuse and promote the concept of maritime accident prevention and encourage the acquisition of, and enhancing the knowledge of maritime accident prevention in conjunction with the ministries and agencies and associations concerned. These efforts included encouraging the whole nation, as well as maritime personnel concerned, to ensure thorough adherence to the practice of self-rescue measures, such as acting in compliance with relevant laws and regulations and wearing life-jackets at all times, by taking advantage of all possible opportunities, such as maritime accident prevention training sessions and on-board guidance.

In particular, during the period from July 16 to 31, 2020, we conducted the “Campaign for Zero Sea Accident” across Japan with participation of the government and people as one focused on “Prevention of marine accidents for small boats,” “thorough watch-keeping and promotion of inter-ship communication,” and “securing measures for self-protection such as wearing a life-jacket at all times.” We also conducted local-level activities in consideration of regional characteristics including weather conditions, such as fogs, occurrence trend of maritime accidents, as well as characteristics of various ships.

Ensuring safe operation of boats and ships

○ **Thoroughness in measures to prevent reoccurrence of accidents**

In the event that a passenger ship is involved in an accident, appropriate measures to prevent its reoccurrence are formulated according to the causes of the accidents, and the countermeasures are thoroughly implemented through audits and guidance by the Safety Management and Seafarers Labour Inspector.

In April 2020, the Ordinance for Enforcement of the Mariners Law were revised to expand the scope of ships for which persons under the influence of alcohol are prohibited from being on watchkeeping duties.

In response to the accident in which a jetfoil collided with a floating object in the water in March 1991, resulting in injuries such as a fracture to 109 out of 121 passengers, we instructed jetfoil operators in March 2019 to take measures such as installing seats and seat cushions with sufficient shock-absorbing capacity, and directing the elderly people to seats with relatively low impact during the period when marine organisms and driftwood are frequently found.

Enhancing safety measures for small boats

○ **Promote safety measures for pleasure boats**

The Japan Coast Guard (JCG) called for the implementation of regular inspections and maintenance using leaflets at all opportunities, such as maritime accident prevention seminars and on-board guidance. In addition, JCG used pamphlets and other materials to raise awareness about compliance with maritime traffic rules and early access to safety information such as weather and marine conditions and navigation warnings via the internet and smartphones.

In the meantime, the Ministry of Land, Infrastructure, Transport and Tourism, in coordination with the Japan Craft Inspection Organization, made known the need to undergo ship inspection at appropriate intervals to people concerned. The police ensured maritime traffic safety, not only by patrolling sea areas focused on harbors, other ship congestion areas, bathing beaches with many swimmers, water areas where water sports are actively practiced, etc., but also by providing safety guidance to people related to marine leisure sports in cooperation with related organizations and groups.

Title 3, Chapter 1 Aircraft Accident Trends

Aircraft accidents in recent years

The number of accidents of private aircrafts in Japan was 13 in 2020, in which two persons were killed and 16 injured.
In recent years, only a few aircraft accidents of large airplane have occurred per year, most of which are caused by air turbulence, and most of the aircraft accidents are that of small airplane.

Table 3-1 Numbers of aircraft accidents and casualties

Type / Year	Number of accidents								Number of casualties	
	Large airplane	Small airplane	Ultralight aircraft	Helicopter	Gyro plane	Glider	Airship	Total	Fatality	Injury
2016	3	4	1	2	0	4	0	14	8	14
2017	3	8	3	5	1	2	0	22	22	6
2018	5	3	4	3	0	1	0	16	11	5
2019	5	1	2	2	0	3	0	13	1	12
2020	4	1	4	3	1	0	0	13	2	16

Note:
1. Source: Ministry of Land, Infrastructure, Transport and Tourism.
2. Data as of the end of December each year
3. Includes accidents involving Japanese aircraft that occurred outside of Japan.
4. Includes accidents involving foreign aircraft that occurred in Japan.
5. Accidents/casualties regarding such as natural deaths or deaths caused by violence are not included.
6. The number includes those who died within 30 days after the accident and missing persons.
7. A large airplane is an airplane with a maximum takeoff weight of over 5.7 tons and a small airplane with that equal to or less than 5.7 tons.

Incidents related to air traffic safety during 2020

Safety issues involving air carriers

There were five cases of accidents and serious incidents* which air carriers are obliged to report to Government in 2020.
Furthermore, aircraft accident involving passenger fatalities of specified domestic air carriers (domestic air carriers using aircraft with seats over 100 or the maximum takeoff weight exceeding 50,000 kg for air transport services) has not occurred since the crash of Japan Airlines Flight 123 at the mountain Osutaka in 1985.

* Serious incident: An incident which did not result in an accident, but could have resulted in an accident.

Title 3, Chapter 2 Overview of Current Air Traffic Safety Measures

Further promotion of aviation safety program

○ **Strengthening SMS (Safety Management System) in service providers**

Guidance was provided to improve the quality of SMS, which is a mechanism for risk management related to safety by promoting safety performance indicators and safety performance targets directly linked to the measures to improve safety for service providers such as Japanese air carrier. Specifically, for service providers such as new entrants of the air carriers or new airport operators based on the Act on the Operation of National Airports, etc. Utilizing the Capabilities of the Private Sector (No.67, 2013) who have limited experience with SMS measures, guidance, supervision and advice etc. were provided by maintaining close coordination so that the setting of safety performance indicators and safety performance targets can be implemented properly.

Ensuring safe operation of aircraft

○ **Implementation of Transportation Safety Management Evaluation**

In July 2020, we formulated the "Disaster Prevention Management Guidelines for Transport Operators," which summarizes the ideas that should be referred to when transport operators build and implement disaster prevention systems, and strengthened efforts to support transport operators in raising their awareness of disaster prevention and strengthening preliminary measures.

○ **Strengthening measures to prevent flight crew members from performing duties under the influence of alcohol**

In response to a series of inappropriate events involving pilots drinking alcohol that occurred from 2018 to 2019, enhanced regulations for airmen's alcohol intake were established. In 2020, we provided guidance and supervision through audits and other measures to ensure that these regulations are properly observed, and also promoted the dissemination and enlightenment of knowledge that contributes to the daily health management of pilots (including appropriate education on alcohol intake) as well as the proper operation of medical examinations (including knowledge about diseases and medicines that affect aviation operations).

Ensuring aircraft safety

○ **Improvement of technical standards of maintenance and inspection of aircraft**

To further improve the safety of aircrafts and its components, we have been developing technical standards for the safety of aircraft and its components, in light of latest technologies and international standard formulation.

Development of air traffic environment

○ **Measures against runway incursion**

To prevent erroneous entries to runways due to human error, we are promoting various measures, including formulation of rules which oblige pilots to repeat controller's instructions, and by encouraging the sharing of safety information regarding events when runways have been erroneously entered, to avert communication discrepancies between air traffic controllers and pilots. We are also promoting the development of Runway Status Light system (RWSL) designed to visually display and convey the runway occupancy state to the air traffic controller and the pilot, etc.

Topics

Road transport
Formulation of the Second Bicycle Use Promotion Plan
Promotion of subscription to bicycle liability insurance policies, etc.
Efforts by volunteers for traffic safety
Holding of the Traffic Safety Forum
Advancement of ashfall forecasting
Advanced technologies
Measures against the use of mobile phone, etc. while driving (Including measures against “texting while driving”)
Measures against obstructive driving
Holding of “Symposium for supporting children who lost their families in traffic accidents”
Railway transport
Safety measures at station platforms
Maritime transport
Prevention of accidents caused by anchor dragging, etc. during periods of rough weather
Safety measures for small boats
Promotion of measures to prevent accidents in collaboration with lifesavers
Safety measures for small ships
Dispatch of investigation team to the Mauritius grounding accident
Air transport
Establishment of a registration system for unmanned aircraft and the development of a system to realize invisible flights over populated areas (Level 4)