

"The accident with fatality caused by the collision of the train and the pedestrian occurred in the Class four level crossing"

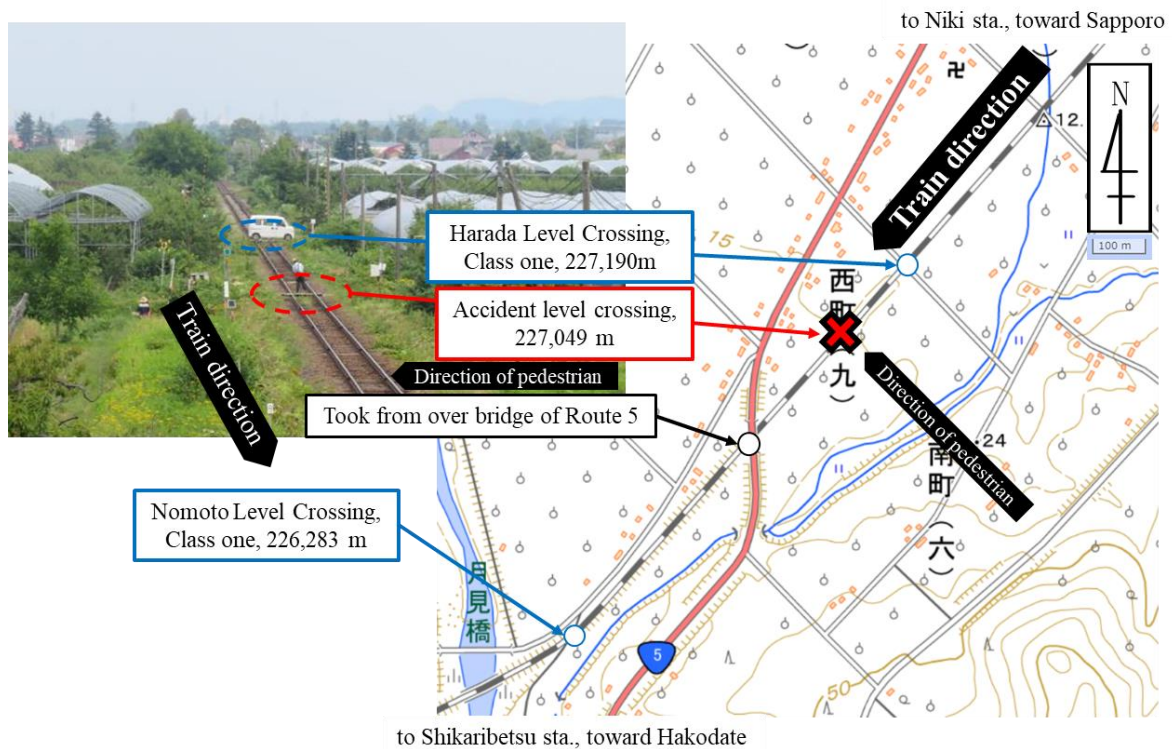
Railway operator : Hokkaido Railway Co. Ltd.
 Accident type : Level crossing accident
 Date and time : About 10:12, July 21, 2021
 Location : Naito Level Crossing, Class four level crossing without crossing gate nor road warning device, at around 227,049 m from Hakodate station, between Shikaribetsu station and Niki station, single track, Hakodate Line, Niki Town, Yoichi County, Hokkaido

<SUMMARY>

On Wednesday, July 21, 2021, while the inbound Local Diesel 1934D train, started from Otaru station bound for Kutchan station of Hokkaido Railway Co., Ltd., was running between Shikaribetsu station and Niki station at the velocity of about 81 km/h, the driver of the train noticed the pedestrian entering Naito level crossing, Class four level crossing, from left side of the train direction, at about 100 m before the level crossing, so that sounded the whistle and applied the emergency brake immediately, but the train collided with the pedestrian.

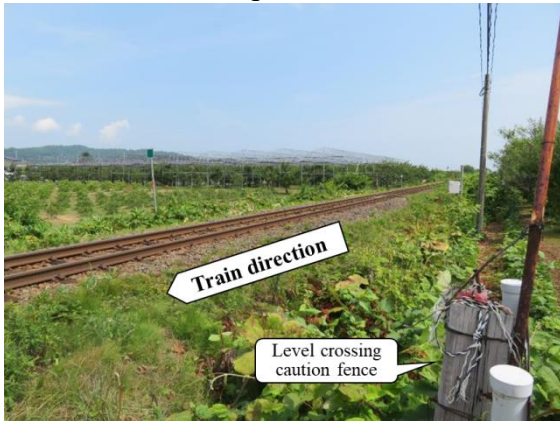
The pedestrian was dead in this accident.

Figure of the accident site and periphery

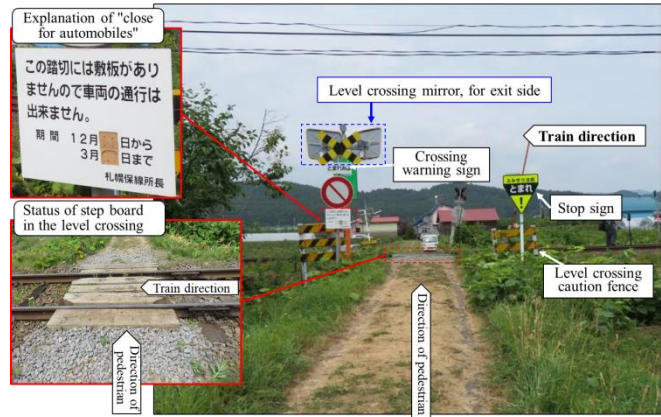


* This figure was made using the Geographical Institute Map, Electrical Country Web, of the Geospatial Information Authority of Japan

Sighted status of trains viewed from the entered side of the pedestrian



Status of the Naito Level Crossing



<PROBABLE CAUSES>

It is probable that this accident was caused by the collision of the train and the pedestrian who entered Naito Level Crossing, the Class four level crossing where crossing gate and road warning device were not equipped, in the status that the train was approaching.

It could not be revealed the reason why the pedestrian entered the level crossing and continued to walk in the status that the train was approaching, because the pedestrian was dead.

<MATTERS EXPECTED TO PREVENT RECURRENCE>

It is considered as necessary for the relevant parties such as the railway operator, the owner of the land in around the level crossing, etc., to promote the discussions for the abolishment or the installation of the level crossing protection device of Naito Level Crossing, to decide the policy in early stage, and implement the concrete measures. It is possible to promote the discussions by the effective use of the framework such as the conference, etc., including the local government, even though the local government was not the road administrator as in the Naito Level Crossing.

As for Naito Level Crossing, it is supposed that the abolishment was difficult because the users of Naito Level Crossing were limited and a part of the concerned farm will become not to be used if Naito Level Crossing was abolished. Therefore, it is expected to try to make well known again on the safety confirmation to the users of the level crossing, to reconfirm the risk to cross the Class four level crossing when started the works in the concerned farm, at the same time, to study the physical measures such as to stop once before the level crossing, not only to abolish or install level crossing protection device for Naito Level Crossing.

[Details can be obtained by the railway accident investigation report in the home page of the Japan Transport Safety Board, i.e., http://www.mlit.go.jp/jtsb](http://www.mlit.go.jp/jtsb)