

Railroad Safety Handbook

Please note that safety equipment may be installed in different ways, used in different ways, or unavailable in certain rail operators.

March 2010

Railway Bureau,
Ministry of Land, Infrastructure,
Transport and Tourism

Railroad Safety Handbook (contents)

Chapter 1: Purpose of this handbook

Section 1: Background

Section 2: Objectives

Section 3: Basic approach

Chapter 2: Behavior expected of users

Section 1: Behavior on platforms

- 1 When moving around the platform
- 2 White and yellow lines
- 3 When waiting for the train
- 4 When getting on and off the train
- 5 When the doors close
- 6 Other cautionary points
- 7 Safety equipment etc. on the platform

Section 2: Behavior on trains

- 1 Prohibition of bringing dangerous items on board
- 2 Straps and handrails
- 3 When near the train doors
- 4 When near the gangway or doors between cars
- 5 Other cautionary points
- 6 Safety equipment etc. on the train

Section 3: Behavior around level crossings

- 1 When walking across
- 2 When cycling across
- 3 When driving across
- 4 If trapped on a level crossing
- 5 Safety equipment etc. on level crossings
- 6 Prohibition of disruptive acts

Section 4: Behavior around railroad tracks

1 When around railroad tracks

2 Prohibition of disruptive acts

Chapter 3: Conveying information to users

Section 1: Methods of promoting understanding and compliance

Section 2: Strategies for conveying information

Chapter 1: Purpose of this handbook

Section 1: Background

Railroads have features such as being environmentally friendly, suited to mass transportation, and excellent for safe and reliable operation. They are also suited to varied and stable fare setting. Based on this, and by being public transportation that a great many people use together, they have become a familiar and integral part of our lives. However, railroad users acting in an inappropriate manner can lead to tragic accidents and train service being suspended for an extended period, as well as causing significant harm and inconvenience to the many people using trains together.

In particular, many instances of accidents and delays on railroads in recent years have not been caused by the rail operators, but instead other causes such as people falling off the platform, being hit by a train while on the platform, rashly entering level crossings, or entering the rail corridor. By contrast, implementation of safety measures by rail operators alone is problematic. Furthermore, demanding greater safety measures only from rail operators would lead to far higher safety investment expenditures and thus affect fares, meaning that railroads would move away from being familiar public transportation for many people as they are now.

In addition to more thorough safety measures by rail operators, and - based on collaboration with the likes of road administrators and traffic managers - the understanding and compliance of railroad users, people passing through level crossings, residents neighboring railroad tracks, etc. (hereafter "Users") are essential in order to further enhance the safety and reliability of railroads.

Section 2: Objectives

As the understanding and compliance of Users are essential in order to further enhance the safety and reliability of railroads, the Railroad Safety Handbook (hereafter "this Handbook") compiles aspects common across rail operators based on the various types of safety equipment and systems installed by rail operators related to safe railroad usage.

The authors hope that through the use of this Handbook as foundational materials to obtain the understanding and compliance of Users, it will contribute to increased safety and reliability of railroads in Japan as well as to their steady development.

*This Handbook compiles shared commitments which Users should correctly understand and adhere to in order to enhance the safety and reliability of railroads. It does not cover aspects such as manners (seating posture, usage of mobile phones, etc.) necessary to make railroad journeys more pleasant. While every effort has been made to ensure the accuracy of its contents, the authors believe it is desirable that this Handbook is further revised and enhanced in the future. In addition, regarding the safe use of railroads, every effort has been made to ensure that descriptions of the various types of safety equipment and systems are of those common across rail operators. However, please note that safety equipment may be installed in different ways, used in different ways, or unavailable in certain rail operators.

Section 3: Basic approach

Railroads are public transportation that many people use together. Even one person acting in a selfish manner can lead to tragic accidents and train operations being disrupted, causing significant harm and inconvenience to the many people around them.

When using railroads, Users must be aware of their responsibilities, avoid inconveniencing people around them, and make efforts to enable safe usage. It is therefore necessary for them to acquire in advance the correct knowledge relating to the various types of safety equipment and systems installed by rail operators and remember how to use them. At the same time, it is also necessary to make decisions and act not in a self-centered manner but with an attitude of consideration to people around them when in stations, on trains, on level crossings, or around railroad tracks. Users should also be in the habit of taking note of the important points about the various types of safety equipment displayed on platforms and trains to enable their correct use without hesitation in the event of an emergency.

This Handbook compiles shared commitments which Users should correctly understand and adhere to in order to further enhance the safety and reliability of railroads. Users should read it repeatedly, remember the correct knowledge about safe use of railroads, and act to protect each other. In addition, they should occasionally teach their friends and family - especially children - about it.

Chapter 2: Behavior expected of Users

Section 1: Behavior on platforms

Many accidents involving fatalities or serious injury occur on platforms, such as people falling off the platform or being hit by a train. Users should acquire the correct knowledge relating to the various types of safety equipment and systems described in this Section, and act in accordance with that knowledge.

1 When moving around the platform

- Do not run or swing items around on the platform, and take care of the movements of people close by.
 - Failure to do so carries the risk of causing accidents such as falling off the platform onto the tracks or being hit by a train.

2 White and yellow lines

- When walking along a platform, walk inside the white or yellow lines (nearer the center of the platform).
- When both white and yellow lines are marked, walk inside both the white and yellow lines (nearer the center of the platform).
 - Failure to do so carries the risk of causing accidents such as falling off the platform onto the tracks or being hit by a train. They may also mean the station staff cannot confirm the situation is safe when the train is due to depart, causing train delays and inconvenience to the many people using trains together.

*Another reason that yellow lines are provided is so that visually-impaired people can move along the platform safely. Users should take care to not stand between a nearby visually-impaired person and the yellow lines.

*Some yellow lines also include interior lines (note below) marking the inner edge of the platform.

*Some platforms equipped with platform edge doors do not have white or yellow lines.

Note: An interior line is a single linear protrusion indicating the inside of a platform.

3 When waiting for the train

- When waiting for the train, line up inside the white or yellow lines (nearer the center of the platform) in line with the boarding position markers. Do not block people from walking along the platform. Platforms can become congested during morning and evening rush hours in particular, so please cooperate with and show understanding of others.
- If someone has dropped something onto the tracks, do not peer over the edge or jump down to get it. Notify the station staff.
 - Such actions carry the risk of causing accidents such as falling off the platform onto the tracks or being hit by a train.

4 When getting on and off the train

- Get on and off the train in order, by allowing people getting off to leave first, and then boarding. Do not push or jostle others. People on the platform should allow people getting off the train space to get off easily.
- Look at the neighboring train doors, avoiding doors which are congested by getting on and off at uncrowded doors.
- Passengers should watch their footing, as there may be a horizontal or vertical gap between the train and the platform.
- Be aware there may be a gap where train cars are coupled together, even when a train is stopped at a platform.
 - Falling into a gap between the train and the platform, or having part of the body or an object caught in the closing doors may cause accidents, train delays, and inconvenience to the many people using trains together.

5 When the doors close

- Do not rush on or off the train when the signal has been given to close the doors, or the doors are closing. Wait for the next train.
- In the event that a part of the body or an object is caught in the closing doors, notify people close by in a loud voice and seek help from the station staff.
 - Failure to do so carries the risk of causing accidents if the train moves off with a part of the body or an object still caught in the closing doors. It may also mean the station staff cannot confirm the situation is safe when the train is due to depart, causing train delays and inconvenience to the many people using trains together.

*Unlike elevator doors, train doors are not designed to open again automatically if a part of the body or an object is caught in the closing doors.

6 Other cautionary points

(1) After having drunk alcohol

- After drinking alcohol or when not feeling well, take care to walk nearer the center of the platform and wait for the train there.
- People who feel sick while on a platform should not lean out off the platform over the tracks. Walk to the bathroom.
 - Notably, failure to do so has in many cases caused accidents such as falling off the platform onto the tracks or being hit by a train.

(2) When using technology such as a mobile phone or headphones

- When using technology such as a mobile phone or headphones, take care to walk nearer the center of the platform and wait for the train there.
 - Failure to do so carries the risk of causing accidents such as falling off the platform onto the tracks or being hit by a train.

(3) When using a baby stroller or wheelchair

- When on a platform waiting for the train with a baby stroller or wheelchair, apply the stroller or wheelchair brakes and always watch and keep hold of it.
 - Some platforms are sloped to enable rainwater to run off. Failure to apply the brakes carries the risk of causing accidents such as the baby stroller or wheelchair beginning to move down the slope, rolling off the platform onto the tracks or being hit by a train.
- In particular, when getting on or off a train with a baby stroller, straddle the gap between the train and platform and lift the stroller over the gap.
- If someone is using a baby stroller, show consideration by letting them get on or off the train first.
- Do not rush on or off the train when the signal has been given to close the doors, or the doors are closing. Wait for the next train.
 - Doing so carries the risk of the train moving off with the baby stroller's wheels still caught in the doors.

*Using a train car near the crew compartment or one which has a wheelchair space increases safety by enabling the train crew to check more easily.

7 Safety equipment etc. on the platform

(1) Escape steps and spaces under platforms

- Some stations provide steps to climb up onto the platform and escape spaces under platforms to quickly avoid an oncoming train in. In the event that someone falls off the platform onto the tracks, they should use these facilities as necessary to immediately exit the rail corridor.
- Please do not throw trash or any other items into the escape spaces.
 - Doing so brings the risk of someone not being able to escape into them in an emergency.

Note: Work is being advanced to secure escape spaces at stations with platforms where train speeds are high and train services are frequent.

(2) Train emergency stop devices (emergency stop buttons)

- Some stations have train emergency stop devices. Do not hesitate to use them when it is necessary to stop the trains in a hurry, such as when seeing someone fall from the platform onto the tracks. Also urgently notify a nearby station staff member.
- Never go down onto the tracks, even if the emergency stop button has been pressed.
 - Doing so carries the risk of being hit by a train, as trains cannot stop immediately.

Note: Work is being advanced to install train emergency stop devices at stations with platforms where train speeds are high and train services are frequent.

- Train emergency stop devices are for use when it is necessary to stop the trains in a hurry. Use the communications device (intercom) to contact the station staff about less urgent matters.
- Never activate emergency devices except in a genuine emergency. They are not for playing around with.
 - Safety checks will need to be performed, which can cause train delays and inconvenience the many people using trains together. Nuisance activation etc. may be subject to penalties under the law.

(3) Platform door emergency open button

- Some stations are fitted with devices such as platform doors. Do not hesitate to press the emergency open button and open the platform doors by hand to allow people to escape if they are caught in the platform doors or trapped between the platform doors and the train.

→ Failure to do so carries the risk of causing accidents such as falling off the platform onto the tracks or being hit by a train.

Section 2: Behavior on trains

Trains may sway such as when they travel around curves or pass through points, which can lead to passengers falling over. Users should acquire the correct knowledge relating to the various types of safety equipment and systems described in this Section, and act in accordance with that knowledge.

1 Prohibition of bringing dangerous items on board

- Dangerous items must not be taken onto trains. Urgently notify a nearby station staff member upon noticing something or someone suspicious.
 - Scattering or spillage of dangerous items can endanger or inconvenience fellow passengers, as well as require safety checks and cause train delays and inconvenience to the many people using trains together.

2 Straps and handrails

- Passengers should hold on to the straps and handrails while trains are in motion.
 - Trains may sway unexpectedly such as when they travel around curves or pass through points, or when they stop suddenly to avoid an accident, which carries the risk of passengers falling over.

*Straps and handrails are also a useful help when sitting down or standing up from a seat, or moving around a train car.

3 When near the train doors

- When near the train doors, do not lean on the doors, put hands or feet on them, or lean objects against them.
 - Doing so carries the risk of hands, feet, or objects being pulled into the doors when they open, as well as possibly impeding the doors from opening.

4 When near the gangway (Note) or doors between cars (Note)

- Do not stop in the gangway or doors between cars. Keep walking on through.
 - The gangway footplate etc. may shift significantly such as when the train travels around curves or passes through points, which carries the risk of passengers falling over. Standing in the gangway also impedes people trying to pass through.
- Close the doors between cars after passing through them.
 - Should a fire break out on the train, open doors may not prevent the fire from spreading to neighboring cars.

*Please note that on some trains, using the gangway is (except in emergencies) not permitted while the train is in motion.

Note: The gangway is a corridor enabling passengers to walk between coupled train cars.

Note: The gangway may be fitted with doors closing it off to prevent noise or wind gusts entering the passenger cars from the coupling area.

5 Other cautionary points

(1) When using a baby stroller or wheelchair

- When on a train with a baby stroller or wheelchair, apply the stroller or wheelchair brakes and always take care to watch and keep hold of it.
 - Trains may sway unexpectedly such as when they travel around curves or pass through points, or when they stop suddenly to avoid an accident, which carries the risk of causing accidents such as the baby stroller or wheelchair beginning to move or fall over.

6 Safety equipment etc. on the train

(1) Train alarm equipment (emergency contact button)

- Do not hesitate to activate the alarm equipment to alert the train crew when necessary upon noticing something or someone suspicious on the train, or there is some sort of trouble.
- Never activate emergency devices except in a genuine emergency. They are not for playing around with.
 - Safety checks will need to be performed, which can cause train delays and inconvenience the many people using trains together. Nuisance activation etc. may be subject to penalties under the law.

*Some train alarm equipment (emergency contact buttons) enable communication with the train crew, and some only display an indication in the crew compartment, with no communication function. Regardless of equipment model, many rail operators require trains to be stopped immediately when activated (except in certain locations such as in tunnels or on viaducts). However, regardless of equipment model, some rail operators will have staff respond after the train reaches the next station, and some will have staff determine what response to make after confirming what is being reported (where the equipment has communication functions).

(2) Emergency door opening device

- Use the emergency door opening device such as when instructed by the train crew in the event of a fire breaking out on the train. This device enables the train doors to be opened by hand.
- This device must not be activated upon noticing something or someone suspicious, a medical emergency, a fight on the train, or luggage becomes caught in the doors.
- When evacuating the train, take great care of hazards such as other trains or high-voltage power lines.
- Never activate emergency devices except in a genuine emergency. They are not for playing around with.
 - Activation can cause accidents such as passengers falling from the train. Safety checks will also need to be performed, which can cause train delays and inconvenience the many people using trains together. Nuisance activation etc. may be subject to penalties under the law.

*Evacuation to the side of the train is often not possible on subways, so emergency exits are provided in the crew compartments at the very front and rear of the train.

(3) Fire extinguishers

- Trains are equipped with fire extinguishers. Should a fire break out while a train is moving, don't hesitate to use it to put out the fire quickly.
 - If a fire spreads to neighboring cars, the smoke emitted may cause the injuries and damage to be greater.

Reference: Train safety equipment guide

- Some trains have a safety equipment guide informing passengers the locations where the equipment is installed. Make a point of looking at the safety equipment guide to know where it is installed and be ready in the event of an emergency.

Reference: Train emergency stop button

- Some trains are fitted with emergency stop buttons. Use them when it is necessary to stop the train in a hurry, such as if a fire breaks out.
- However, the emergency stop button must not be used while traveling in tunnels or underground, even if a fire breaks out on the train.
 - There may be no safe place available outside the train to evacuate to if the train stops, leading to a risk of greater injuries and damage from smoke.
- Never activate emergency devices except in a genuine emergency. They are not for playing around with.
 - Safety checks will also need to be performed, which can cause train delays and inconvenience to the many people using trains together. Nuisance activation etc. may be subject to penalties under the law.

Section 3: Behavior around level crossings

Pedestrians rashly entering or lingering on level crossings can cause accidents involving death or serious injury. Users should acquire the correct knowledge relating to the various types of safety equipment and systems described in this Section, and act in accordance with that knowledge.

1 When walking across

- Pause short of level crossings and look left and right to check for safety. Take great care as - even once a train has passed one way - another may soon arrive from the opposite direction.
- Entering a level crossing while the warning bells are sounding is not permitted.
- Some level crossings do not have barrier arms and warning bells. In this case, check for safety that there are no oncoming trains before entering a level crossing.
 - Failure to check for safety at level crossings can lead to tragic outcomes such as being hit by a train.
- When entering a level crossing with a baby stroller or wheelchair, take care that the wheels do not catch in the rail grooves such as by crossing as perpendicular to the tracks as possible. Also avoid drifting too close to the edge of the level crossing.
 - Failure to do so can lead to the wheels catching in the rail grooves, the stroller or wheelchair falling over, the wheels going off the paved surface, becoming unable to exit the level crossing, and, in the worst case, tragic outcomes such as being hit by a train.

2 When cycling across

- Stop short of level crossings and look left and right to check for safety. Take great care as - even once a train has passed one way - another may soon arrive from the opposite direction.
- Entering a level crossing while the warning bells are sounding is not permitted.
- Some level crossings do not have barrier arms and warning bells. In this case, check for safety that there are no oncoming trains before entering a level crossing.
 - Failure to check for safety at level crossings can lead to tragic outcomes such as being hit by a train.

- Level crossings are confined spaces where vehicles and pedestrians are also trying to cross at the same time. For safety, dismount and push your bicycle across.
- Take care that the bicycle's wheels do not catch in the rail grooves such as by crossing as perpendicular to the tracks as possible. Also avoid drifting too close to the edge of the level crossing.

→ Failure to do so can lead to the wheels catching in the rail grooves, the bicycle falling over, the wheels going off the paved surface, and becoming unable to exit the level crossing, and, in the worst case, tragic outcomes such as being hit by a train.

3 When driving across

- Stop short of level crossings and look left and right to check for safety. Take great care as - even once a train has passed one way - another may soon arrive from the opposite direction.
- Entering a level crossing while the warning bells are sounding is not permitted.
- Some level crossings do not have barrier arms and warning bells. In this case, check for safety that there are no oncoming trains before entering a level crossing.

→ Failure to check for safety at level crossings can lead to serious accidents such as being hit by a train or causing a derailment.
- Do not mindlessly follow the vehicle in front when entering a level crossing in a vehicle. First check there is enough space before and after the crossing to pass through safely.
- Cross as perpendicular to the tracks as possible. Also avoid drifting too close to the edge of the level crossing.

→ If the car in front blocks the exit to the level crossing, crossing completely may not be possible, which can lead to serious accidents such as being hit by an oncoming train or causing a derailment.
- Vehicle types which are prohibited by the traffic regulations from entering level crossings must not do so.
- Large- and medium-sized vehicles are taller than regular motor vehicles. Carefully check that such vehicles are under the height limit before entering a level crossing.
- Take particular care to ensure that cargo in the load bed does not exceed the maximum height allowed for transport.

→ Failure to do so can lead to wheels going off the paved surface, collisions with the barrier arms within the level crossing, and the vehicle becoming unable to exit the crossing, which can lead to serious accidents such as being hit by an oncoming train or causing a derailment.

4 If trapped on a level crossing

If trapped on a level crossing in a vehicle, escape is possible by driving forward and pushing against the barrier arm to lift it out of the way.

- Notify a nearby station if a barrier arm becomes damaged while escaping from a level crossing.
 - Damaged barrier arms can lead to tragic outcomes for other pedestrians and vehicles such as being hit by a train.

5 Safety equipment etc. on level crossings

(1) Level crossing obstruction warning device (emergency button)

- Activate the level crossing obstruction warning device (emergency button) to urgently notify train crew or station staff if the tracks are blocked such as by a vehicle becoming stranded on a level crossing.
- Promptly make contact if there is an emergency contact number posted.
- Warn oncoming trains of the danger by using the flares carried in vehicles if an incident occurs at a level crossing without a level crossing obstruction warning device (emergency button).
- Never activate emergency devices except in a genuine emergency. They are not for playing around with. Nuisance activation may be subject to penalties under the law.
- These devices must not be used to contact the police.
 - Safety checks will also need to be performed, which can cause train delays and inconvenience the many people using trains. Nuisance activation etc. may be subject to penalties under the law.

6 Prohibition of disruptive acts

- Acts which may obstruct train operations such as placing stones on the tracks or dumping trash in the rail corridor are prohibited. Such acts may be subject to penalties under the law.

→ Such acts can lead to serious accidents such as a derailment.

Please notify the nearest station or the police upon witnessing such acts.

*Even travel disruptions of less than one hour caused by accidents obstructing level crossings can have a wider social impact exceeding 10 million yen.

Section 4: Behavior around railroad tracks

1 When around railroad tracks

- Railroad tracks are not roads. Entering or passing through the tracks other than at level crossings is prohibited.
 - Doing so carries the risk of, in the worst case, tragic outcomes such as being hit by a train. It may also cause train delays and inconvenience to the many people using trains.
- In the event of strong winds, be sure to secure tarpaulins etc. so they are not blown away.
 - A tarpaulin etc. becoming caught on railroad overhead wiring can cause train service to be suspended and inconvenience to the many people using trains.
- Take care when working with machinery such as cranes around railroad tracks.
 - Failure to do so can lead to tragic outcomes such as being hit by a train, as well as damaging the overhead wiring, which can cause train service to be suspended and inconvenience to the many people using trains.

2 Prohibition of disruptive acts

- Throwing stones at trains, placing stones on the tracks, or writing graffiti on the station or train are prohibited. Contact the station staff or police if you see anyone doing such actions.
 - Doing so carries the risk of injuring people on the train and causing serious accidents such as derailments. It may also cause train delays and inconvenience to the many people using trains. Such acts may be subject to penalties under the law.

*Even travel disruptions of less than one hour caused by people entering the rail corridor can have a wider social impact exceeding 10 million yen.

Chapter 3: Conveying information to Users

It is hoped that the national government, rail operators, related organizations, etc. will, taking this Handbook as foundational materials, cooperate in advancing the understanding and compliance of Users to further demonstrate this Handbook's effectiveness.

Section 1: Methods of promoting understanding and compliance

The national government should work to create an environment and foster social awareness which promote the safe usage of railroads. Specifically, it should engage with the general public on an ongoing basis, utilizing this Handbook to drive understanding and compliance among Users. It should do so by having relevant institutions such as rail operators, government agencies, and educational institutions utilize it in public awareness efforts about the safe usage of railroads through channels such as school and ongoing education.

Rail operators should provide information to Users tailored to the safety equipment and systems that each operator has. Specifically, they should, with reference to this Handbook, continuously provide information in forms which suit the situation of each operator. These may include posting cautionary points in locations which catch the eyes of Users, creating and distributing safety guides, as well as utilizing websites, posters, and experiential campaigns.

Related organizations, etc. should, with reference to this Handbook, continuously provide information in cooperation with multiple rail operators. These may include creating and distributing safety guides, as well as utilizing websites, posters, and experiential campaigns.

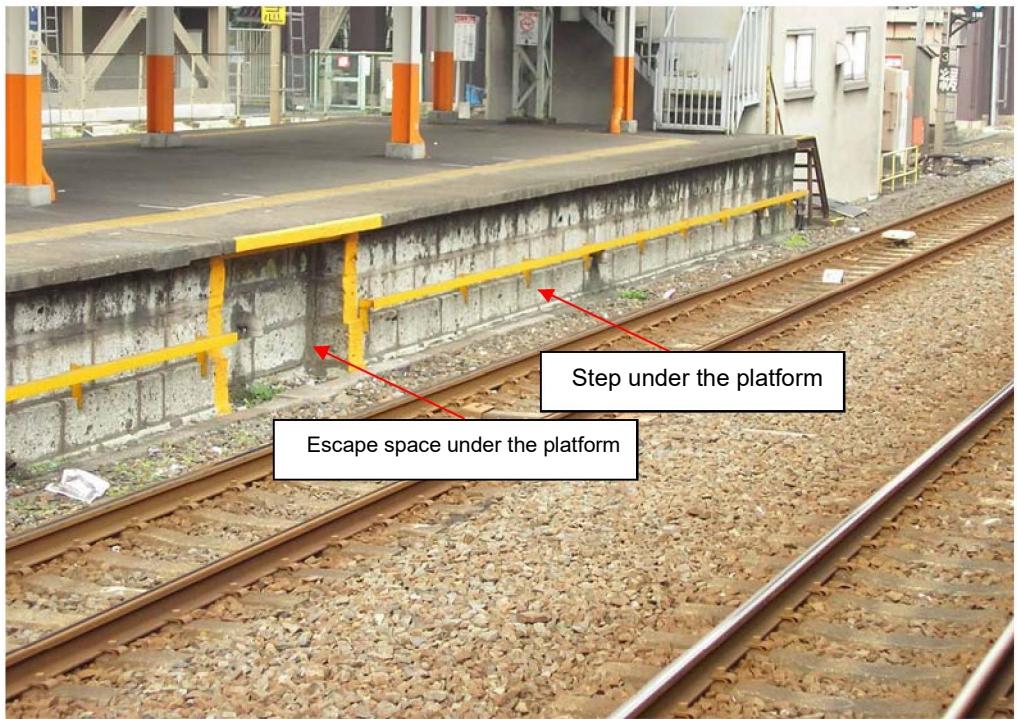
Section 2: Strategies for conveying information

When conveying information to Users, it is important to emphasize methods which are simple, humorous, and attract the attention of Users. Strategies which pay attention to the time, place, and method of conveyance when determining the amount of information provided - and which evoke the season - are also important.

Appendix 1: Representative examples of safety equipment etc. installed by rail operators

Platform	White and yellow lines (platform)
	
Platform	Platform door emergency open button
	

Platform	Communications device (intercom)
	
Platform	Train emergency stop device (emergency stop button)
	

Platform	Escape step and space under the platform
	
On the train	Gangway and doors between cars
	

On the train	Fire extinguisher
On the train	Train alarm equipment (emergency contact button)
	<p>非常通報器</p> <p>業務員連絡用ボタン</p> <p>以下の場合は下のボタンを押して ランプが点灯したら業務員と 連絡して下さい 危険人が発生したとき 不審なものを発見したとき その他の緊急事態が発生したとき</p> <p>緊急連絡ボタン</p> <p>みだりに車外に出ると危険です もし出るときは、ほかの乗客や おりる場所にもご注意ください なお、車両の転倒があった場合は には、それに従ってください</p> <p>Getting off the train between stations is dangerous. If it becomes absolutely necessary to do so, please watch out for other trains, watch your step, and follow the instructions of the railway staff.</p>

On the train

Train emergency stop button



On the train

Emergency door opening device cover



Level crossing

Level crossing obstruction warning device (emergency button)



Appendix 2: Laws and Regulations for Penal Provisions and Other Provisions Related to Behaviors Threatening Railroad Safety

- Penal Code (Act No. 45 of April 24, 1907) (Extract)

(Traffic Hazards)

Article 125 A person who creates a traffic hazard for a train or tram by damaging a railway track or railway sign, or by any other means, is punished by imprisonment for a definite term of not less than two years.

- Railway Operation Act (Act No. 65 of March 16, 1900) (Extract)

Article 31 A person who consigns or brings on board explosives or other dangerous explosive items in violation of laws and regulations related to rail transportation is punished by a fine of not more than 50 yen or a minor fine.

Article 32 A person who misuses a train alarm device is punished by a fine of not more than 50 yen or a minor fine.

Article 33 A person who commits the following acts is punished by a fine of not more than 30 yen or a minor fine.

- (i) Gets on or off a train while it is in motion
- (ii) Opens a door on the side of a train car while it is in motion
- (iii) Enters an area of the train not available to passengers

Article 34 (Omitted)

Article 35 (Omitted)

Article 36 A person who alters, damages, or removes signage displays, turns off lighting, or otherwise renders these devices incapable of functioning on a train, in a station, or in other railroad property is punished by a fine of not more than 50 yen or a minor fine.

- (ii) A person who alters, damages, or removes signals is punished by imprisonment with work for not more than three years.

Article 37 A person who enters a station or other railroad property without authorization is punished by a minor fine of not more than 10 yen.

Article 38 A person who hinders by violent acts railroad staff from carrying out their duties is punished by imprisonment with work for not more than one year.

Article 39 A person who discharges a firearm on a train, in a station, or in other railroad property is punished by a fine of not more than 30 yen or a minor fine.

Article 40 A person who throws bricks or stones toward a train is punished by a minor fine.

- Special Measures Act on the Punishment of Acts Endangering Safe Operation of Shinkansen Railways

(Act No. 111 of June 22, 1964) (Extract)

(Aims)

Article 1 Given that the trains of Shinkansen railroads (refers to Shinkansen railroads as per the National Shinkansen Railway Development Act (Act No. 71 of 1970); the same applies hereinafter) are capable of high speeds of over 200 km/h in most sections, this Act specifies special measures etc. to the Railway Operation Act (Act No. 65 of 1900) relating to punishments for acts impeding the safe operations of those trains.

(Crime of Damage etc. to Operation Safety Equipment)

Article 2 A person who causes damage to automatic train control equipment, centralized train control equipment, and other equipment to ensure the safe operation of trains as specified by an Ordinance of the Ministry of Land, Infrastructure, Transport and Tourism and which are provided for the use of Shinkansen railroads, or otherwise commits acts which impede the function of such equipment, is punished by imprisonment with work for not more than five years or a fine of not more than 50,000 yen.

- (ii) A person who recklessly operates the equipment set forth in the preceding paragraph is punished by imprisonment with work for not more than one year or a fine of not more than 50,000 yen.
- (iii) A person who damages the equipment set forth in paragraph 1 or otherwise commits an act which is likely to impede the function of the equipment therein is punished by a fine of not more than 50,000 yen.

(Crime of Placing Items on Railroad Tracks etc.)

Article 3 A person falling under one of the following items is punished by imprisonment with work for not more than one year or a fine of not more than 50,000 yen.

- (i) A person who recklessly places items on Shinkansen railroad tracks (meaning a location on the tracks, attendant maintenance corridors, or other facilities, and within a width of three meters either side of the rail center line; the same applies in the following item) in a manner which impedes train operations, or who commits similar acts
- (ii) A person who recklessly enters the Shinkansen railroad tracks

(Crime of Throwing Items at Trains etc.)

Article 4 A person who throws items or shoots at a Shinkansen railroad train while it is in motion is punished by a fine of not more than 50,000 yen.

- Road Traffic Act (Act No. 105 of June 25, 1960) (Extract)

(Going Over Railroad Crossings)

Article 33 Before going over a railroad crossing, the driver of a vehicle or streetcar must stop immediately in front of the railroad crossing (or immediately in front of any stop line established by road signs or markings; the same applies hereinafter in this paragraph) and must not proceed until after checking that it is safe to do so; provided, however, that the vehicle or streetcar may proceed without stopping immediately before a railroad crossing when complying with a signal indicated by a traffic light.

- (ii) A vehicle or streetcar must not enter a railroad crossing while a railroad crossing gate is closing or closed or while a railroad crossing alarm is sounding.
- (iii) If the driver of a vehicle or streetcar becomes unable to drive the vehicle or streetcar at a railroad crossing due to a malfunction or other such circumstance, the driver must immediately signal an emergency or take other measures to inform railroad or track officials or police officers of the emergency, as well as taking the necessary measures to move the vehicle or streetcar off the railroad crossing.

(Applicable Penal Provisions: Article 119, paragraph (1), item (ii) and paragraph (2) apply to paragraphs (1) and (2) of this Article.)

Article 119 A person as referred to in one of the following items is subject to imprisonment for not more than three months or a fine of not more than 50,000 yen.

- (i) (Omitted)
- (ii) A person engaging in conduct that constitutes a violation of Article 30 (Places Where Passing Is Prohibited), Article 33 (Going Over Railroad Crossings) paragraph (1) or (2), Article 38 (Pedestrians' and Cyclists' Right of Way at Pedestrian and Bicycle Crossings), Article 42 (Places Where Vehicles Must Be Driven at Reduced Speeds), or Article 43 (Coming to a Stop at Designated Places)