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IRSC 2025

Advancing Railway Safety through Innovations and Collaborations

Hong Kong, China 25th - 30th November 2025

Investigating the causes and background of Shinkansen train decoupling, and making safety "the top priority of management"

Naoto Watanuki
EAST JAPAN RAILWAY WORKER'S UNION

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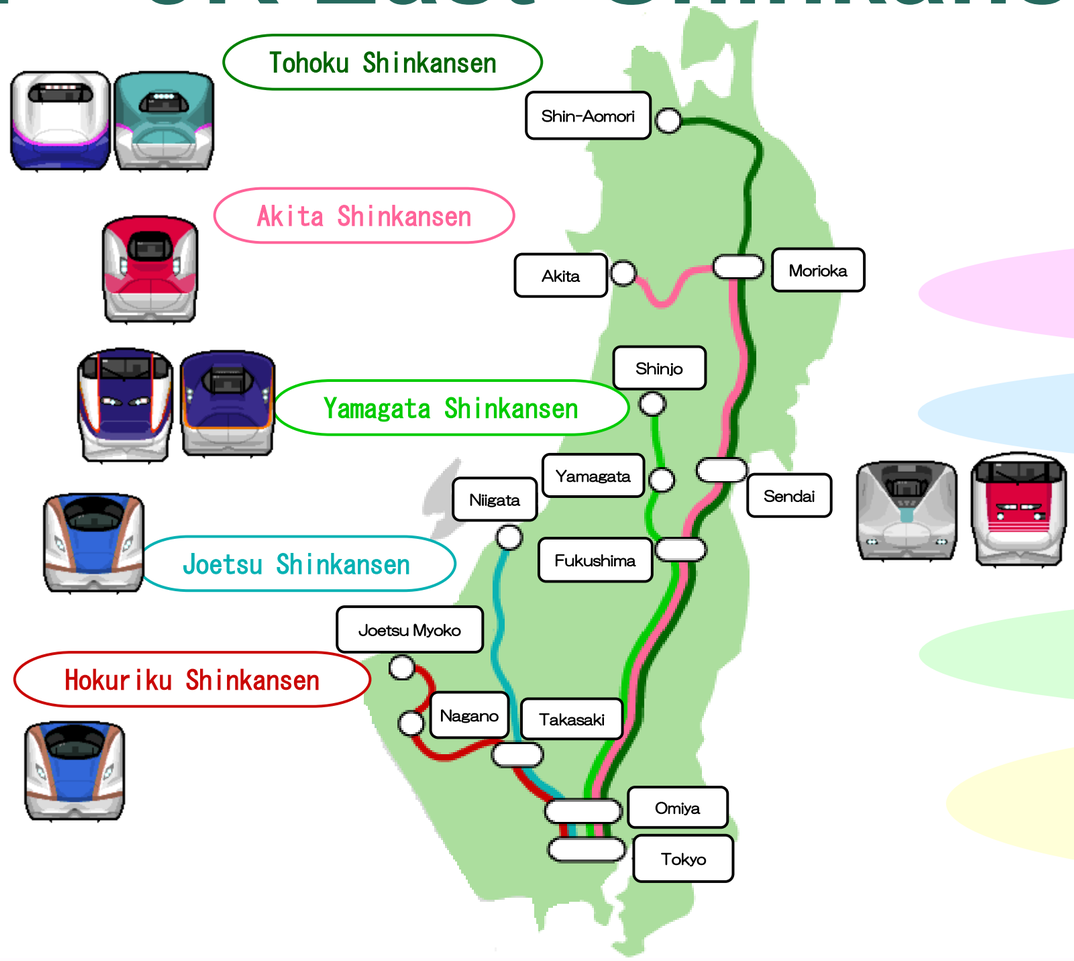
1 · JR East Shinkansen's Uniqueness



5 routes and
8 vehicle types

320km/h
commercial operation

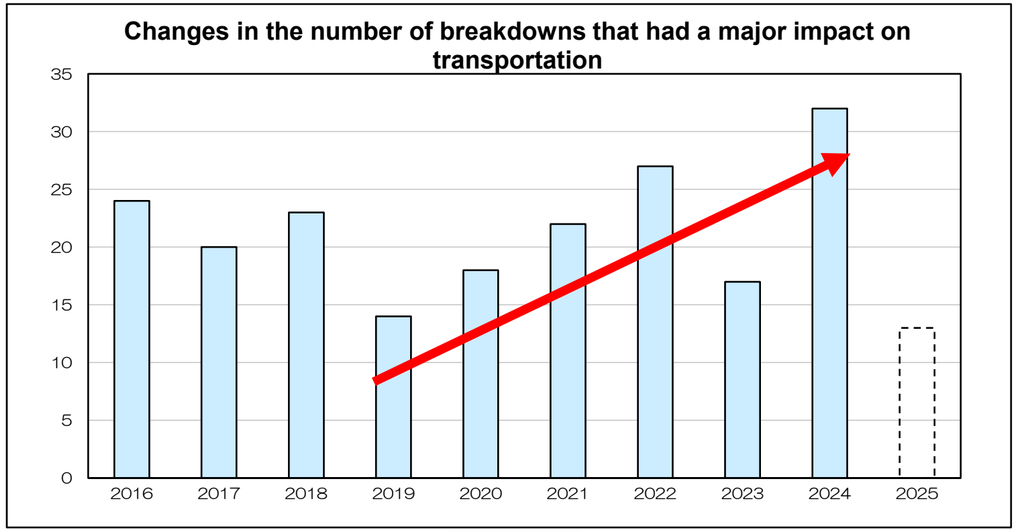
New and existing direct (coupled)
operation

50/60Hz compatible

Low temperature and snow
damage

All lines run through Tokyo Station
(2 lines, 4 platforms)

2 · Recent accidents and incidents



March 6, 2024: E3 series makes a large run

Railway accident resulting in personal injury

Serious Incident Certification

March 6, 2025: E6+H5 train separation

It happened twice in about six months!

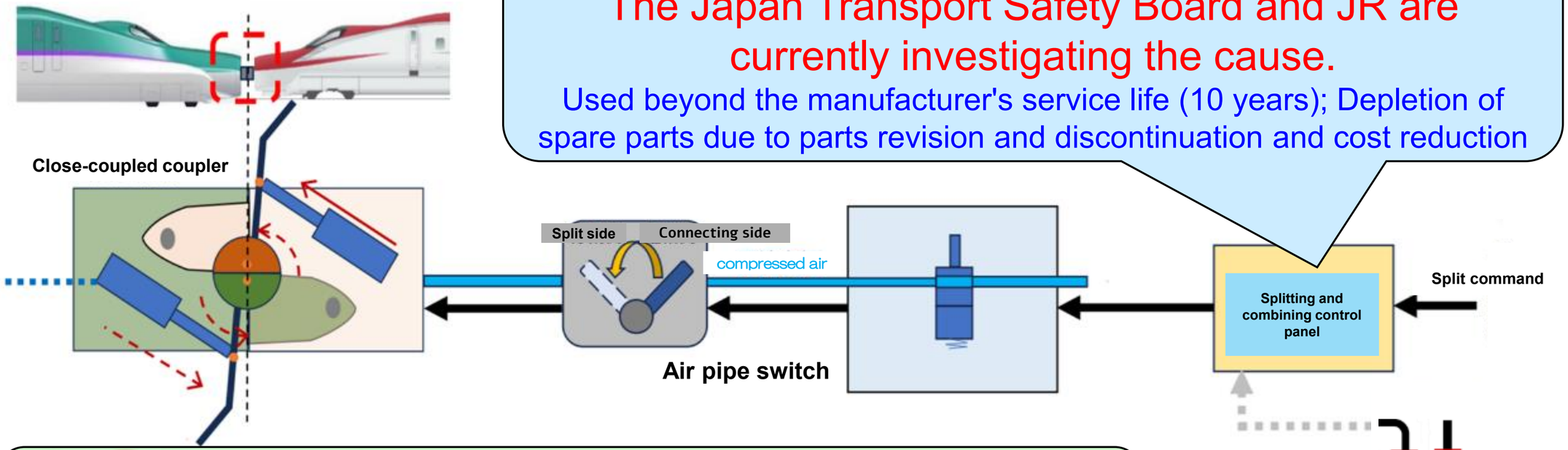
Date of occurrence	format	phenomenon	others
2024/01/23		Wire hanging down	
02/01	E５	Protective net impact	
03/06	**E３**	**Large run**	**Second time**
03/10	E５	personal injury accident	
03/29		Power outage trouble	
04/02		Conservative car oil leakage	Several others
09/19	E５+E６	Train splitting	First time
11/08	E５	Pantor damage	2 others
12/30	E６+E５	Splitting problem	
2025/02/19	E５	Truck indicator light on	Several others
02/28		Power outage trouble	
03/06	**E６+H５**	**Train splitting**	**Second time**
05/22	E６+E５	Splitting problem	
06/17	E８	APU failure	3 others
08/24	E５	Emergency B action	

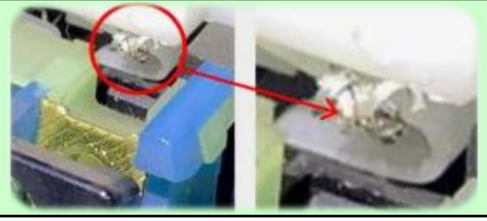
3 · Regarding train splitting

[Second time] Train Splitting (March 6, 2025)

The Japan Transport Safety Board and JR are currently investigating the cause.

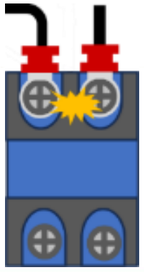
Used beyond the manufacturer's service life (10 years); Depletion of spare parts due to parts revision and discontinuation and cost reduction





[First time] Train Splitting (September 19, 2024)

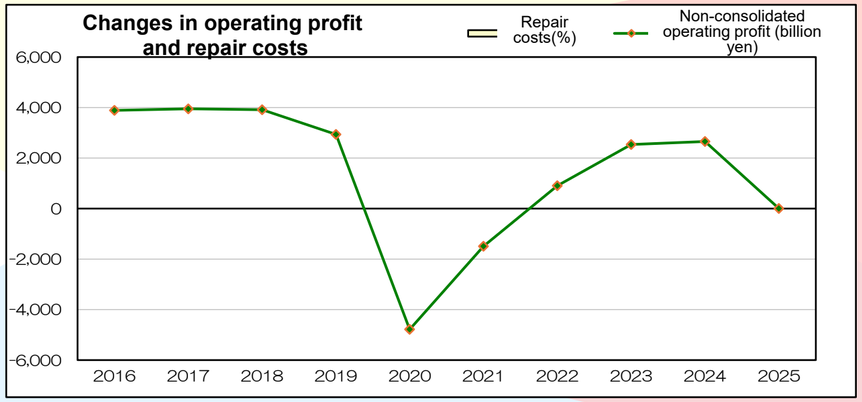
A piece of metal shorted the terminals of the air pipe closing switch



4 · Consideration 1 （4M analysis）

Media (condition, environment)

Cost reduction (COVID-19 pandemic)
Depletion of spare parts and reduction in repairs



Outsourcing and extended inspection cycles
Maintenance method following precedent

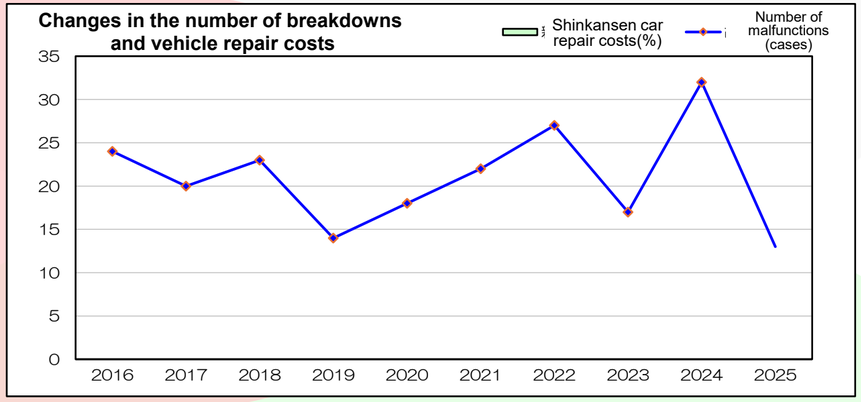
Management

Over-confidence

Shinkansen safety myth

Ma c hine

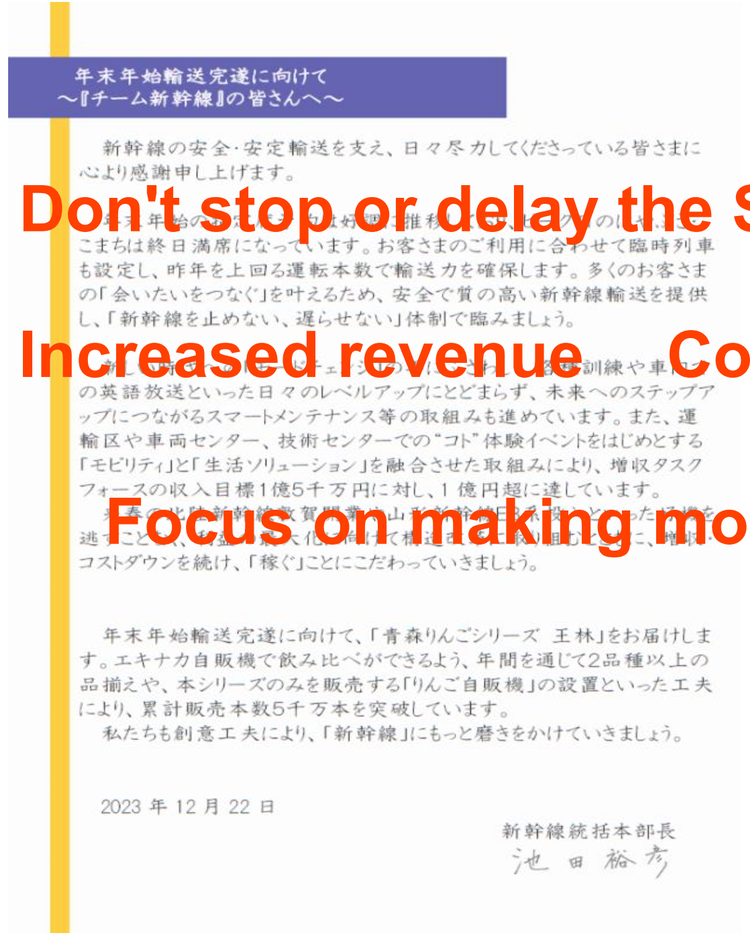
Many car models and parts types
Parts reform and Assembly



Decreased technical ability/judgment
Decline in union checking function

Man

5 · Consideration 2（Management Policy）



年末年始輸送完遂に向けて
～『チーム新幹線』の皆さんへ～

新幹線の安全・安定輸送を支え、日々尽力してくださっている皆さまに心より感謝申し上げます。

こまちは終日満席になっています。お客さまのご利用に合わせて臨時列車も設定し、昨年を上回る運転本数で輸送力を確保します。多くのお客さまの「会いたいをつなぐ」を叶えるため、安全で質の高い新幹線輸送を提供し、「新幹線を止めない、遅らせない」体制で臨みましょう。

の英語放送といった日々のレベルアップにとどまらず、未来へのステップアップにつながるスマートメンテナンス等の取組みも進めています。また、運輸区や車両センター、技術センターでの"コト"体験イベントをはじめとする「モビリティ」と「生活ソリューション」を融合させた取組みにより、増収タスクフォースの収入目標1億5千万円に対し、1億円超に達しています。

コストダウンを続け、「稼ぐ」ことにこだわっていきましょう。

年末年始輸送完遂に向けて、「青森りんごシリーズ 王林」をお届けします。エキナカ自販機で飲み比べができるよう、年間を通じて2品種以上の品揃えや、本シリーズのみを販売する「りんご自販機」の設置といった工夫により、累計販売本数5千万本を突破しています。

私たちも創意工夫により、「新幹線」にもっと磨きをかけていきましょう。

2023年12月22日

新幹線統括本部長
池田裕彦

Don't stop or delay the Shinkansen

Increased revenue　Cost reduction

Focus on making money

JR東日本グループ

"Fusion and Collaboration"

Two-axis management

グループ経営ビジョン
勇翔2034

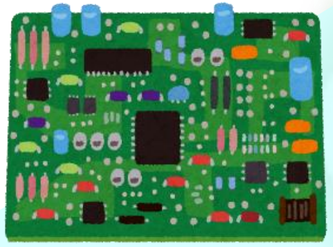
2025年度 経営方針
新幹線統括本部

関係ページ・資料集へのリンク

Profit growth　Top line improvement

6 · Recommendations

Equipment directly related to safety is replaced reliably with TBM



Unification of vehicle models and standardization of devices and parts

Strengthening checking functions through shared understanding between labor and management

7 · Summary

profit ⇔ cost ⇔ safety
management
common understanding
workers
Customers
Management's top priority
trust
Rebuild
safety

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