

**THE PAST, PRESENT, AND FUTURE OF
THE ENVIRONMENTAL IMPACT
ASSESSMENT SYSTEM IN JAPAN**

—TOKYO'S EXPERIENCE AND MOE'S INITIATIVE—

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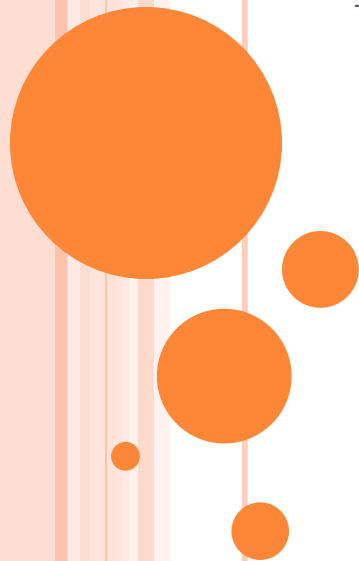


TABLE OF CONTENTS

1. Introduction
 - Environmental Assessment System in Japan
2. Tokyo's Experience
 - Case 1: Systematic Consideration for Environmental Impacts on Radial Road #5
 - Case 2: Environmental assessment for 2020 Olympic and Paralympic Games
3. MOE's Initiative
 - SEA Introduction Guidelines 2007
4. Challenges Ahead





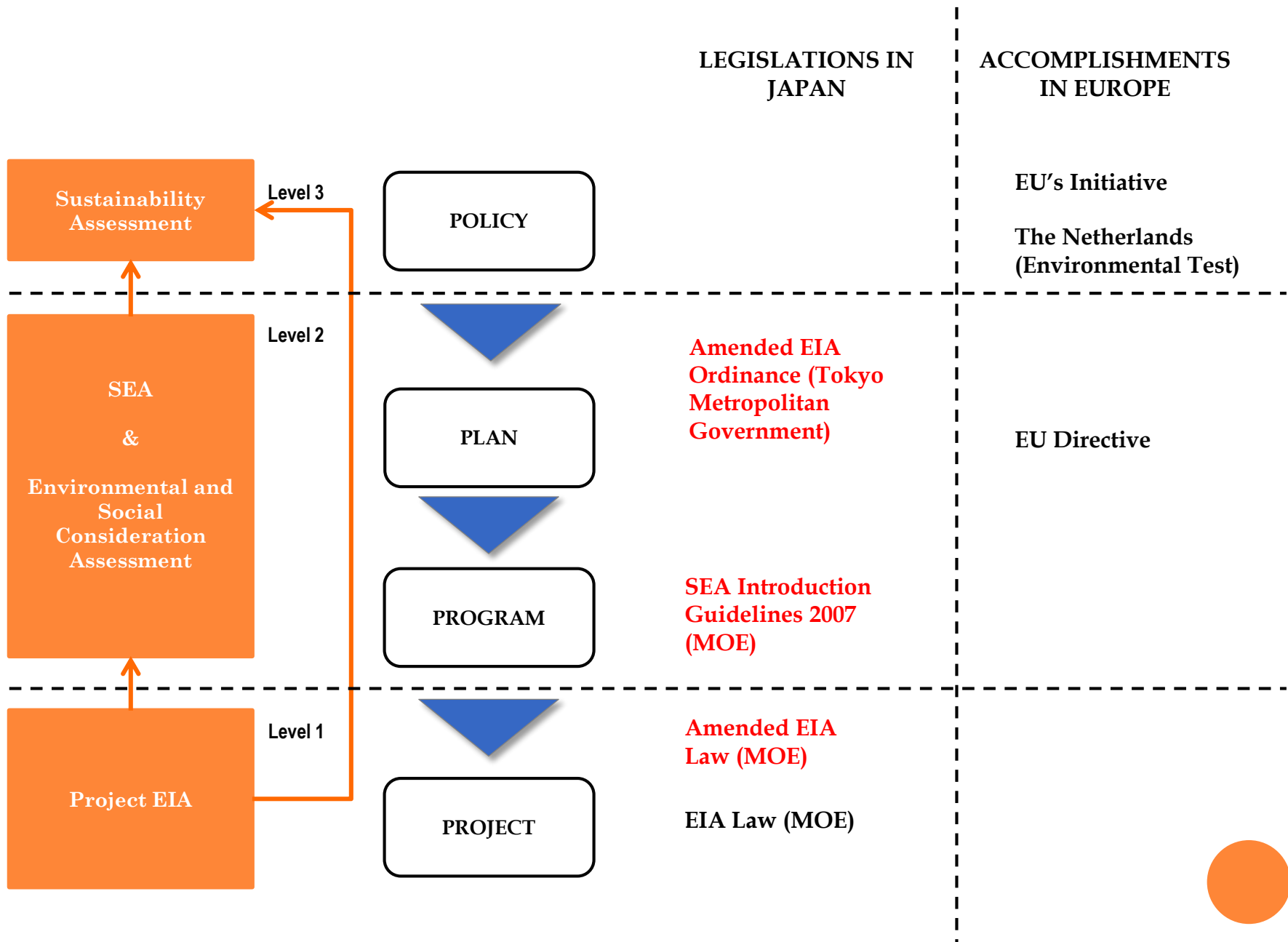
1. INTRODUCTION

Environmental Assessment System in Japan

ENVIRONMENTAL ASSESSMENT SYSTEM IN JAPAN

- Tokyo Metropolitan Government notified the amendment of the EIA Ordinance in 2002 in which systematic consideration for environmental impacts at early planning stage is introduced.
- Prior to the above amendment, Tokyo had been working over a decade on environmental evaluation before the final approval of their programs and projects on its own initiative.
- MOE notified SEA Introduction Guidelines in 2007.
- The Amended EIA Law was promulgated in 2011 and enforced in 2013 which has given the de jure flexibility in project design by introducing primary consideration of environmental assessment at early project stage. However, It has **not** fully reflected SEA Guidelines 2007.





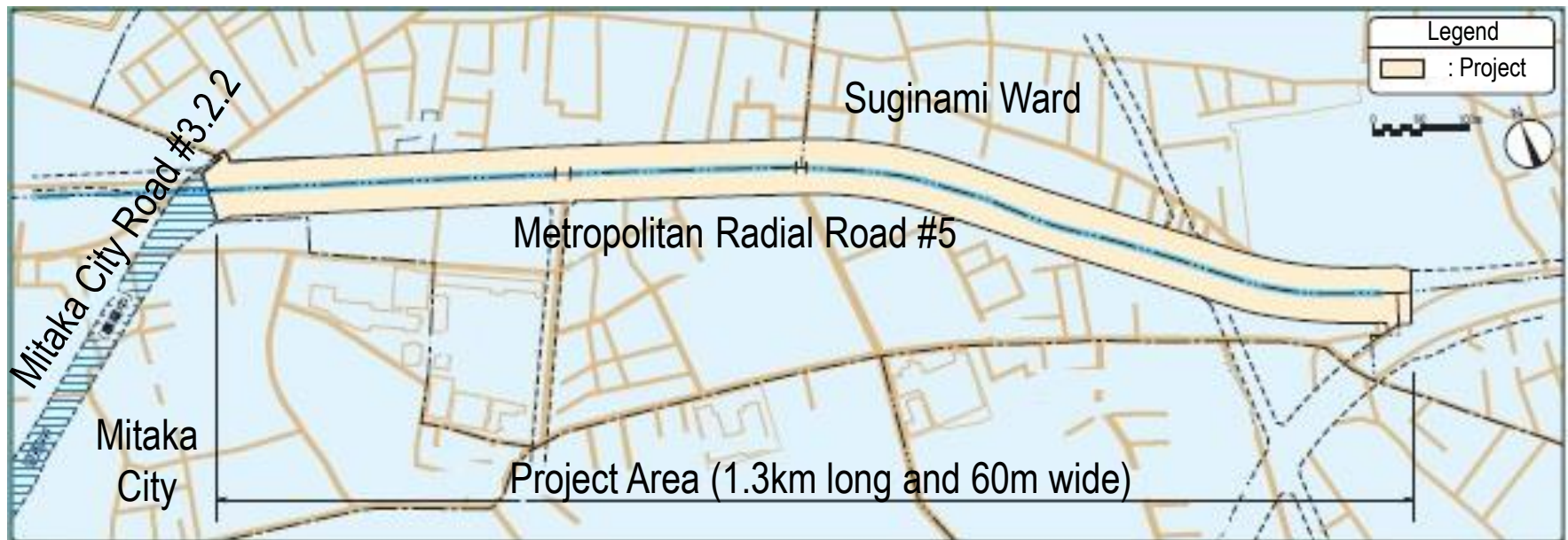


2. TOKYO'S EXPERIENCE

Own Initiatives prior to Ordinance Amendment

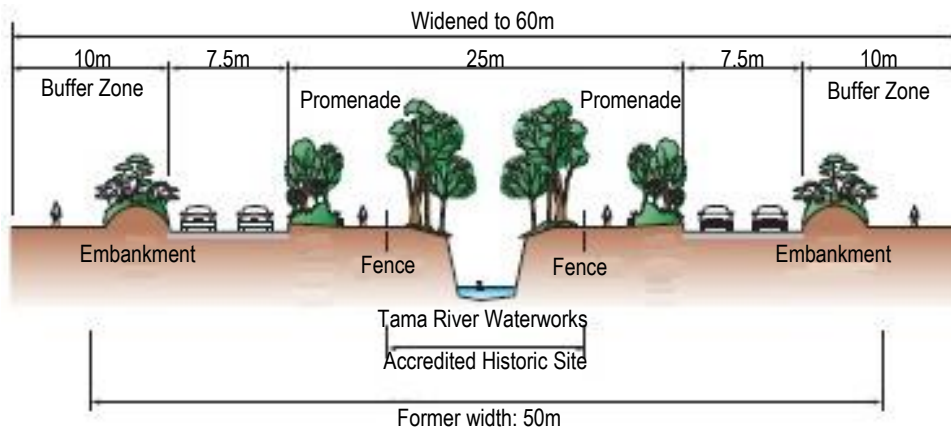
CASE 1: SYSTEMATIC CONSIDERATION FOR ENVIRONMENTAL IMPACTS ON RADIAL ROAD #5

- The City Road in Mitaka City #3.2.2 (6,570m of with 30m wide) connects to the Metropolitan Radial Road #5 in Suginami Ward.
- 1 km of the Mitaka Road #3.2.2 and 1.3 km of the Radial Road #5 had not been developed, which caused heavy traffic jam in the surrounding area.



CASE 1: SYSTEMATIC CONSIDERATION FOR ENVIRONMENTAL IMPACTS ON RADIAL ROAD #5

- Tokyo introduced a systematic consideration for environmental impacts at early stage to the Radial Road #5 on its own initiative.
 - Three alternative plans were proposed for comparison from social and economic aspects.
 - Mitaka City and Sugunami Ward requested environmental and social and economic considerations for water quality of Tama River Waterworks, air ambience, noise and vibration, flora and fauna, historical and cultural sites, information discloser and public participation.



- Tokyo modified the project design to widen the road from 50m to 60m for environmental preservation.
- Tokyo then conducted EIA and approved the project in 2005.

CASE 2: ENVIRONMENTAL ASSESSMENT FOR TOKYO 2020 OLYMPIC & PARALYMPIC GAMES

- ◆ The IOC requested the Government of Japan
 - ◆ To implement an environmental assessment on all the infrastructure for the Olympic and Paralympic Games at candidature level
- ◆ To stay coherent with the local legal framework where the site for the games is located.
- ◆ To conduct the Olympic Games Impact Survey after the Games are over.



At the stage nobody knows which country is chosen as the site for the Games, all the candidates are obliged to submit EIA to the IOC



The minimum requirement is to fulfill the EIA Ordinance of Tokyo Metropolitan Government



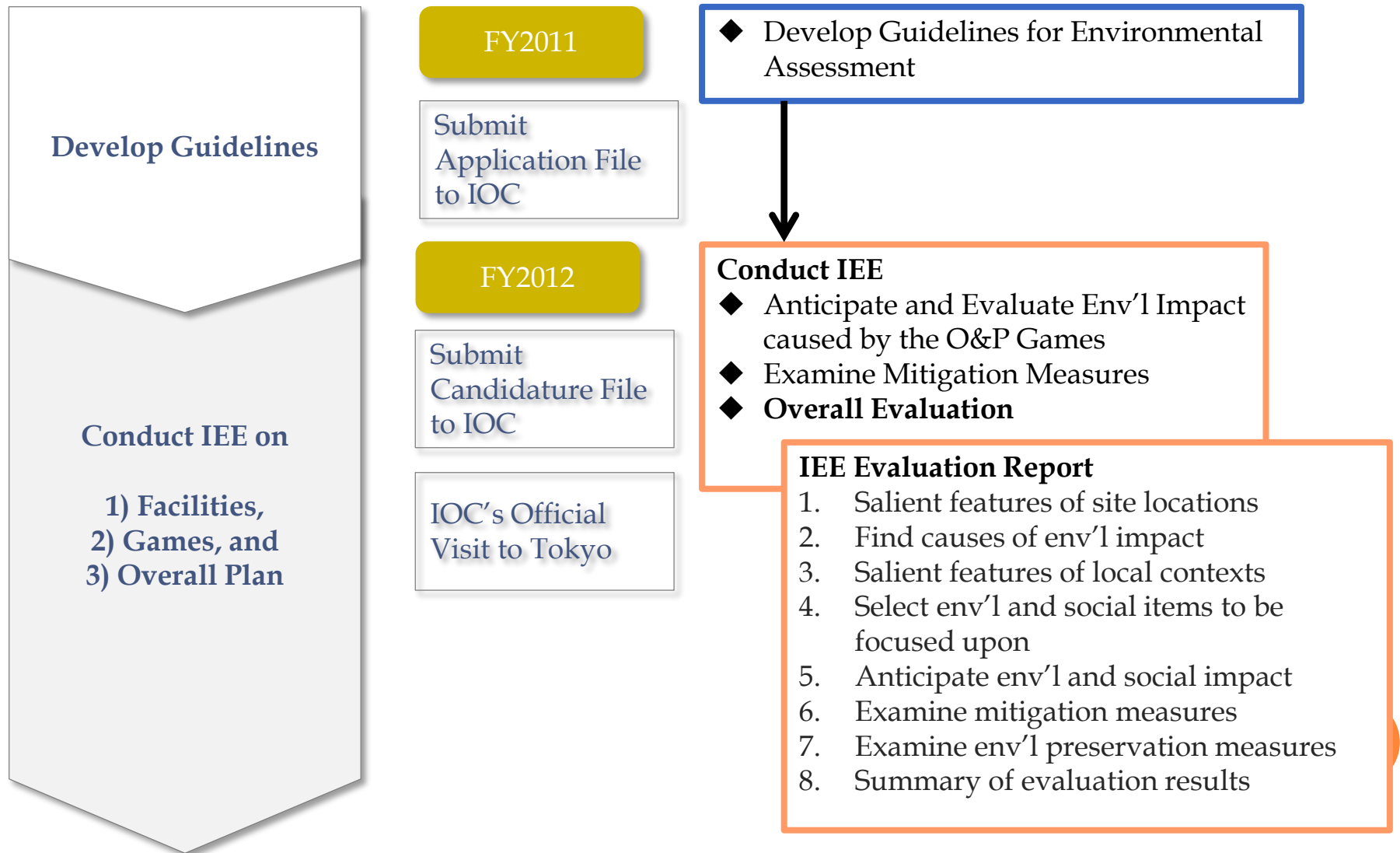
CASE 2: ENVIRONMENTAL ASSESSMENT FOR TOKYO 2020 OLYMPIC & PARALYMPIC GAMES

Tokyo's Decision

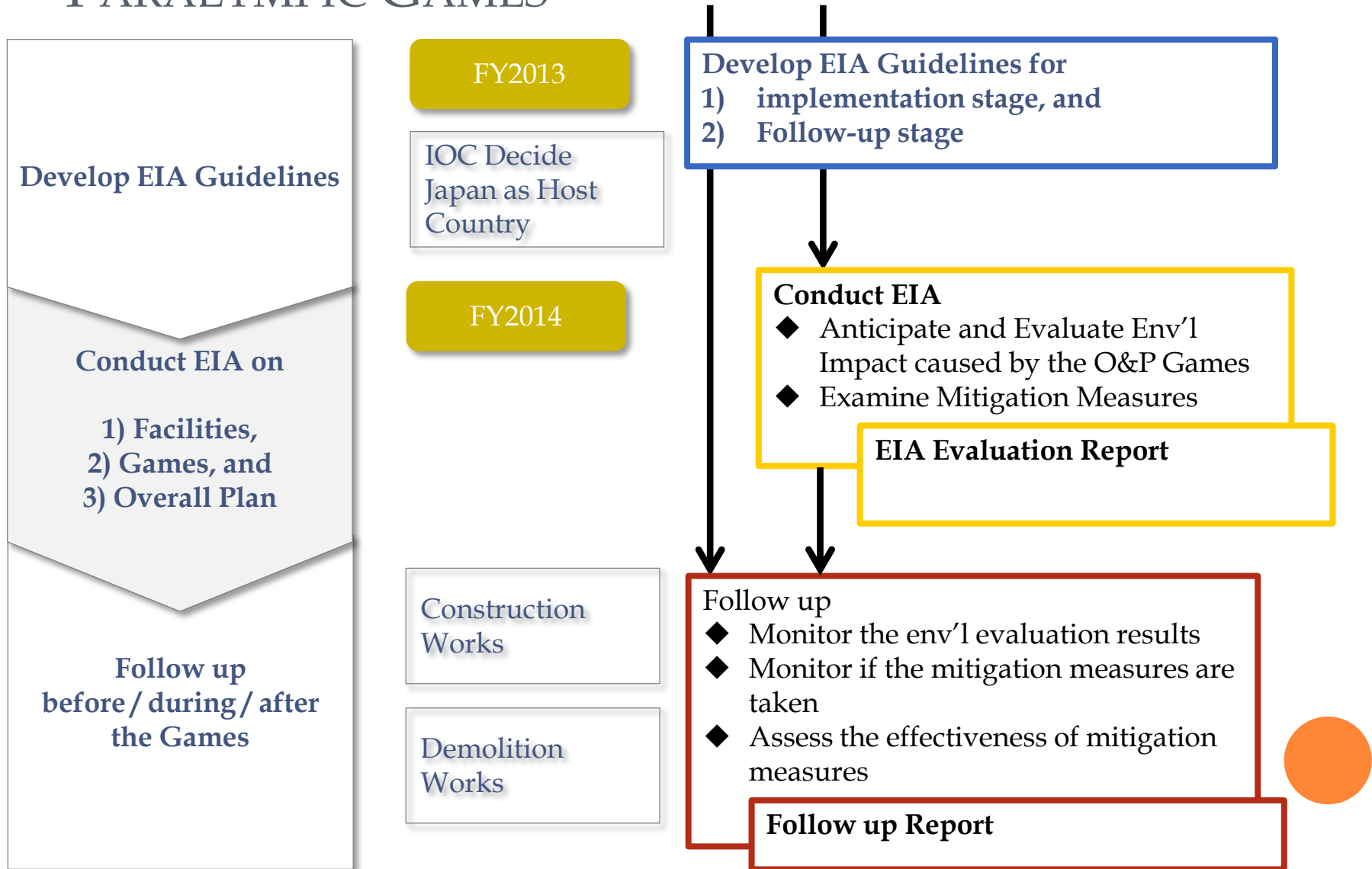
- ◆ To implement an IEE on voluntary basis, and EIA.
- ◆ To create three pillars (Facilities, Games and Overall Plan) in both IEE and EIA for a comprehensive evaluation.
- ◆ In addition to 18 items for environmental evaluation, 17 items for socioeconomic evaluation are included.
- ◆ EIA focus on the environmental impact at post-Olympic stage (“follow-up” stage) as well as implementation stage.



OVERALL FLOW OF ENVIRONMENTAL ASSESSMENT FOR TOKYO 2020 OLYMPIC AND PARALYMPIC GAMES



OVERALL FLOW OF ENVIRONMENTAL ASSESSMENT FOR TOKYO 2020 OLYMPIC AND PARALYMPIC GAMES





3. MOE'S INITIATIVE

SEA Introduction Guidelines 2007

SEA INTRODUCTION GUIDELINES 2007

- The Ministry of Environment (MOE) notified SEA Introduction Guidelines in 2007 to line ministries, prefectures and municipalities.
- Procedure for SEA implementation is described in the Guidelines.
- MOE promotes SEA implementation nationwide.



PROCEDURE OF SEA IMPLEMENTATION

1. Initiate SEA

Officially announce initiation of study on SEA.

2. Officially Announce the Assessment Methodologies

Officially announce at an appropriate timing to collect public opinions on:

- which alternatives to apply for comparison and assessment
- which environmental elements to assess
- how to perform such assessment.

Local Environmental Information

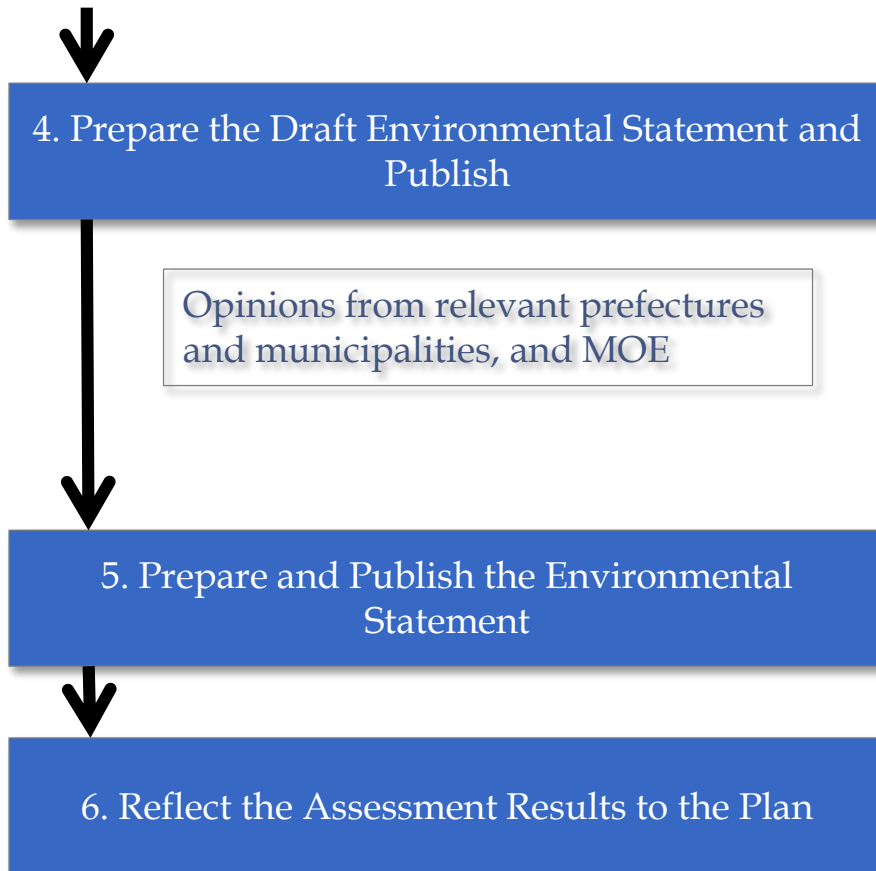
Request relevant prefectures and municipalities to provide local environmental information.

Public Opinions

3. Implement Survey, Forecast and Assess the Environmental Impact

Conduct survey, forecast and assess the environmental impact with the assessment methodologies that reflect public opinions

PROCEDURE OF SEA IMPLEMENTATION



- Compile and officially announce assessment results and collect public opinions.
- Request relevant prefectures and municipalities for their opinions.
- MOE express its opinion when necessary.

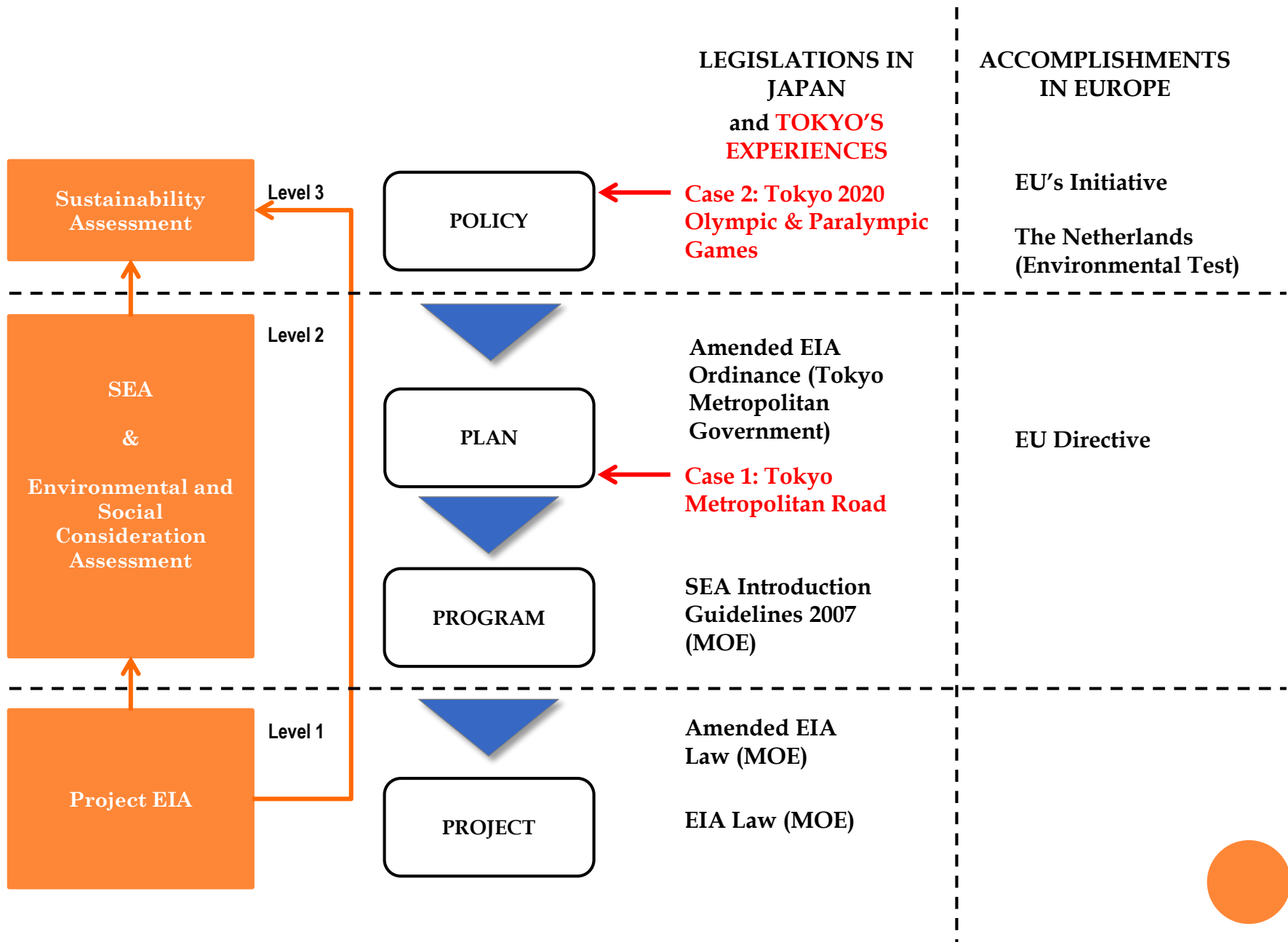
Summarize environmental statement based on public opinions and those from relevant prefectures, municipalities and MOE

- Based on the assessment results, extend environmental considerations when selecting locations and scales
- Share information on the extent to which the assessment results have been reflected upon official announcement of planning decision



4. CHALLENGES AHEAD

Issues to be tackled by Japanese Government



ISSUED TO BE TACKLED BY THE JAPANESE GOVERNMENT

- The Amended EIA Law remains at project level and there still is a space for up-streaming toward SEA at program level.
- In addition to environmental, Tokyo took social and economic considerations at the planning stage of the Metropolitan Radial Road #5.
- Environmental assessment for 2020 Tokyo Olympic and Paralympic Games is a milestone for future introduction of SEA and sustainability assessment.
- Tokyo's above lessons should be learned for holistic evaluation from environmental, social and economic aspects to increase society's sustainability.



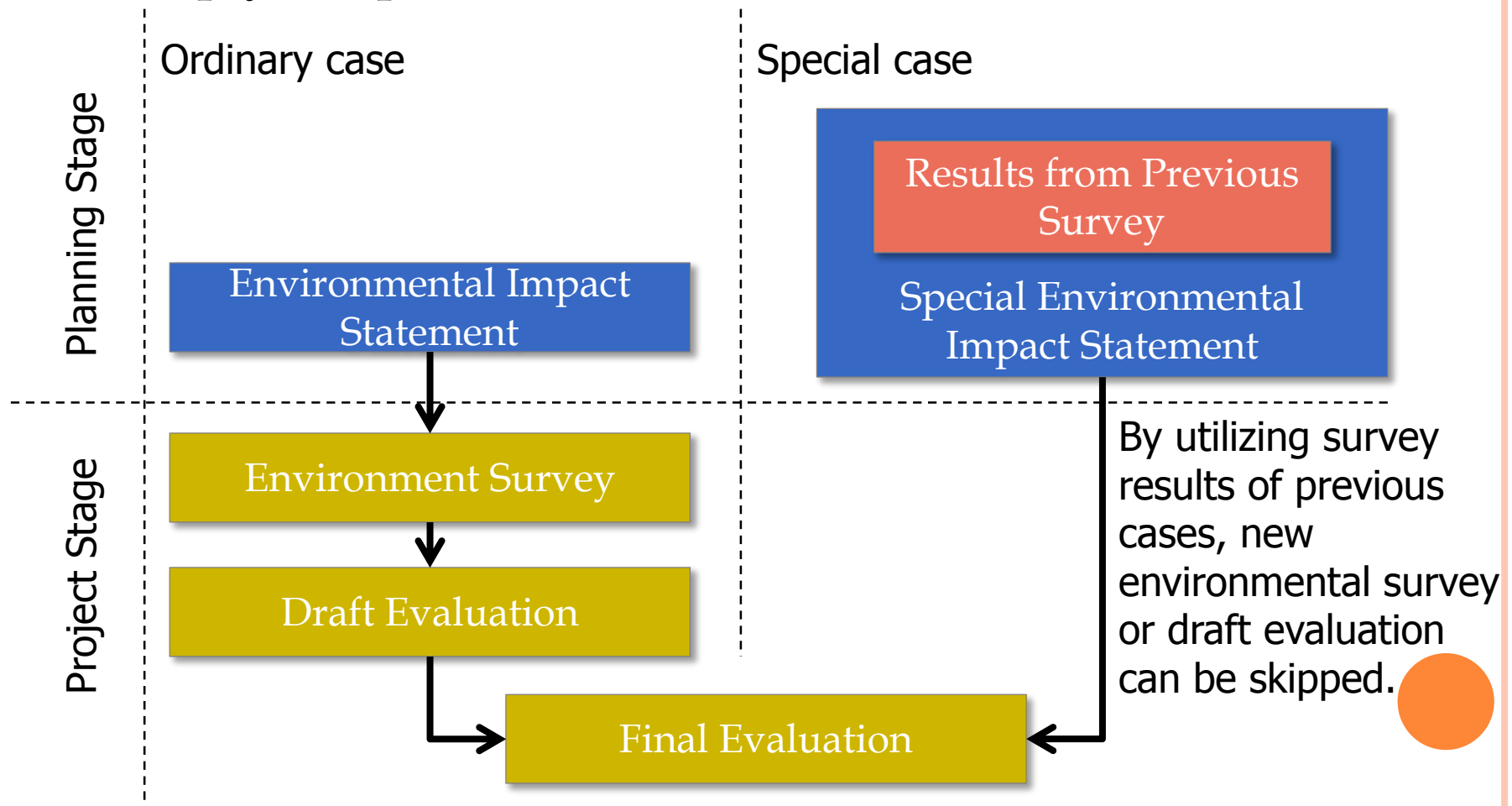
WHAT ARE CHALLENGES TO PREPARE A MEANINGFUL UPSTREAM EIA/SEA AND PROJECT-LEVEL EIA?

- Public Involvement should be secured in decision-making process.
 - Tokyo Metropolitan Government invited 3 citizens as the Council members for the qualification of EIA Document when they applied the holistic environmental assessment for the Metropolitan Radial Road No.5.
 - 3 representatives from different civic organizations are chosen as the EIA Council members of Kawasaki City.
- Social and economic evaluation should be conducted for alternatives comparison at the planning stage.
 - Tokyo Metropolitan Government has already introduced it in the Amended Ordinance.



WHAT ARE CHALLENGES TO USE UPSTREAM EIA/SEA RESULTS EFFECTIVELY FOR AVOIDING ADVERSE IMPACTS?

- Simply the procedures and shorten the time



WHAT ARE CHALLENGES TO LINK UPSTREAM EIA/SEA WITH PROJECT-SPECIFIC EIA? WHAT SHOULD BE THE TIMING?

- Prepare sufficient number of feasible alternatives
 - Non-feasible alternatives may be included to compare with feasible alternatives in SEA.
 - Project-level EIA can be the starting point if SEA conditions are not met.
- Upstream EIA/SEA should be conducted when it is ready to examine the alternatives from social and economic aspects.
- Stay transparent and reliability
 - All the decisions and procedures should be disclosed to the public.

