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Born in 1964. Joined the Environment Agency in 1987 after graduating from the Faculty of Economics, the University of Tokyo. Associate Professor at the Faculty of Law and Economics at Chiba University in 1998, was appointed to the post of Professor at the faculty in 2008 and has been in his current position since 2011. Specializes in environment policy and environment economics. Publications include "Theory of Economic Policy" and "Environmental Protection Leads to Economic Development, etc.". In charge of Environmental Management at Chiba University since 2004.

I have been writing the Outside Perspectives column in the Environment Report, published by Narita International Airport Corporation, for the last 4 years and there are clear advances every year. Last year, I made the point that there were some items in which it was difficult to see how much progress had been made over the previous year. 2011 is a defining year for NAA with the publication of its New Eco-Airport Master Plan. The Environment Report contains graphs for almost every measurable item showing annual trends not only from the previous year, but for every fiscal year from 2002 to 2010. I don't think there has been an environment report that so clearly sets out the relationship between changes in a wide range of environmental indicators over past years and the targets. This is one of the primary elements of an environment report that I would like to see incorporated in many others.

When looking at the targets of previous master plans, items stand out, such as energy conservation and recycling, which have yet to achieve their goals in some areas. However, a further look at annual trends in the relevant indicators reveals that efforts are on track, even for those items. Energy

consumption per airport user has continued to fall for 4 consecutive years on a total volume base. The recycling ratio for general waste, in contrast, has been less than stellar for the last 2 years but is improving in its long-term trend. We can fully expect that efforts will continue towards achieving the targets under the new master plan. It was also apparent that water pollution targets, zinc emissions in particular, were not achieved as well and I believe that the causes lie within the airport. I would like to see those causes identified and adequate measures put in place.

On the subject of the Great East Japan Earthquake, NAA's President and CEO mentions in his foreword power conservation measures and cooperation with the transport of emergency supplies, etc. The Great East Japan Earthquake resulted in the serious matter of radioactive materials being discharged from Fukushima Daiichi Nuclear Power Station. While I believe this to be already under consideration, I ask that every effort be made to monitor radioactivity levels when recycling grass clippings and rain water.

More than 500 companies and organizations work at Narita International Airport. In addition, approximately 32.5 million passengers a year use the airport. Therefore, Narita International Airport overall operates like one large city and NAA, which provides the foundations for its activities, functions like a large city government. Since the edition this year focuses on the contents of the old and new master plans, I feel that this report will be a little more difficult to convey the image of an airport supported by a wide range of people than in past environment reports. While I recognize it is a fairly challenging request, in future editions, I would like to see NAA try to show the progress of the plan overall along with comments from the great variety of people who contribute towards this.

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NAA's Response to Outside Perspectives

In publishing the Environment Report, NAA is deeply grateful to Professor Kurasaka for his advice in the broad-spectrum ranging from the contents of the Environment Report to our environmental initiatives and also for his advice on issues to be addressed in the future, etc.

The Environment Report contains the results of each one of our initiatives under the Eco-Airport Master Plan (Fiscal 2005–2010), analyzes the factors leading up to those results wherever possible, and conveys our intentions for the future. For that reason, the Environment Report may give a somewhat rigid impression overall. Looking forward, we will take note of Professor Kurasaka's comments and adopt a more expansive approach to presenting the initiatives of all those involved in our eco-airport.

We are extremely encouraged by Professor Kurasaka's comment

that progress is being made year-by-year. Every one of these comments and observations is taken seriously and considered to be the seeds for further advancement.

NAA will continue to work towards the growth and development of Narita International Airport and the reduction of its impact on the environment so that we may be seen by all as the leading eco-airport.

Seiichi Otake

Vice President

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