Specified Environmental Impact Assessment on the Joban Line

Overview of the Specified Environmental Impact Assessment on the Joban Line

Introduction

- The section of the Joban Line between Komagamine and Hamayoshida was damaged by the tsunami caused by the Great East Japan Earthquake on March 11, 2011.
- The line will be moved further inland from its current location, while ensuring the safety of station and railway users and maintaining consistency with the reconstruction development plans of local governments, etc.
- By March 2013, the preparation of reports and procedures for an environmental impact assessment (EIA) on this route in accordance with the Act on Special Zones for Reconstruction in Response to the Great East Japan Earthquake had been completed.

Extent of Damage along the Joban Line

Joban Line Project Overview

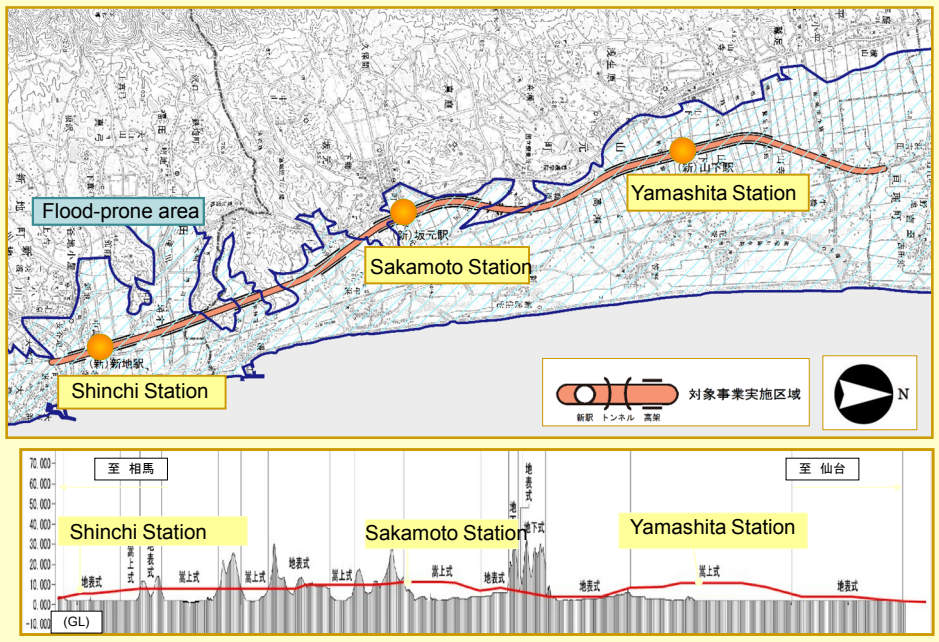
Overview of the project

Type: Improvement of rail facilities on an ordinary railway
Track extension: Approx. 14.6km
Single/double track: Single track
Power: 20,000V AC
Maximum speed: 130km/h
Start/finish points: Komagamine (Shinchi Town, Fukushima Prefecture) – Hamayoshida (Watari Town, Miyagi Prefecture)

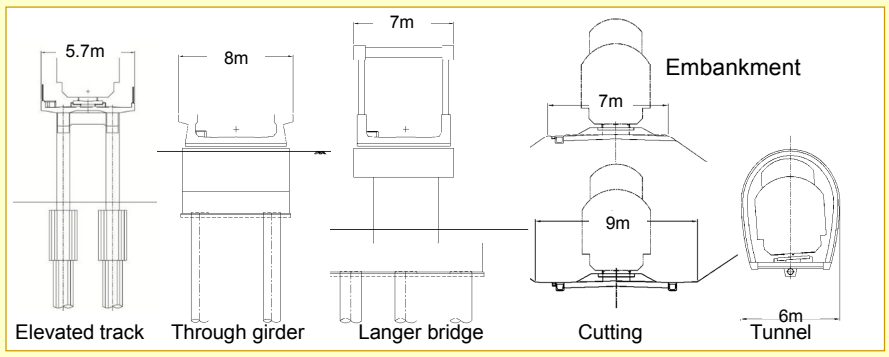
▼ Number of services to operate on the section involved in the project

Sector	Service frequency (services/day)
Hamayoshida – Yamashita	59 local trains, 8 express trains, 8 cargo trains
Yamashita – Shinchi	51 local trains, 8 express trains, 8 cargo trains
Shinchi – Komagamine	47 local trains, 8 express trains, 8 cargo trains

Map of project area (Top: location; Bottom: longitudinal profile)



Standard cross-sections

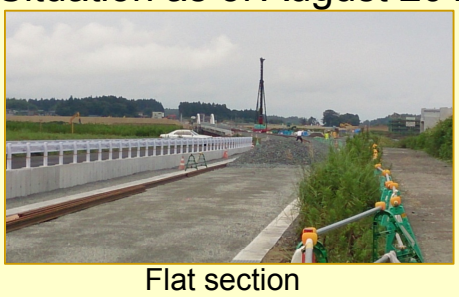


Sections by type of structure

Type of structure*	Construction class	Extension
Elevated	Elevated track, bridge	Approx. 6.3km
Excavated	Cutting	Approx. 0.4km
Underground	Tunnel	Approx. 0.5km
Surface	Embankment, elevated track, cutting, bridge	Approx. 7.3km

*:Classified according to *City Planning Guidelines (6th Edition)* (December 2008, Ministry of Land, Infrastructure, Transport and Tourism)

Situation as of August 2015


Flat section


Near Yamashita Station (elevated track)


Tunnel section


Elevated track section

Features of a Specified EIA

EIA in the Act on Special Zones for Reconstruction

- EIA carried out under the Act on Special Zones for Reconstruction are required to ensure that land restructuring projects in reconstruction development plans that are subject to Specified EIA achieve environmental conservation in a form consistent with the Act's purpose of getting projects underway promptly.

Act on Special Zones for Reconstruction: Getting projects underway promptly

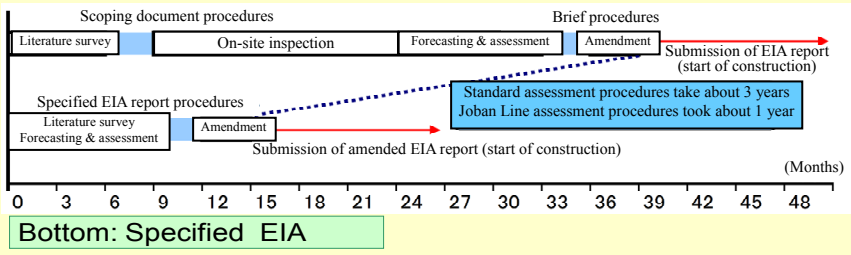
EIA: Environmental conservation

- Does not prioritize avoidance or extreme reductions.
- Requires maximum possible environmental conservation, including compensatory measures (e.g. transplantation, artificial nests).

EIA in the Act on Special Zones for Reconstruction

- Procedures that take 3 years in standard EIA were able to be completed in around 1 year under the Specified EIA process.

Top: Standard EIA



Bottom: Specified EIA

Japan Association of Environment Assessment