

Chronology of Air Quality Management Efforts by the Nation and Saitama Prefecture

Year	Nation (Japan)	Saitama Prefecture	Explanation
1961	Many asthma patients observed in Yokkaichi City		
1962	Establishment of the Smoke and Soot Regulation Law	Establishment of the Pollution Control Ordinance	Exerted an effect on coal combustion. Due to the shift of the primary fuel source from coal to oil, SOx was recognized as a social problem.
1964		Environmental Pollution Section was set up in the Environmental Health Division of the Hygiene Department	
1967	Establishment of the Basic Law for Environmental Pollution Control Lawsuit brought against 6 companies by Yokkaichi asthma patients		The purpose is to secure healthy and cultural lives of the people. Responsibilities for the National and Local Governments were made clear.
1968	Establishment of the Air Pollution Control Law	Reorganization of the "Pollution Control Office, Hygiene Department" (In the same year, it was reorganized into the "Environmental Pollution Division, Department of Public Services")	The purpose is, with regard to air pollution, to protect the health of the people and to preserve their living environment.
1969	Setting of Air Quality Standards for SOx. Notice of the Special SO2 Emission Standards Establishment of a Special Law on the Bailout of the Victims of Environmental Pollution	Full revision of the Pollution Control Ordinance	The annual average of the hourly values shall be less than 0.05 ppm.
1970	Frequent Occurrence of Photochemical Smog Establishment of the Law Concerning the Settlement of Environmental Pollution Disputes Convening of the Pollution Diet (Revision of the Basic Law for Environmental Control, etc.)	Establishment of the Guidelines on Emergency Measures for Air Pollution (SOx) Establishment of the Guidelines on Provisional Measures for Photochemical Smog Setting up of the Saitama Institute of Environmental Pollution	The "July 18" photochemical smog resulted in a large number of injured people: 5200 for Tokyo and 407 for Saitama Prefecture (eye irritation and dyspnea). 14 bills became laws, including the "Basic Law for Environmental Pollution Control" and a partial revision of the "Air Pollution Control Law."
1971	Launch of an Environmental Agency Establishment of the Law Concerning Pollution Prevention Organizations in Specified Factories Establishment of the Offensive Odor Control Law	Establishment of stricter ordinances than the National Standards based on the Air Pollution Control Law	
1972	Regulations on Black Smoke Emissions from Diesel Cars (Revision of the Air Pollution Control Law) Notice of the Policy for Setting the Allowable Limit of Automobile Emissions	The construction of the building of "Saitama Institute of Environmental Pollution" was completed Establishment of the Guidelines on Emergency Measures for Air Pollution (SOx & Photochemical Smog)	
1973	Setting of Environmental Quality Standards for Air Quality (5 substances) Establishment of the Law Concerning Pollution-related Health Damage Compensation and Other Measures		SPM, Photochemical Oxidants, SO2 (revised), NO2 and CO
1974	Introduction of Regulations to Control the Total Emission of SOx (Revision of the Air Pollution Control Law)	Regulatory areas were specified under the Offensive Odor Control Law	Regulations on Total Emission Control (For each area, the total emission control standards shall be set for specified factories and fuel use standards shall be set for other than specified factories.)
1975		Photochemical Smog: The all-time high level of Ox (0.26 ppm) and the all-time high number of health problems (14,032) were reported	
1976		Target areas were specified under the Regulations to Control the Total Emission of Sox	Kawaguchi city and seven other cities in the southern part of the Prefecture have been designated as "Specified Areas."
1978	Application of Regulations Concerning NOx Emissions from Automobiles Revision of the Environmental Quality Standards for NO2	Application of the Regulations to Control the Total Emission of SOx Full Revision of the Pollution Control Ordinance Launch of the NOx Control Committee	Current NOx emissions from gasoline passenger vehicles shall have to be reduced by 90% or more. A daily average of the hourly values: Shall be less than 0.02ppm → Shall fall within a range of 0.04 and 0.06 ppm or less than that.
1981	Introduction of Regulations to Control the Total Emission of NOx (Revision of the Air Pollution Control Law)		NOx was added to the list of "specified soot and smoke" under the Regulations for Total Amount Control.
1988	Establishment of the Ozone Layer Protection Law		Regulations on the production and import/export of ozone layer depleting substances

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1992	Establishment of the Automobile NOx Law	Establishment of the "Implementation Plan for the Prevention of Automobile Traffic Pollution"	For specified areas, there shall be a ban on the use of trucks, buses, etc. that do not comply with automobile exhaust gas regulations under the Air Pollution Control Law.
1993	Establishment of the Basic Environmental Law	Establishment of the Plan to Reduce Total Automobile NOx Emissions	A developmental succession of the "Basic Law for Environmental Pollution Control"
1994		Establishment of the Basic Environmental Ordinance	
1996	Measures to Control the Emissions of Hazardous Air Pollutants (Revision of the Air Pollution Control Law)		Voluntary efforts to control the emissions of various hazardous air pollutants by businesses and monitoring by the government
1997	Setting of Environmental Quality Standards for Hazardous Air Pollutants (4 substances)	Creation of a Review Panel for Measures to Reduce Dioxins	
1998	Establishment of the Law Concerning the Promotion of Measures to Cope with Global Warming		
1999	Establishment of the Law Concerning Special Measures against Dioxins Establishment of the PRTR Law		
2000	Setting of Environmental Quality Standards for Dioxins	Setting up of CESS (Center for Environmental Science in Saitama) Establishment of the Action Plan to Reduce Dioxins	
2001	Revision of the Automobile NOx Law (Addition of PM) Establishment of the Fluorocarbons Recovery and Destruction Law	Establishment of the Ordinance on the Conservation of the Living Environment Establishment of the "Sai-No-Kuni Aozora Saisei Senryaku 21 (Strategy 21: for Blue Sky Restoration in 'Colorful Land')"	In addition to NOx, PM also became a target for the measures (for example, by regulations on vehicle types).
2002	Establishment of the Automobile Recycling Law (Recovery of CFCs from Car Air Conditioners, etc.)		
2003		Establishment of the Plan to Reduce the Total Emissions of NOx and PM Commencement of Regulations on Exhaust Emissions from Diesel Vehicles	
2004	VOC Emission Control Regulations (Revision of the Air Pollution Control Law)		
2005	There was a report of many deaths among the employees of Asbestos product manufacturing factories and their families, which was recognized as a serious social problem. Tightening of Regulations on Work Operations Causing Asbestos Emissions, etc. (Elimination of the Area Requirement)	Setting up of the "Asbestos Measures Promotion Headquarters" Photochemical alert was issued for the first time in 21 years	
2006	Establishment of the Act on Asbestos Health Damage Relief Tightening of Regulations on Work Operations Causing Asbestos Emissions, etc (such as addition of structures) Revision of the Fluorocarbons Recovery and Destruction Law (Introduction of Process Control Systems)		
2009	Setting of Environmental Quality Standards for PM2.5	Establishment of the Ordinance on the Promotion of Measures to Cope with Global Warming	