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**Article**

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Journal of Economic Structures

**Provided in Cooperation with:**

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*Suggested Citation:* Okamoto, Shunsuke (2013) : Impacts of growth of a service economy on CO2 emissions: Japan's case, Journal of Economic Structures, ISSN 2193-2409, Springer, Heidelberg, Vol. 2, pp. 1-21,  
<https://doi.org/10.1186/2193-2409-2-8>

This Version is available at:

<https://hdl.handle.net/10419/147191>

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# Impacts of Growth of a Service Economy on CO<sub>2</sub> Emissions: Japan's Case

Shunsuke Okamoto

Received: 30 April 2013 / Accepted: 6 October 2013 / Published online: 17 October 2013

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**Abstract** The structural transition to a service economy has clearly contributed to decreasing direct (or territorial) greenhouse gas emissions. Nevertheless, the role of this structural transition on direct greenhouse gas emissions is not well understood quantitatively. This study applied the additive decomposition method and decomposed the change in CO<sub>2</sub> emissions from domestic industries into five components: changes in the overall scale of the economy, changes in the industrial composition of the various economic sectors, energy intensity changes, changes in import composition, and changes in the import scale. The decomposition results show that during the 15-year period from 1990 to 2005, structural change effects under the domestic technology assumption (which include industrial composition effects, import scale effects, and import composition effects) totaled  $-35$  Mt CO<sub>2</sub>, or 3 % of total CO<sub>2</sub> emissions in 1990. It is concluded that the CO<sub>2</sub> reduction due to the transition to a service economy was not negligible during 1990–2005 and that the structural transition to a service economy was much more important than the material dependence of service industries.

**JEL Classification** O14 · O44 · Q56

## 1 Introduction

Increased environmental loads can be understood as arising from a variety of economic factors. For example, the environmental Kuznets curve describes an inverted-U relationship between economic growth (including structural changes) and environmental pollution (Grossman and Krueger 1991, 1995, 1996; Carson 2010 for a literature overview). In particular, this article sheds light on the relationship between structural changes and environmental load in a specific country. As in Levinson (2009),

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I will focus on influences on CO<sub>2</sub> emissions. In this study, I consider not only the economic scale, but also another factor that exhibits significant influence: changes in industrial composition. In Japan, the percentage of domestic Japanese production attributable to secondary industries (manufacturing), which exhibit high rates of CO<sub>2</sub> emissions per unit production (i.e., large direct emissions coefficients), fell drastically, from 49 % in 1990 to just 39 % in 2005. In contrast, the percentage of domestic Japanese production attributable to tertiary industries (service industries), which exhibit low coefficients of direct CO<sub>2</sub> emissions, rose significantly, from 48 % in 1990 to 60 % in 2005.<sup>1</sup> This also implies that Japan's transition toward a service-oriented economy has contributed in reducing CO<sub>2</sub> emissions, but the extent to which this has slowed the pace of global warming remains unclear.

Important studies on the relationship between the transition to a service economy and CO<sub>2</sub> emissions include those of Suh (2006) and Nansai et al. (2009). Suh (2006) demonstrated that household consumption of services, excluding electric utilities and transportation services, accounts for 37.6 % of total industrial GHG emissions in the United States. Nansai et al. (2009) analyzed the factors governing life-cycle CO<sub>2</sub> emissions in Japanese service industries between the years 1990 and 2000 and concluded that increased inputs of energy and resources (including materials and components) led to significantly increased CO<sub>2</sub> emissions.

However, the studies of Suh (2006) and Nansai et al. (2009) did not quantify the transition to a service economy in terms of the increasing industrial composition attributable to service industries and also did not analyze the impact of the transition to a service economy on production-based CO<sub>2</sub> emissions.<sup>2</sup> In addition, their studies did not argue that the transition to a service economy spurs an increase in imports of CO<sub>2</sub>-intensive commodities and that consequently this structural change contributes to global warming. Therefore, in the present study, I apply the Shapley–Sun additive decomposition method (Shapley 1953; Sun 1998) and decompose the change in production-based CO<sub>2</sub> emissions from domestic industries into five components: that due to changes in the overall scale of the economy, that due to changes in the industrial composition of the various economic sectors, that due to energy intensity (i.e., technical) changes, which measures CO<sub>2</sub> emissions per unit of domestic production, that due to changes in the import composition of the various commodities, and that due to changes in the import scale. Using this index decomposition method, I will analyze the impact of Japan's transition to a service economy on Japanese CO<sub>2</sub> emissions between 1990 and 2005, and finally argue the environmental benefits of its structural transition.

The rest of this paper is organized as follows: Sect. 2 presents the decomposition method, Sect. 3 describes the data source, Sect. 4 presents a case study of Japan, and Sect. 5 concludes the paper.

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<sup>1</sup>I estimated the industrial composition rates using the linked input–output tables during 1990–2005 (see Ministry of Internal Affairs and Communication of Japan, 2010, for the linked input–output tables).

<sup>2</sup>Production-based CO<sub>2</sub> emissions represent CO<sub>2</sub> emissions from the production activities of domestic industries.

## 2 Methodology

### 2.1 Estimating CO<sub>2</sub> Emissions Originating from Industrial Activities

Let  $e_{k,i}^t$  denote the energy consumption (Gigajoules: GJ) of fuel type  $k$  ( $k = 1, 2, \dots, M$ ) associated with 1 unit (¥1 million) of production in industry sector  $i$  ( $i = 1, 2, \dots, N$ ) during year  $t$ . Here,  $N$  is the number of industry sectors and  $M$  is the number of types of fuel. Also, let  $c_k$  denote the CO<sub>2</sub> emissions (t CO<sub>2</sub>) generated directly from the consumption of 1 GJ worth of fuel type  $k$  in the specific industry sector. Then the quantity of CO<sub>2</sub> emitted in conjunction with unit production in industry sector  $i$  in year  $t$  can be expressed in the form  $c_k \times e_{k,i}^t$  (t CO<sub>2</sub>/million yen).

If  $\theta_i^t$  denotes the industrial composition showing the fraction of output of industry sector  $i$  of total production across all industries, and  $X_d^t$  denotes total industrial output summed over all industry sectors, the total amount of domestic production contributed by industry sector  $i$  in year  $t$  is then represented as  $\theta_i^t \times X_d^t$  (million yen).

Multiplying the CO<sub>2</sub> emission coefficient of industry sector  $i$ ,  $c_k \times e_{k,i}^t$ , by the domestic output of industry sector  $i$ ,  $\theta_i^t \times X_d^t$ , yields  $c_k e_{k,i}^t \theta_i^t X_d^t$  as an estimate of CO<sub>2</sub> emissions arising from the use of fuel type  $k$  in industry sector  $i$ . Summing these estimates over all industry sectors and all fuel types, we obtain the following estimate of total domestic production-based emissions  $Q_d^t$  (t CO<sub>2</sub>):

$$Q_d^t = \sum_{i=1}^N \sum_{k=1}^M c_k e_{k,i}^t \theta_i^t X_d^t \tag{1}$$

### 2.2 Changes in CO<sub>2</sub> Emissions: Factor Decomposition

We now use the Shapley–Sun decomposition method to analyze changes in the quantity of CO<sub>2</sub> emissions originating from industrial activities (i.e., the quantity  $Q_d^t$ ) into three sources: technical effects, industrial composition effects, and economic scale effects (Levinson 2009). (For details on the decomposition method, see Ang 2004; Ang et al. 2003; Wood and Lenzen 2006 and see e.g., Ma and Stern 2008; Kagawa et al. 2012 for the energy decomposition analysis.)

Let  $\Delta Q_d$  denote the change from year  $t$  to year  $t + 1$  in CO<sub>2</sub> emissions originating from industrial activities, expressed as follows:

$$\begin{aligned} \Delta Q_d &= Q_d^{t+1} - Q_d^t \\ &= \sum_{i=1}^N \sum_{k=1}^M c_k e_{k,i}^{t+1} \theta_i^{t+1} X_d^{t+1} - \sum_{i=1}^N \sum_{k=1}^M c_k e_{k,i}^t \theta_i^t X_d^t \\ &= \mathbf{c} \cdot \mathbf{E}^{t+1} \cdot \boldsymbol{\theta}^{t+1} \cdot X_d^{t+1} - \mathbf{c} \cdot \mathbf{E}^t \cdot \boldsymbol{\theta}^t \cdot X_d^t \end{aligned} \tag{2}$$

Here,  $c$  is a  $(1 \times M)$  row vector whose  $k$ th element,  $c_k$ , is the emission coefficient of fuel type  $k$ ;  $\mathbf{E}$  is an  $(M \times N)$  matrix whose  $(k, i)$  element,  $e_{k,i}$ , is the energy consumption (i.e., energy intensity) for fuel type  $k$  used to produce one unit of output

in industry sector  $i$ ; and  $\theta$  is an  $(N \times 1)$  column vector whose  $i$ th element,  $\theta_i$ , is the industrial composition of industry sector  $i$ . The superscripts  $t$  and  $t + 1$  indicate the year.

The changes in  $\mathbf{E} = (e_{k,i})$ ,  $\theta = (\theta_i)$ , and  $X$  can be expressed as follows:

$$\Delta \mathbf{E} = \mathbf{E}^{t+1} - \mathbf{E}^t \tag{3}$$

$$\Delta \theta = \theta^{t+1} - \theta^t \tag{4}$$

$$\Delta X_d = X_d^{t+1} - X_d^t \tag{5}$$

Using Eqs. (3), (4), and (5), Eq. (2) can be transformed as follows:

$$\begin{aligned} \Delta Q_d &= \mathbf{c} \cdot \mathbf{E}^{t+1} \cdot \theta^{t+1} \cdot X_d^{t+1} - \mathbf{c} \cdot \mathbf{E}^t \cdot \theta^t \cdot X_d^t \\ &= \mathbf{c} \cdot (\mathbf{E}^t + \Delta \mathbf{E}) \cdot (\theta^t + \Delta \theta) \cdot (X_d^t + \Delta X_d) - \mathbf{c} \cdot \mathbf{E}^t \cdot \theta^t \cdot X_d^t \\ &= \mathbf{c} \Delta \mathbf{E} \theta^t X_d^{t+1} + \mathbf{c} \mathbf{E}^t \Delta \theta X_d^t + \mathbf{c} \mathbf{E}^t \theta^t \Delta X_d + \mathbf{c} \Delta \mathbf{E} \Delta \theta X_d^t \\ &\quad + \mathbf{c} \mathbf{E}^t \Delta \theta \Delta X_d + \mathbf{c} \Delta \mathbf{E} \theta^t \Delta X_d + \mathbf{c} \Delta \mathbf{E} \Delta \theta \Delta X_d \end{aligned} \tag{6}$$

The first term on the right-hand side of Eq. (6) represents the influence on emissions of changes in the energy intensity in the industrial sector. The second and third terms represent the influence on emissions of changes in the industrial composition of the industrial sector and the total industrial output, respectively. The simplified additive decomposition method (e.g., Park 1992) ignores second-order interaction terms (such as the fourth, fifth, and sixth terms on the right-hand side of Eq. (6)) and third-order interaction terms (such as the seventh term). As a result, the sum of the contributions of the first three terms on the right-hand side will not be equal to total change in emissions  $\Delta Q_d$ . The important question is how to treat the influence of the interaction terms (Sun 1998).

In the present study, following Sun (1998), I consider the second-order interaction terms and the third-order interaction term, and employ the following additive decomposition formulation:

$$\begin{aligned} \Delta Q_d &= \underbrace{\mathbf{c} \Delta \mathbf{E} \theta^t X_d^t + \frac{1}{2}(\mathbf{c} \Delta \mathbf{E} \Delta \theta X_d^t + \mathbf{c} \Delta \mathbf{E} \theta^t \Delta X_d)}_{\text{Technical effect: } \Delta Q_d^{\text{Tech}}} + \frac{1}{3} \mathbf{c} \Delta \mathbf{E} \Delta \theta \Delta X_d \\ &\quad + \underbrace{\mathbf{c} \mathbf{E}^t \Delta \theta X_d^t + \frac{1}{2}(\mathbf{c} \Delta \mathbf{E} \Delta \theta X_d^t + \mathbf{c} \mathbf{E}^t \Delta \theta \Delta X_d)}_{\text{Industrial composition effect: } \Delta Q_d^{\text{Comp}}} + \frac{1}{3} \mathbf{c} \Delta \mathbf{E} \Delta \theta \Delta X_d \\ &\quad + \underbrace{\mathbf{c} \mathbf{E}^t \theta^t \Delta X_d + \frac{1}{2}(\mathbf{c} \Delta \mathbf{E} \theta^t \Delta X_d + \mathbf{c} \mathbf{E}^t \Delta \theta \Delta X_d)}_{\text{Economic scale effect: } \Delta Q_d^{\text{Scale}}} + \frac{1}{3} \mathbf{c} \Delta \mathbf{E} \Delta \theta \Delta X_d \end{aligned} \tag{7}$$

We refer to the first, second, and third terms on the right-hand side of Eq. (7) respectively as the technical effect, the industrial composition effect, and the economic scale

effect, which we denote by  $\Delta Q_d^{\text{Tech}}$ ,  $\Delta Q_d^{\text{Comp}}$ , and  $\Delta Q_d^{\text{Scale}}$ . The effect expressed by Eq. (7) is the *total* effect, representing the sum of the effects across all industries; thus, for example, it is not possible to isolate from Eq. (7) the industrial composition effect in the service industry or the technical effect in the manufacturing industry. For this reason, we will further decompose Eq. (7) into the effect in each industry.

We will classify our  $N$  industry sectors into four industry groups:

- (1) primary industries,
- (2) secondary industries,
- (3) electricity, gas, and water supply industries, and
- (4) tertiary industries (service industries).

For industry sector  $i$  belonging to the group of primary industries (i.e.,  $i \in$  primary industry), we define  $S_a$  to be the  $(N \times N)$  diagonal matrix with  $i$ th diagonal element equal to 1 and all other elements equal to 0. Here, the subscript  $a$  indicates primary industries (i.e., agriculture, forestry, and fishery industries). The technical effect (i.e., that from changes in the energy intensity) in industry sectors belonging to the group of primary industries and the effect from changes in industrial composition in industry sectors belonging to the primary industries can be quantified using Eqs. (8) and (9) below:

$$\begin{aligned} \Delta Q_{d,a}^{\text{Tech}} &= \mathbf{c}\Delta\mathbf{E}\mathbf{S}_a\boldsymbol{\theta}' X_d^t + \frac{1}{2}(\mathbf{c}\Delta\mathbf{E}\mathbf{S}_a\Delta\boldsymbol{\theta} X_d^t + \mathbf{c}\Delta\mathbf{E}\mathbf{S}_a\boldsymbol{\theta}' \Delta X_d) \\ &\quad + \frac{1}{3}\mathbf{c}\Delta\mathbf{E}\mathbf{S}_a\Delta\boldsymbol{\theta} \Delta X_d \end{aligned} \tag{8}$$

$$\begin{aligned} \Delta Q_{d,a}^{\text{Comp}} &= \mathbf{c}\mathbf{E}'\mathbf{S}_a\Delta\boldsymbol{\theta} X_d^t + \frac{1}{2}(\mathbf{c}\Delta\mathbf{E}\mathbf{S}_a\Delta\boldsymbol{\theta} X_d^t + \mathbf{c}\mathbf{E}'\mathbf{S}_a\Delta\boldsymbol{\theta} \Delta X_d) \\ &\quad + \frac{1}{3}\mathbf{c}\Delta\mathbf{E}\mathbf{S}_a\Delta\boldsymbol{\theta} \Delta X_d \end{aligned} \tag{9}$$

Similarly, the technical effects and industrial composition effects in secondary industries, electricity, gas, and water supply industries, and tertiary industries can be estimated as in Eqs. (10) through (15) below:

$$\begin{aligned} \Delta Q_{d,m}^{\text{Tech}} &= \mathbf{c}\Delta\mathbf{E}\mathbf{S}_m\boldsymbol{\theta}' X_d^t + \frac{1}{2}(\mathbf{c}\Delta\mathbf{E}\mathbf{S}_m\Delta\boldsymbol{\theta} X_d^t + \mathbf{c}\Delta\mathbf{E}\mathbf{S}_m\boldsymbol{\theta}' \Delta X_d) \\ &\quad + \frac{1}{3}\mathbf{c}\Delta\mathbf{E}\mathbf{S}_m\Delta\boldsymbol{\theta} \Delta X_d \end{aligned} \tag{10}$$

$$\begin{aligned} \Delta Q_{d,m}^{\text{Comp}} &= \mathbf{c}\mathbf{E}'\mathbf{S}_m\Delta\boldsymbol{\theta} X_d^t + \frac{1}{2}(\mathbf{c}\Delta\mathbf{E}\mathbf{S}_m\Delta\boldsymbol{\theta} X_d^t + \mathbf{c}\mathbf{E}'\mathbf{S}_m\Delta\boldsymbol{\theta} \Delta X_d) \\ &\quad + \frac{1}{3}\mathbf{c}\Delta\mathbf{E}\mathbf{S}_m\Delta\boldsymbol{\theta} \Delta X_d \end{aligned} \tag{11}$$

$$\begin{aligned} \Delta Q_{d,g}^{\text{Tech}} &= \mathbf{c}\Delta\mathbf{E}\mathbf{S}_g\boldsymbol{\theta}' X_d^t + \frac{1}{2}(\mathbf{c}\Delta\mathbf{E}\mathbf{S}_g\Delta\boldsymbol{\theta} X_d^t + \mathbf{c}\Delta\mathbf{E}\mathbf{S}_g\boldsymbol{\theta}' \Delta X_d) \\ &\quad + \frac{1}{3}\mathbf{c}\Delta\mathbf{E}\mathbf{S}_g\Delta\boldsymbol{\theta} \Delta X_d \end{aligned} \tag{12}$$

$$\begin{aligned}\Delta Q_{d,g}^{\text{Comp}} &= \mathbf{cE}^t \mathbf{S}_g \Delta \theta X_d^t + \frac{1}{2} (\mathbf{c} \Delta \mathbf{E} \mathbf{S}_g \Delta \theta X_d^t + \mathbf{cE}^t \mathbf{S}_g \Delta \theta \Delta X_d) \\ &\quad + \frac{1}{3} \mathbf{c} \Delta \mathbf{E} \mathbf{S}_g \Delta \theta \Delta X_d\end{aligned}\quad (13)$$

$$\begin{aligned}\Delta Q_{d,s}^{\text{Tech}} &= \mathbf{c} \Delta \mathbf{E} \mathbf{S}_s \theta^t X_d^t + \frac{1}{2} (\mathbf{c} \Delta \mathbf{E} \mathbf{S}_s \Delta \theta X_d^t + \mathbf{c} \Delta \mathbf{E} \mathbf{S}_s \theta^t \Delta X_d) \\ &\quad + \frac{1}{3} \mathbf{c} \Delta \mathbf{E} \mathbf{S}_s \Delta \theta \Delta X_d\end{aligned}\quad (14)$$

$$\begin{aligned}\Delta Q_{d,s}^{\text{Comp}} &= \mathbf{cE}^t \mathbf{S}_s \Delta \theta X_d^t + \frac{1}{2} (\mathbf{c} \Delta \mathbf{E} \mathbf{S}_s \Delta \theta X_d^t + \mathbf{cE}^t \mathbf{S}_s \Delta \theta \Delta X_d) \\ &\quad + \frac{1}{3} \mathbf{c} \Delta \mathbf{E} \mathbf{S}_s \Delta \theta \Delta X_d\end{aligned}\quad (15)$$

Here,  $\mathbf{S}_m$ ,  $\mathbf{S}_g$ , and  $\mathbf{S}_s$ , where the subscripts  $m$ ,  $g$ , and  $s$ , respectively, denote secondary industries, electricity, gas, and water supply industries, and tertiary industries, are  $(N \times N)$  diagonal matrices whose  $i$ th diagonal element is 1 for all  $i$  in the corresponding industry group and all other elements are zero.

### 3 Data

I used CO<sub>2</sub> emissions data obtained from industrial tables contained in the Embodied Energy and Emission Intensity Data for Japan Using Input–Output Tables: 3EID data book released by the Center for Global Environmental Research at the National Institute for Environmental Studies of Japan (2012). In addition, I used the 1990–1995–2000–2005 linked environmental input–output tables (396 industry sectors) (Nansai et al. 2007, 2009).

Using the 3EID data book allows energy intensity data for joules of 32 types of raw fuel directly consumed by producing one unit of output in each of 396 industry sectors in the years 1990, 1995, 2000, and 2005 (see Table 1 for the 32 raw fuel types). From this database, we can obtain values of  $e'_{k,i}$ . In addition, from the same database, we can obtain data on the quantity  $c_k$  (Table 1).

From the 1990–1995–2000–2005 linked input–output tables (which are evaluated in terms of 2005 producer prices), we can obtain not only data on the total production in each industry sector in each year, but also data on the quantity  $X_d^t$ . This, in turn, allows us to easily compute  $\theta_i$ , which measures the industrial composition of industry sector  $i$ . For details on the categorization of industry sectors, see Table 2.

## 4 Results

### 4.1 Macro-level Decomposition Results

According to the 1990–1995–2000–2005 linked input–output tables, Japan's total industrial output was ¥841 trillion in 1990, ¥886 trillion in 1995, ¥922 trillion in 2000,

**Table 1** The classification of fuel types

	Fuel type	CO <sub>2</sub> emission intensity	Unit
1	Coking coal	0.092	t CO <sub>2</sub> /GJ
2	Steam coal, lignite and anthracite	0.089	t CO <sub>2</sub> /GJ
3	Coke	0.108	t CO <sub>2</sub> /GJ
4	Blast furnace coke	0.108	t CO <sub>2</sub> /GJ
5	Coke oven gas (COG)	0.040	t CO <sub>2</sub> /GJ
6	BFG (Consumption)	0.108	t CO <sub>2</sub> /GJ
7	BFG (Generation)	0.108	t CO <sub>2</sub> /GJ
8	LOG (Consumption)	0.108	t CO <sub>2</sub> /GJ
9	LOG (Generation)	0.108	t CO <sub>2</sub> /GJ
10	Crude oil	0.069	t CO <sub>2</sub> /GJ
11	Fuel oil A	0.071	t CO <sub>2</sub> /GJ
12	Fuel oils B and C	0.071	t CO <sub>2</sub> /GJ
13	Kerosene	0.068	t CO <sub>2</sub> /GJ
14	Diesel oil	0.069	t CO <sub>2</sub> /GJ
15	Gasoline	0.067	t CO <sub>2</sub> /GJ
16	Jet fuel	0.067	t CO <sub>2</sub> /GJ
17	Naphtha	0.065	t CO <sub>2</sub> /GJ
18	Petroleum-based hydrocarbon gas	0.046	t CO <sub>2</sub> /GJ
19	Hydrocarbon oil	0.077	t CO <sub>2</sub> /GJ
20	Petroleum coke	0.093	t CO <sub>2</sub> /GJ
21	Liquefied petroleum gas (LPG)	0.060	t CO <sub>2</sub> /GJ
22	Natural gas, LNG	0.051	t CO <sub>2</sub> /GJ
23	Mains gas	0.052	t CO <sub>2</sub> /GJ
24	Black liquor	0.094	t CO <sub>2</sub> /GJ
25	Waste wood	0.077	t CO <sub>2</sub> /GJ
26	Waste tires	0.080	t CO <sub>2</sub> /GJ
27	Municipal waste	0.031	t CO <sub>2</sub> /GJ
28	Industrial waste	0.049	t CO <sub>2</sub> /GJ
29	Recycled plastic of packages origins	0.065	t CO <sub>2</sub> /GJ
30	Nuclear power generation	–	
31	Hydro and other power generations	–	
32	Limestone	0.0105	t CO <sub>2</sub> /GJ

Source: Embodied Energy and Emission Intensity Data for Japan Using Input–Output. Tables (3EID) data book released by the Center for Global Environmental Research at the National Institute for Environmental Studies of Japan (2012). The 3EID data are described with the unit of TOE (Tons of Oil Equivalent).

and ¥962 trillion in 2005. Meanwhile, CO<sub>2</sub> emissions originating from industrial activity were 1.04 billion t CO<sub>2</sub> in 1990, 1.10 billion t CO<sub>2</sub> in 1995, 1.13 billion t CO<sub>2</sub> in 2000, and 1.17 billion t CO<sub>2</sub> in 2005. The increase in CO<sub>2</sub> emissions can be attributed to the growth in total industrial output. However, the CO<sub>2</sub> intensity, which can be defined by dividing CO<sub>2</sub> emissions originating from each year's industrial activity by



**Table 2** The categorization of industrial sectors

1 Rice	44 Flour and other grain milled products
2 Wheat, barley and the like	45 Noodles
3 Potatoes and sweet potatoes	46 Bread
4 Pulses	47 Confectionery
5 Vegetables	48 Bottled or canned vegetables and fruits
6 Fruits	49 Preserved agricultural foodstuffs (other than bottled or canned)
7 Sugar crops	50 Sugar
8 Crops for beverages	51 Starch
9 Other edible crops	52 Dextrose, syrup and isomerized sugar
10 Crops for feed and forage	53 Vegetable oils and meal
11 Seeds and seedlings	54 Animal oils and fats
12 Flowers and plants	55 Condiments and seasonings
13 Other inedible crops	56 Prepared frozen foods
14 Dairy cattle farming	57 Retort foods
15 Hen eggs	58 Dishes, sushi and lunch boxes
16 Fowl and broilers	59 School lunch (public)**
17 Hogs	60 School lunch (private)*
18 Beef cattle	61 Other foods
19 Other livestock	62 Refined sake
20 Veterinary service	63 Beer
21 Agricultural services (except veterinary service)	64 Whiskey and brandy
22 Silviculture	65 Other liquors
23 Logs	66 Tea and roasted coffee
24 Special forest products (inc. hunting)	67 Soft drinks
25 Marine fisheries	68 Manufactured ice
26 Marine culture	69 Animal feed
27 Inland water fisheries and culture	70 Organic fertilizers, n.e.c.
28 Metallic ores	71 Tobacco
29 Materials for ceramics	72 Fiber yarns
30 Gravel and quarrying	73 Cotton and staple fiber fabrics (inc. fabrics of synthetic spun fibers)
31 Crushed stones	74 Silk and artificial silk fabrics (inc. fabrics of synthetic filament fibers)
32 Other non-metallic ores	75 Woolen fabrics, hemp fabrics and other fabrics
33 Coal mining, crude petroleum and natural gas	76 Knitting fabrics
34 Slaughtering and meat processing	77 Yarn and fabric dyeing and finishing (processing on commission only)
35 Processed meat products	78 Ropes and nets
36 Bottled or canned meat products	79 Carpets and floor mats
37 Dairy farm products	80 Fabricated textiles for medical use
38 Frozen fish and shellfish	81 Other fabricated textile products
39 Salted, dried or smoked seafood	82 Woven fabric apparel
40 Bottled or canned seafood	83 Knitted apparel
41 Fish paste	
42 Other processed seafood	
43 Grain milling	

**Table 2** (Continued)

84	Other wearing apparel and clothing accessories	127	Soap, synthetic detergents and surface active agents
85	Bedding	128	Cosmetics, toilet preparations and dentifrices
86	Other ready-made textile products	129	Paint and varnishes
87	Timber	130	Printing ink
88	Plywood	131	Photographic sensitive materials
89	Wooden chips	132	Agricultural chemicals
90	Other wooden products	133	Gelatin and adhesives
91	Wooden furniture and fixtures	134	Other final chemical products
92	Wooden fixtures	135	Petroleum refinery products (inc. greases)
93	Metallic furniture and fixture	136	Coal products
94	Pulp	137	Paving materials
95	Paper	138	Plastic products
96	Paperboard	139	Tires and inner tubes
97	Corrugated cardboard	140	Rubber footwear
98	Coated paper and building (construction) paper	141	Plastic footwear
99	Corrugated card board boxes	142	Other rubber products
100	Other paper containers	143	Leather footwear
101	Paper textile for medical use	144	Leather and fur skins
102	Other pulp, paper and processed paper products	145	Miscellaneous leather products
103	Printing, plate making and book binding	146	Sheet glass and safety glass
104	Chemical fertilizer	147	Glass fiber and glass fiber products, n.e.c.
105	Industrial soda chemicals	148	Other glass products
106	Inorganic pigment	149	Cement
107	Compressed gas and liquefied gas	150	Ready mixed concrete
108	Salt	151	Cement products
109	Other industrial inorganic chemicals	152	Pottery, china and earthenware
110	Petrochemical basic products	153	Clay refractories
111	Petrochemical aromatic products (except synthetic resin)	154	Other structural clay products
112	Aliphatic intermediates	155	Carbon and graphite products
113	Cyclic intermediates	156	Abrasive
114	Synthetic rubber	157	Miscellaneous ceramic, stone and clay products
115	Methane derivatives	158	Pig iron
116	Oil and fat industrial chemicals	159	Ferro alloys
117	Plasticizers	160	Crude steel (converters)
118	Synthetic dyes	161	Crude steel (electric furnaces)
119	Other industrial organic chemicals	162	Scrap iron
120	Thermo-setting resins	163	Hot rolled steel
121	Thermoplastics resins	164	Steel pipes and tubes
122	High function resins	165	Cold-finished steel
123	Other resins	166	Coated steel
124	Rayon and acetate	167	Cast and forged steel
125	Synthetic fibers	168	Cast iron pipes and tubes
126	Medicaments	169	Cast and forged materials (iron)

**Table 2** (Continued)

170	Iron and steel shearing and slitting	210	Bearings
171	Other iron or steel products	211	Other general machines and parts
172	Copper	212	Copy machine
173	Lead and zinc (inc. regenerated lead)	213	Other office machines
174	Aluminum (inc. regenerated aluminum)	214	Machinery for service industry
175	Other non-ferrous metals	215	Rotating electrical equipment
176	Non-ferrous metal scrap	216	Transformers and reactors
177	Electric wires and cables	217	Relay switches and switchboards
178	Optical fiber cables	218	Wiring devices and supplies
179	Rolled and drawn copper and copper alloys	219	Electrical equipment for internal combustion engines
180	Rolled and drawn aluminum	220	Other electrical devices and parts
181	Non-ferrous metal castings and forgings	221	Applied electronic equipment
182	Nuclear fuels	222	Electric measuring instruments
183	Other non-ferrous metal products	223	Electric bulbs
184	Metal products for construction	224	Electric lighting fixtures and apparatus
185	Metal products for architecture	225	Batteries
186	Gas and oil appliances and heating and cooking apparatus	226	Other electrical devices and parts
187	Bolts, nuts, rivets and springs	227	Household air-conditioners
188	Metal containers, fabricated plate and sheet metal	228	Household electric appliances (except air-conditioners)
189	Plumber's supplies, powder metallurgy products and tools	229	Video recording and playback equipment
190	Other metal products	230	Electric audio equipment
191	Boilers	231	Radio and television sets
192	Turbines	232	Wired communication equipment
193	Engines	233	Cellular phones
194	Conveyors	234	Radio communication equipment (except cellular phones)
195	Refrigerators and air conditioning apparatus	235	Other communication equipment
196	Pumps and compressors	236	Personal computers
197	Machinists' precision tools	237	Electronic computing equipment (except personal computers)
198	Other general industrial machinery and equipment	238	Electronic computing equipment (accessory equipment)
199	Machinery and equipment for construction and mining	239	Semiconductor devices
200	Chemical machinery	240	Integrated circuits
201	Industrial robots	241	Electron tubes
202	Metal machine tools	242	Liquid crystal element
203	Metal processing machinery	243	Magnetic tapes and disks
204	Machinery for agricultural use	244	Other electronic components
205	Textile machinery	245	Passenger motor cars
206	Food processing machinery and equipment	246	Trucks, buses and other cars
207	Semiconductor making equipment	247	Two-wheel motor vehicles
208	Other special machinery for industrial use	248	Motor vehicle bodies
209	Metal molds		

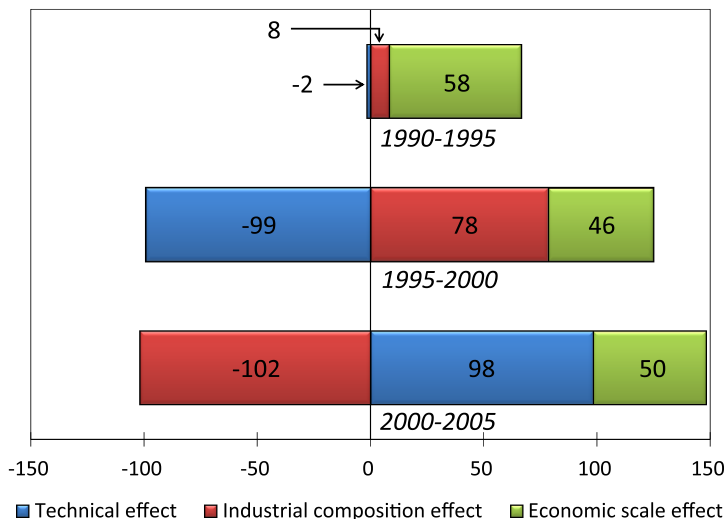
**Table 2** (Continued)

249	Internal combustion engines for motor vehicles and parts	290	Gas supply
250	Motor vehicle parts and accessories	291	Steam and hot water supply
251	Steel ships	292	Water supply
252	Ships (except steel ships)	293	Industrial water supply
253	Internal combustion engines for vessels	294	Sewage disposal**
254	Repair of ships	295	Waste management services (public)**
255	Rolling stock	296	Waste management services (private)
256	Repair of rolling stock	297	Wholesale trade
257	Aircrafts	298	Retail trade
258	Repair of aircrafts	299	Financial service
259	Bicycles	300	Life insurance
260	Other transport equipment	301	Non-life insurance
261	Camera	302	Real estate agencies and managers
262	Other photographic and optical instruments	303	Real estate rental service
263	Watches and clocks	304	House rent
264	Professional and scientific instruments	305	Railway transport (passengers)
265	Analytical instruments, testing machine, measuring instruments	306	Railway transport (freight)
266	Medical instruments	307	Bus transport service
267	Toys and games	308	Hired car and taxi transport
268	Sporting and athletic goods	309	Road freight transport (except Self-transport by private cars)
269	Musical instruments	310	Ocean transport
270	Audio and video records, other information recording media	311	Coastal and inland water transport
271	Stationery	312	Harbor transport service
272	Jewelry and adornments	313	Air transport
273	“Tatami” (straw matting) and straw products	314	Consigned freight forwarding
274	Ordnance	315	Storage facility service
275	Miscellaneous manufacturing products	316	Packing service
276	Residential construction (wooden)	317	Facility service for road transport
277	Residential construction (non-wooden)	318	Port and water traffic control**
278	Non-residential construction (wooden)	319	Services relating to water transport
279	Non-residential construction (non-wooden)	320	Airport and air traffic control (public)**
280	Repair of construction	321	Airport and air traffic control (industrial)
281	Public construction of roads	322	Services relating to air transport
282	Public construction of rivers, drainages and others	323	Travel agency and other services relating to transport
283	Agricultural public construction	324	Postal service
284	Railway construction	325	Fixed telecommunication
285	Electric power facilities construction	326	Mobile telecommunication
286	Telecommunication facilities construction	327	Other services relating to communication
287	Other civil engineering and construction	328	Public broadcasting
288	Electricity	329	Private broadcasting
289	On-site power generation	330	Cable broadcasting
		331	Information services

**Table 2** (Continued)

332	Internet based services	364	Private non-profit institutions serving enterprises
333	Image information production and distribution industry	365	Private non-profit institutions serving households, n.e.c.*
334	Newspaper	366	Advertising services
335	Publication	367	Goods rental and leasing (except car rental)
336	News syndicates and private detective agencies	368	Car rental and leasing
337	Public administration (central)**	369	Repair of motor vehicles
338	Public administration (local)**	370	Repair of machine
339	School education (public)**	371	Building maintenance services
340	School education (private)*	372	Judicial, financial and accounting services
341	Social education (public)**	373	Civil engineering and construction services
342	Social education (private, non-profit)*	374	Worker dispatching services
343	Other educational and training institutions (public)**	375	Other business services
344	Other educational and training institutions (profit-making)	376	Movie theaters
345	Research institutes for natural science (public)**	377	Performances (except otherwise classified), theatrical companies
346	Research institutes for cultural and social science (public)**	378	Amusement and recreation facilities
347	Research institutes for natural sciences (private, non-profit)*	379	Stadiums and companies of bicycle, horse, motorcar and motorboat races
348	Research institutes for cultural and social science (private, non-profit)*	380	Sport facility service, public gardens and amusement parks
349	Research institutes for natural sciences (profit-making)	381	Other amusement and recreation services
350	Research institutes for cultural and social science (profit-making)	382	General eating and drinking places (except coffee shops)
351	Research and development (intra-enterprise)	383	Coffee shops
352	Medical service (public)	384	Eating and drinking places for pleasures
353	Medical service (non-profit foundations, etc.)	385	Hotels
354	Medical service (medical corporations, etc.)	386	Cleaning
355	Health and hygiene (public)**	387	Barber shops
356	Health and hygiene (profit-making)	388	Beauty shops
357	Social insurance (public)**	389	Public baths
358	Social insurance (private, non-profit)*	390	Other cleaning, barber shops, beauty shops and public baths
359	Social welfare (public)**	391	Photographic studios
360	Social welfare (private, non-profit)*	392	Ceremonial occasions
361	Social welfare (profit-making)	393	Miscellaneous repairs, n.e.c.
362	Nursing care (In-home)	394	Supplementary tutorial schools, instruction services for arts, culture and technical skills
363	Nursing care (In-facility)	395	Other personal services
		396	Office supplies

Note: "Primary industry" includes sectors from #1 to #27. "Secondary industry" includes sectors from #28 to #287. "Tertiary industry" includes sectors from #297 to #396. "Electricity industry" includes sectors from #288 to #296.



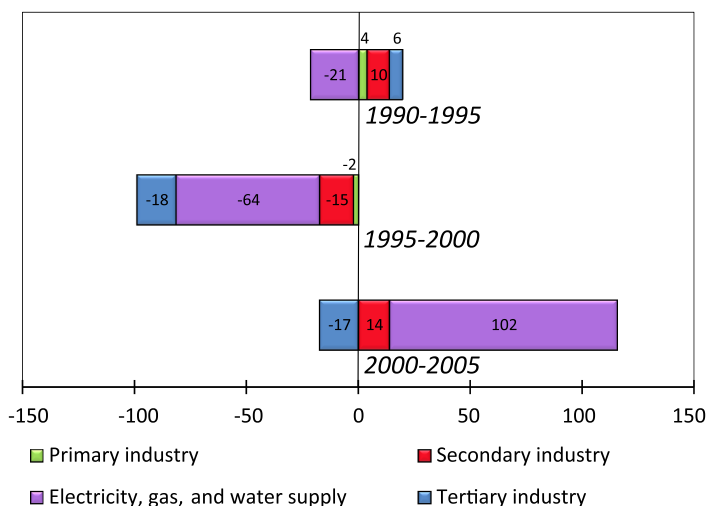
**Fig. 1** CO<sub>2</sub> decomposition result using the Shapley–Sun decomposition method (units: Mt CO<sub>2</sub>)

total industrial output, was 1.24 t CO<sub>2</sub>/million yen in 1990, 1.25 t CO<sub>2</sub>/million yen in 1995, 1.22 t CO<sub>2</sub>/million yen in 2000, and 1.22 t CO<sub>2</sub>/million yen in 2005. Thus, Japan’s CO<sub>2</sub> intensity has been gradually improving, indicating that factors such as technological progress and the transition to cleaner fuels have contributed to reducing CO<sub>2</sub> emissions.

Figure 1 shows the results of decompositions, using Eq. (7), of the changes in Japanese CO<sub>2</sub> emissions originating from industrial activity over the 15-year period from 1990 to 2005, as decomposed into three factors: technical effects, industrial composition effects, and economic scale effects. Between 1990 and 1995, the change in CO<sub>2</sub> emissions was +64 Mt CO<sub>2</sub>; from the figure, we see that this number breaks down into –2 Mt CO<sub>2</sub> arising from technical effects, +8 Mt CO<sub>2</sub> arising from industrial composition effects, and +58 Mt CO<sub>2</sub> arising from economic scale effects. Next, between 1995 and 2000, the change in CO<sub>2</sub> emissions was +25 Mt CO<sub>2</sub>; this number breaks down into –99 million t CO<sub>2</sub> arising from technical effects, +78 Mt CO<sub>2</sub> arising from industrial composition effects, and +46 Mt CO<sub>2</sub> arising from economic scale effects. Finally, between 2000 and 2005, the change in CO<sub>2</sub> emissions was +46 Mt CO<sub>2</sub>; this number breaks down into +98 Mt CO<sub>2</sub> arising from technical effects, –102 Mt CO<sub>2</sub> arising from industrial composition effects, and +50 Mt CO<sub>2</sub> arising from economic scale effects.

Thus, we see that, during the 10-year period from 1990 to 2000, economic scale effects and industrial composition effects both contributed to increasing CO<sub>2</sub> emissions, while technical effects contributed to reducing CO<sub>2</sub> emissions. However, this trend reversed itself in the years between 2000 and 2005, during which technical effects contributed significantly to increasing CO<sub>2</sub> emissions, whereas industrial composition effects contributed significantly to reducing CO<sub>2</sub> emissions.

Because the results presented in Fig. 1 are aggregate totals over all industry sectors, they do not allow us to identify the particular industry sectors in which technical



**Fig. 2** Technical effects for the four industry groups (units: Mt CO<sub>2</sub>)

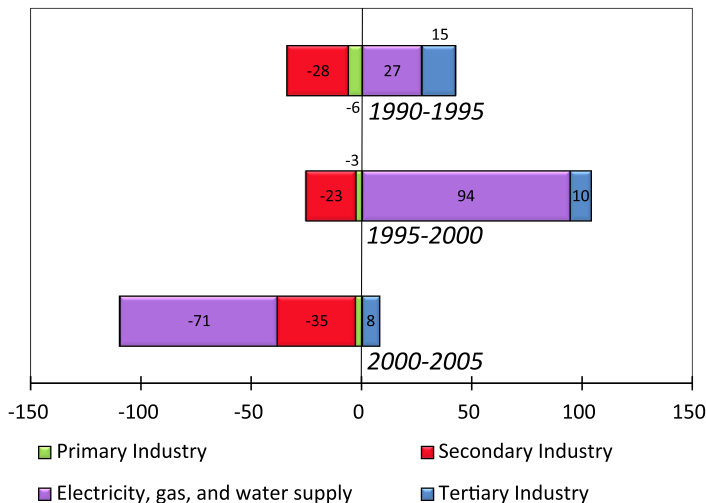
effects and industrial composition effects influenced CO<sub>2</sub> emissions. To investigate these questions, we use Eqs. (8) through (15) to analyze technical effects and industrial composition effects in each of our four industry groups: primary industries, secondary industries, electricity, gas, and water supply industries, and tertiary industries.

#### 4.2 Technical Effects for the Four Industry Groups

Within each industry, the technical effect measures the impact on CO<sub>2</sub> emissions of changes in the industrial energy intensity. A negative technical effect for an industry signifies that the industry has successfully reduced energy consumption or shifted its use of energy in a way that reduces CO<sub>2</sub> emissions. Figure 2 shows technical effects for the four industry groups considered in this study. As shown, electricity, gas, and water supply industries exhibited a negative technical effect throughout the 10-year period from 1990 to 2000 but crossed over to a large positive technical effect (+102 Mt CO<sub>2</sub>) during the interval between 2000 and 2005.

Thus, we see that, in the past 15 years, the technical effects in electricity, gas, and water supply industries have varied widely. In particular, one factor contributing to the increase in emissions during the 5-year period from 2000 to 2005 was the high technical effect of +62 Mt CO<sub>2</sub> observed for the commercial electric power sector. The primary cause of this phenomenon in the commercial electric power sector is the fact that, although the energy intensity for crude oil decreased during this period, the energy intensity for coal, lignite, and anthracite increased, and an energy shift to these fuels, which exhibit relatively higher concentrations of CO<sub>2</sub> emissions, has occurred.

Figure 2 also reveals that technical effects in tertiary industries led to a significant decrease in CO<sub>2</sub> emissions between the years 2000 and 2005. Considering the tech-



**Fig. 3** Industrial composition effects for the four industry groups (units: Mt CO<sub>2</sub>)

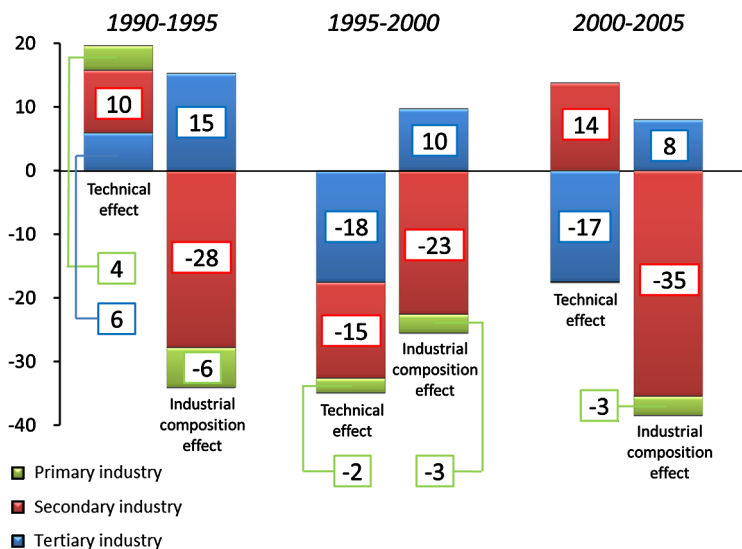
nical effects in specific sectors, we see that the technical effect in the ocean cargo transport industry was  $-8$  Mt CO<sub>2</sub> and that in the road cargo transport industry was  $-7$  Mt CO<sub>2</sub>. Improved fuel efficiency in both these sectors significantly reduced the quantity of heavy oil needed to power ships and the quantity of light oil needed to power trucks, accounting for 88 % of the technical effects observed in tertiary industries.

#### 4.3 Industrial Composition Effects for the Four Industry Groups

Within each industry, the industrial composition effect measures the impact of changes in the fraction of the overall industry accounted for by the various sectors. A negative value for this effect indicates that an industry sector contributed to reducing CO<sub>2</sub> emissions by decreasing the industrial composition. Figure 3 displays industrial composition effects for the four industry groups. As indicated in the figure, both primary and secondary industries exhibited negative industrial composition effects throughout the 15-year period from 1990 to 2005, whereas tertiary industries exhibited an overall positive effect throughout this period.

The total industrial composition effect for primary, secondary, and tertiary industries was  $-18.8$  Mt CO<sub>2</sub> between 1990 and 1995,  $-15.8$  Mt CO<sub>2</sub> between 1995 and 2000, and  $-30.4$  Mt CO<sub>2</sub> between 2000 and 2005. These observations indicate that, throughout this 15-year period, the market for primary and secondary industries contracted, whereas the market for tertiary industries expanded (indicating the transition to a service economy); these changes consequently reduced CO<sub>2</sub> emissions by 65 Mt CO<sub>2</sub>.





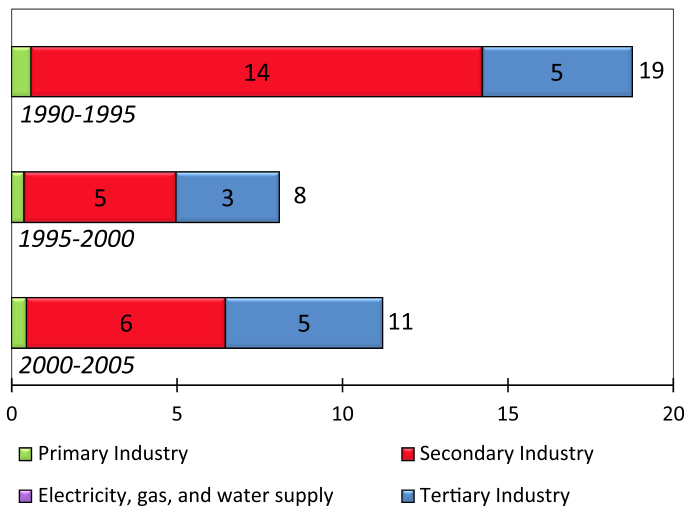
**Fig. 4** Overall effects for three industry groups (units: Mt CO<sub>2</sub>)

#### 4.4 Role of the Service Economy and International Trade on CO<sub>2</sub> Emissions

Figure 4 compares the total technical effect for primary, secondary, and tertiary industries to the total industrial composition effect for these three industry groups.<sup>3</sup> Considering the overall effect (that is, the sum of the technical effect and the industrial composition effect), we see that, in the years between 1990 and 1995, technical effects and industrial composition effects together accounted for an increase in CO<sub>2</sub> emissions of 880 kt CO<sub>2</sub> (the sum of the technical effect and the industrial composition effect for 1990–1995 shown in Fig. 4). On the other hand, between 1995 and 2000, technical effects and industrial composition effects led to a decrease in CO<sub>2</sub> emissions of 50.7 Mt CO<sub>2</sub>, and between 2000 and 2005 these effects led to a further decrease of 34.2 Mt CO<sub>2</sub>. Thus, the overall decrease was particularly significant between 1995 and 2000; from the figure, we can see that this is largely attributable to the relatively large technical effects exhibited by tertiary industries during this interval.

The 1990–1995 overall effect of +880 kt CO<sub>2</sub> corresponds to 0.1 % of total emissions in 1990, which is the base year of the Kyoto Protocol. Whereas the industrial composition effect during this period was a large negative effect due to the transition to a service economy, the technical effect contributed significantly to increased CO<sub>2</sub> emissions. Between 1995 and 2000, the overall effect was –50.7 Mt CO<sub>2</sub>, corresponding to 4.6 % of total emissions in 1995; between 2000 and 2005, the overall effect was –34.2 Mt CO<sub>2</sub>, or a 3 % decrease compared to total emissions in 2000.

<sup>3</sup>Figures 2 and 3 show that the technical effects and industrial composition effects of electricity, gas, and water supply industries were large during the study period. In this section, I would like to discuss how the structural changes affected the CO<sub>2</sub> emissions when excluding these effects of electricity, gas, and water supply industries.



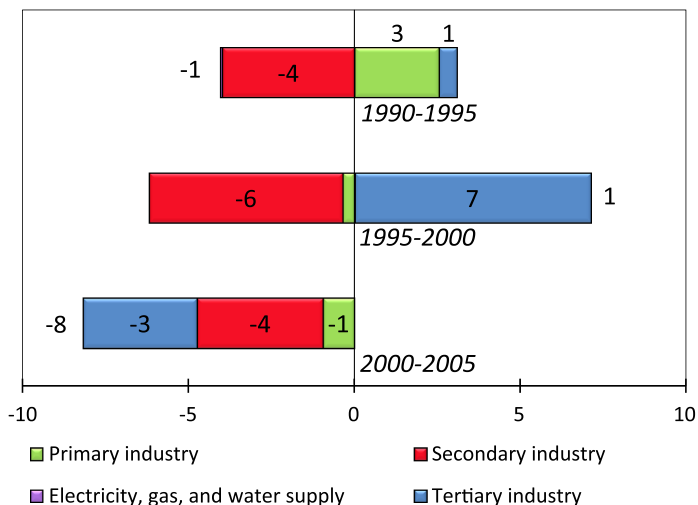
**Fig. 5** Import scale effects for three industry groups (units: Mt CO<sub>2</sub>)

Nansai et al. (2009) analyzed the domestic CO<sub>2</sub> emissions associated with the energy and material goods absorbed by services through the supply chain during the decade 1990–2000. They found that the CO<sub>2</sub> emissions contributed by way of the material goods absorbed by service industries rose from 68 Mt CO<sub>2</sub> in 1990 to 87 Mt CO<sub>2</sub> in 2000. As a result, the material dependence of service industries increased by 19 Mt CO<sub>2</sub> during 1990–2000. On the other hand, this study found that the CO<sub>2</sub> reduction due to the transition of a service economy was 35 Mt CO<sub>2</sub>.<sup>4</sup> This reveals that the structural transition to a service economy was much more important than the material dependence of service industries.

Over the past 15 years, the declining share of domestic output by Japan's manufacturing industries has contributed to the mitigation of global warming, but the corresponding increase in the share of manufactured goods imported from overseas has increased CO<sub>2</sub> emissions in foreign countries. This leads to the question of whether it is possible that the net impact has been to *exacerbate* the phenomenon of global warming. To address this question, we considered the impact on CO<sub>2</sub> emissions of the changing share of imports; we decomposed import-based CO<sub>2</sub> emissions into three sources, as formulated in the Appendix.<sup>5</sup> Figures 5 and 6 present the results of this decomposition analysis. As shown in Fig. 5, over the past 15 years, the absolute quantity of imports from foreign countries to Japan rose and at the same time domestic CO<sub>2</sub> emissions rose by the equivalent of 38 Mt CO<sub>2</sub> (the total import scale effect). In contrast, as shown in Fig. 6, changes in the import composition decreased domes-

<sup>4</sup>The CO<sub>2</sub> reduction effect due to the transition to a service economy during 1990–2000 was estimated by summing total industrial composition effects during 1990–1995 and 1995–2000 (see Fig. 4).

<sup>5</sup>The import-based CO<sub>2</sub> emissions represent CO<sub>2</sub> emitted by producing imported goods and services overseas.



**Fig. 6** Import composition effects for three industry groups (units: Mt CO<sub>2</sub>)

tic CO<sub>2</sub> emissions by 8 Mt CO<sub>2</sub>. These results demonstrate that Japan’s increasing dependence on imports during the past 15 years has accelerated global warming.

In this study, we have employed the domestic technology assumption to estimate import-based CO<sub>2</sub> emissions by multiplying Japanese import volumes by Japanese CO<sub>2</sub> emission coefficients for each of 396 industries. For this reason, we might have underestimated CO<sub>2</sub> emissions due to imports from developing countries with relatively high emission coefficients. As the Japanese economy transitions from agricultural and manufacturing industries to service-based industries, it depends increasingly on imports of agricultural products and manufactured goods; on the basis of the domestic technology assumption, these imports changes (especially, the increase in the import scale of manufacturing products) and the previous industrial composition changes (i.e., the transition to a service economy) have consequently brought about a reduction in production-based CO<sub>2</sub> emissions of 35 Mt CO<sub>2</sub>, or approximately 3 % of total emissions in 1990.

However, this reduction effect may be considerably overestimated due to differences in CO<sub>2</sub> emission intensities between Japan and other countries. Based on the World Input–Output Database (40 countries and 35 industrial sectors),<sup>6</sup> the Japanese industrial CO<sub>2</sub> intensities are approximately half those of China (one of the more CO<sub>2</sub>-intensive countries) *on average*. Although the Chinese CO<sub>2</sub> emission intensities from the World Input–Output Database cannot be easily used for our study due to the highly aggregated sectoral classifications, it is clear that if we simply assume all the Japanese CO<sub>2</sub> intensities for a particular year (1990, 1995, 2000, and 2005) to be double their actual values, both the import scale effect and the import composition effect would be also double, accounting for 76 Mt CO<sub>2</sub> and –16 Mt CO<sub>2</sub>, respectively. As a result, this assumption leads to the findings that the imports change

<sup>6</sup>The WIOD is downloadable from the website: <http://www.wiod.org/> (Dietzenbacher et al. 2013).

effect, including their scale and composition effects, is 60 Mt CO<sub>2</sub> and the reduction effect due to the industrial composition changes over the entire 15-year period was offset by the imports change effect (see Sect. 4.3 for the industrial composition effects). Thus, the CO<sub>2</sub> emission leakage of Japan might not be negligible.

Under the terms of the Kyoto Protocol, Japan's target was to reduce *domestic* emissions by 6 % of total emissions in 1990; thus, if we consider only the domestic industrial composition effect (−65 Mt CO<sub>2</sub>) discussed in Sect. 4.3, then we must conclude that this structural transition has contributed significantly to Japan's attainment of its emissions-reduction goals under the Kyoto Protocol. Moreover, the CO<sub>2</sub> emissions tax under consideration by Japan's Ministry of the Environment is 289 yen/t CO<sub>2</sub>, and, based on this tax rate, the environmental benefit of the transition to a service economy will amount to ¥18.7 billion (= 289 yen/t CO<sub>2</sub> × 65 Mt CO<sub>2</sub>). Thus, we cannot ignore these structural change effects when considering the mitigation of domestic greenhouse gas emissions. Industrial policies that accelerate Japan's transition to a service economy are an effective means of reducing Japanese domestic CO<sub>2</sub> emissions. However, such policies may result in increased emissions overall, by steering the production of manufactured industrial goods to foreign producers exhibiting high concentrations of CO<sub>2</sub> emissions. The important point is to strive for the dematerialization of society as a whole, thereby reducing CO<sub>2</sub> emissions from manufacturing sectors both in Japan and abroad.

## 5 Conclusions

In this study, I considered the Japanese economy during three time periods, from 1990 to 1995, from 1995 to 2000, and from 2000 to 2005, and I decomposed changes in CO<sub>2</sub> emissions originating from detailed industrial activities into five contributing factors, technical effects, industrial composition effects, economic scale effects, import scale effects, and import composition effects.

The major findings of this study are as follows.

- (1) During the 15-year period from 1990 to 2005, technical effects in the ocean and road cargo transport sectors (including, among other factors, increased fuel efficiency for ships and trucks) helped to ensure an overall technical effect of −29 Mt CO<sub>2</sub> for tertiary industries as a whole, thus contributing significantly to a reduction in CO<sub>2</sub> emissions.
- (2) The industrial composition changes during the period from 2000 to 2005 contributed to a decrease in CO<sub>2</sub> emissions, while those changes during the 10-year period from 1990 to 2000 led to an increase in CO<sub>2</sub> emissions. The main reason is that the Japanese economy experienced a significant decarbonization due to structural changes toward a service economy during 2000 to 2005.
- (3) During the 15-year period from 1990 to 2005, structural change effects under the domestic technology assumption (which include industrial composition effects, import scale effects, and import composition effects) totaled −35 Mt CO<sub>2</sub>, or 3 % of total CO<sub>2</sub> emissions in 1990. These effects were instrumental in allowing Japan to attain its emissions-reduction target under the Kyoto Protocol, which was a 6 % reduction from 1990 emissions levels.

- (4) I demonstrated that the domestic environmental benefit arising from the transition to a service economy would amount to ¥18.7 billion.

### Competing Interests

The author declares that they have no competing interests.

### Author’s Contributions

SO proposed the SDA method, conducted data analysis, and provided policy implications.

**Acknowledgements** An early version of this paper was prepared for The International Input–Output Association: The 20th International Input–Output Conference, Bratislava, Slovakia, 25–29 June 2012. I wish to express my gratitude for discussions with Shigemi Kagawa (Kyushu University) and Keisuke Nansai (Center for Material Cycles and Waste Management Research, National Institute for Environmental Studies in Japan). I also appreciate several helpful comments from Manfred Lenzen (the University of Sydney).

### Appendix

Using the same decomposition as in Eq. (7), the decomposition formula regarding the CO<sub>2</sub> emissions induced by imports can be obtained as

$$\begin{aligned}
 \Delta Q_m &= \underbrace{\mathbf{c}\Delta\mathbf{E}\boldsymbol{\pi}^t X_m^t + \frac{1}{2}(\mathbf{c}\Delta\mathbf{E}\Delta\boldsymbol{\pi} X_m^t + \mathbf{c}\Delta\mathbf{E}\boldsymbol{\pi}^t \Delta X_m)}_{\text{Technical effect: } \Delta Q_m^{\text{Tech}}} + \frac{1}{3}\mathbf{c}\Delta\mathbf{E}\Delta\boldsymbol{\pi} \Delta X_m \\
 &+ \underbrace{\mathbf{c}\mathbf{E}^t \Delta\boldsymbol{\pi} X_m^t + \frac{1}{2}(\mathbf{c}\Delta\mathbf{E}\Delta\boldsymbol{\pi} X_m^t + \mathbf{c}\mathbf{E}^t \Delta\boldsymbol{\pi} \Delta X_m)}_{\text{Import composition effect: } \Delta Q_m^{\text{Comp}}} + \frac{1}{3}\mathbf{c}\Delta\mathbf{E}\Delta\boldsymbol{\pi} \Delta X_m \\
 &+ \underbrace{\mathbf{c}\mathbf{E}^t \boldsymbol{\pi}^t \Delta X_m + \frac{1}{2}(\mathbf{c}\Delta\mathbf{E}\boldsymbol{\pi}^t \Delta X_m + \mathbf{c}\mathbf{E}^t \Delta\boldsymbol{\pi} \Delta X_m)}_{\text{Import scale effect: } \Delta Q_m^{\text{Scale}}} + \frac{1}{3}\mathbf{c}\Delta\mathbf{E}\Delta\boldsymbol{\pi} \Delta X_m
 \end{aligned}$$

where  $\boldsymbol{\pi}$  is an  $(N \times 1)$  column vector whose  $i$ th element,  $\pi_i$ , is the import composition of imported commodity  $i$ , and  $X_m$  is the total amount of imports to Japan.

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