

Central African Republic Air Quality Policies

This document is based on research that UNEP conducted in 2015, in response to Resolution 7 of the UNEA 1. It describes country-level policies that impact air quality. Triple question marks (???) indicate that information for the section couldn't be found.

Please review the information, and provide feedback. A Word version of the template can be provided upon request. Corrections and comments can be emailed to Vered.Ehsani@unep.org and George.Mwaniki@unep.org.

Central African Republic Air Quality Policy Matrix		
Goals	Status	Current Policies & Programmes
GENERAL OVERVIEW	<p>Overall situation with respect to air quality in the country, including key air quality challenges:</p> <ul style="list-style-type: none"> • The predominant use of biomass for energy provision in rural households makes indoor air pollution the most important exposure pathway for air pollutants • WHO estimates that outdoor air pollution causes <100 premature deaths annually while indoor air pollution is estimated to cause 3000 premature deaths annually¹ <p>Air quality monitoring system:</p> <ul style="list-style-type: none"> • 	<p>National Ambient air quality standards:</p> <ul style="list-style-type: none"> • Currently, Central Africa Republic (CAR) has not established nor enacted air quality standards regulations <p>National Air Quality Policy:</p> <ul style="list-style-type: none"> • Currently, CAR does not have a national air quality policy <p>Air Quality legislation / programmes: ???</p> <p>Other: ???</p>
REDUCE EMISSIONS FROM INDUSTRIES	<p>Industries that have the potential to impact air quality:</p> <ul style="list-style-type: none"> • Air pollution from industrial installations emanates from the following: gold and diamond mining, sugar refining among others <p>GDP of country: USD 2.05 B in 2013²</p>	<p>Emission regulations for industries: ???</p> <p>Small installation's emissions regulated: (Yes/No) ???</p> <p>Renewable energy investment promoted: ???</p> <p>Energy efficiency incentives: (ex: Subsidies, labelling, rebates etc) ???</p> <p>Incentives for clean production and installation of pollution prevention technologies: ???</p>

¹ WHO, 'WHO | Country Profiles of Environmental Burden of Disease', WHO, 2008 <http://www.who.int/quantifying_ehimpacts/national/countryprofile/en/#T>.

² 'Countries of the World - 32 Years of CIA World Fact Books', 2015 <<http://www.theodora.com/wfb/#R>>.

	<p>Industries' share of GDP: 14.5%³</p> <p>Electricity sources:</p> <ul style="list-style-type: none"> ● 43.2% of the installed electricity generating capacity (44,000 KW in 2010) is generated from fossil fuel and the rest 56.8% is generated from hydroelectric plants⁴ <p>Others</p> <ul style="list-style-type: none"> ● 	<p>Actions to ensure compliance with regulations: (<i>monitoring, enforcement, fines etc</i>) ???</p> <ul style="list-style-type: none"> ● Other actions at national, sub-national and / or local level to reduce industrial emissions: (<i>can include incentives to move industries to less populated areas here</i>) ???
<p>REDUCE EMISSIONS FROM TRANSPORT</p>	<p>Key transport-related air quality challenges: (<i>ex: vehicle growth, old fleet, dirty fuel, poor public transport etc</i>)</p> <ul style="list-style-type: none"> ● Transportations is limited to road, river and air ● Freight and passenger transport is usually provided by private companies or individuals ● Private car ownership is low with 4 car per 1000 individuals ● Vehicle emissions are a major source of PM, NO2 and CO 	<p>Vehicle emission limit: (<i>Euro rating</i>) ???</p> <p>Fuel Sulphur content: (<i>in ppm</i>)</p> <ul style="list-style-type: none"> ● Fuel (diesel)sulphur content restricted at 10000ppm <p>Fuel Lead content Unleaded gasoline restrictions since 2005</p> <p>Restriction on used car importation:</p> <ul style="list-style-type: none"> ● No age limit for used cars imported <p>Actions to expand, improve and promote public transport and mass transit: ???</p> <p>Actions to promote non-motorized transport: (<i>ex: include sidewalks and bike lanes in new road projects, car-free areas etc</i>) ???</p> <p>Other transport-related actions: ???</p>
<p>REDUCE EMISSIONS FROM OPEN BURNING: OUTDOOR</p>	<p>Outdoor, open burning: (<i>ex: is it commonly done? burning what kinds of wastes? etc</i>)</p> <ul style="list-style-type: none"> ● Uncontrolled waste burning, which is a common practice, is one of the practices that contributes to deteriorating air quality in urban centres ● The management of waste plastics is considered the greatest priority for CAR 	<p>Legal framework: (<i>ex: is burning banned?</i>) ???</p> <p>Actions to prevent open burning of municipal waste and / or agricultural waste: ???</p>

³ 'Countries of the World - 32 Years of CIA World Fact Books'.

⁴ 'Countries of the World - 32 Years of CIA World Fact Books'.

	<ul style="list-style-type: none"> • Despite public awareness of the environmental risks of waste generation, there are currently no specific regulations on the management of waste plastics. • There is little-to-no management of e-waste in CAR • Industrial waste management is currently only limited to its capital, Ouagadougou. • Agricultural waste burning can also impact air quality in the rural areas. 	
<p>REDUCE EMISSIONS FROM OPEN BURNING: INDOOR</p>	<p>Dominant fuels used for cooking and space heating:</p> <ul style="list-style-type: none"> • In 2010, the rate of access of the population to electricity was 4% at national level <p>Impact:</p> <ul style="list-style-type: none"> • WHO estimates that indoor air pollution causes 3000 premature deaths annually⁵ 	<p>Indoor air pollution regulated: (Yes/No) ???</p> <p>Promotion of non-grid / grid electrification: ???</p> <p>Promotion of cleaner cooking fuels and clean cook stoves: ???</p> <p>Other actions to reduce indoor biomass burning, or to reduce its emissions: ???</p>

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https://www.yunbaogao.cn/report/index/report?reportId=5_15028

