

Cyprus 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.

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Cyprus 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"> • Air quality in Cyprus is an issue of concern this is especially true for Particulate matter • According to a report submitted to the European Environment Agency (EEA), 100% of the urban population in Cyprus was exposed to unhealthy levels of particulate matter (PM10), above the EU reference value, in 2010, 2011, 2012, 2013 and 2014* » The two primary causes of air pollution in Cyprus are urbanization—which has been rapid in the recent past—and industrialization. • An analysis of the EEA shows that energy use and supply is responsible for 48% of NOx emissions, 35% of non-methane VOCs and 99% of sulphur dioxide (SO2) emissions • WHO estimates that air pollution causes 200 premature deaths annually¹ <p>Air quality monitoring system: The webpage presents the measurements from the network of 13 monitoring stations on all the regulated air quality pollutants. The values of these measurements are updated every hour.</p>	<p>National Ambient air quality standards: The same as the ones set by EE Air Quality Directives. The Table is found in the following location: http://www.airquality.dli.mlsi.gov.cy/site/regulations</p> <p>National Air Quality Policy: National Action Plan for the improvement of air quality in Cyprus See: http://www.airquality.dli.mlsi.gov.cy/site/reports</p> <p>Air Quality legislation / programmes:</p> <ol style="list-style-type: none"> 1. Air Quality Law 77(I)/2010 2. Air Quality Regulations 327/2010 3. Air Quality Regulations 111/2007 <p>The above legislation is fully harmonized with the Air Quality Directives 2008/50/EU and 2004/107/EU.</p> <p>Other: *: Please note that these exceedances are due to natural sources. If we deduct the portion of PM10 that is due to natural sources (i.e Sahara, sea salt) then the remaining exceedances are below the EU limits. This procedure is accepted by the EU Committee / Legislation.</p>

<p>REDUCE EMISSIONS FROM INDUSTRIES</p>	<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: power generation, food and beverage processing, cement and gypsum production, ship repair and refurbishment, light chemicals among others. <p>GDP of country: USD 21.78B in 2013</p> <p>Industries' share of GDP: 15.9%</p> <p>Electricity sources:</p> <ul style="list-style-type: none"> • 94.2% of the installed electricity generating capacity (1.493 million KW in 2010) is generated from fossil fuel, and the rest 5.8% from renewable sources. <p>Others</p> <ul style="list-style-type: none"> • In Cyprus, electricity from renewable sources is promoted through subsidy combined with a net metering scheme. Access of electricity from renewable energy sources to the grid shall be granted according to the principle of non-discrimination. • Industrial emissions are the most important emission sources of PM,CO, NOx, NMVOCs and SO2 	<p>Emission regulations for industries: Since Cyprus has entered the European Union, the basis of the environmental policies has been re-formed to match those of the European commission.</p> <p>Small installation's emissions regulated: (Yes/No) Small installation's (e.g. boilers, crushing plants, concrete producing factories, etc.) emissions are regulated with "The Control of Atmospheric Pollution (Non-Licensable Installations) Regulations of 2004 to 2015". An Air Emission Permit is not required for these installations. Inspections are carried out by competent inspectors in these small, non-licensable installations, in order to check the compliance with the conditions which are specified in the aforementioned Regulations.</p> <p>Renewable energy investment promoted:</p> <ul style="list-style-type: none"> • In Cyprus, electricity from renewable sources is promoted through subsidy combined with a net metering scheme. • Access of electricity from renewable energy sources to the grid is granted according to the principle of non-discrimination. <p>Energy efficiency incentives: (ex: Subsidies, labelling, rebates etc)</p> <p>Incentives for clean production and installation of pollution prevention technologies:</p> <p>Actions to ensure compliance with regulations:(monitoring, enforcement, fines etc)</p> <ul style="list-style-type: none"> • The achievement of the compliance with relevant legislation is materialized through the establishment of an integrated system of prevention and control that includes the permitting of industrial installations (except non-licensable installations) and the systematic monitoring of their operation with onsite inspections. Within the framework of the implementation of legislation, particular importance is given to checking for compliance, of the operating conditions and of the emission limits, specified in the permits. The emissions of the industrial plants are checked for compliance periodically with the help of a mobile monitoring unit which is appropriately equipped with specialized instruments. The monitoring of the operation of large-scale industrial installations is also achieved by competent inspectors through a data validation and control of the air emission values obtained from instruments installed at the stacks of the aforementioned installations. • In cases of non-compliance, Warning Letters are sent after inspections to the operators of installations in order to take measures to comply. Where it is deemed necessary, penal cases for violating the Atmospheric Pollution Control Law are prepared.
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<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"> • Transport is the second most important source of air pollution after industry. • Transport in Cyprus is dominated by roads, with use of private cars being the most dominant mode of transport. • Use of private cars is discouraged as demonstrated by the high fuel cost which stood at USD 1.41 per litre in 2015. • Buses in Cyprus are run by private companies regulated by the Government. Each district is serviced by a different company many of whom have acquired new modern buses on busy routes that comply with European standards. Plans exits to expand public transport to increase the number of cities serviced by trams. • Private car ownership is high with 532 cars per 1000 individuals in 2010² 	<p>Vehicle emission limit: <i>(Euro rating)</i></p> <ul style="list-style-type: none"> • Since Cyprus is a EU member state all its vehicle regulation have to match the EU requirements, such regulation are: vehicle emission standards to be regulated at euro 6 <p>Fuel Sulphur content: <i>(in ppm):</i></p> <ul style="list-style-type: none"> • Diesel and gasoline sulphur content is regulated at 10ppm <p>Fuel Lead content: All vehicles use lead free gasoline since 2004</p> <p>Restriction on used car importation:</p> <p>Actions to expand, improve and promote public transport and mass transit: Actions include the further enhancement of public transport services offered to the public by means of providing facilities such as bus shelters, bus stations at key locations Cyprus-wide, enhancement/upgrading of existing bus stations, park and ride facilities as well as telematics on buses for electronic ticketing/cancelling and monitoring.</p> <p>Actions to promote non-motorized transport: <i>(ex: include sidewalks and bike lanes in new road projects, car-free areas etc)</i> Current projects promoted through the 2014-2020 funding period include the construction of a bicycle network to connect all major universities in Nicosia with the city centre and also enhance the overall bicycle network. Other similar projects include the construction of bicycle paths in most new road projects proposed in all cities. Further plans in Nicosia include the introduction of small buses by the Municipality of Nicosia to promote transport within the old part of town as well as the pedestrenization of some roads in addition to areas designated as shared space with low speed limit in order to provide safer conditions for pedestrians and bicyclists and persons with disabilities.</p> <ul style="list-style-type: none"> • Other transport-related actions: Sustainable Mobility Plans for the cities of Limassol and Larnaca will begin in early 2016 in order to prioritize projects to be promoted to enhance public transport and sustainable mobility. Also, the further enhancement of the bus lane network in Nicosia includes the introduction of new bus lanes around the University of Cyprus campus along the Aglantzia/Larnakos Avenues.
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² World Bank, 'Motor Vehicles (per 1,000 People) | Data | Table', 2014

预览已结束，完整报告链接和二维码如下：

https://www.yunbaogao.cn/report/index/report?reportId=5_15052

