

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.

MYANMAR		
GOALS	CURRENT STATUS	CURRENT / PLANNED POLICIES & PROGRAMMES
GENERAL OVERVIEW	<ul style="list-style-type: none"> ● Overall situation with respect to air quality in the country, including key air quality challenges: Myanmar still has a highly rural, agriculture-based economy, and for this reason, the air quality is generally good. However, this is starting to change with increased economic development ● Air quality monitoring system: No 	<ul style="list-style-type: none"> ● National Ambient air quality standards: No standards set ● National Air Quality Policy: No. There is the National Environment Policy; the Myanmar Agenda 21 does include strengthening air quality management as one of four programme areas ● Air Quality legislation / programmes: An Environmental Conservation Law has been passed, but the regulations and standards to implement the law have not been developed; There's no specific legislation on air quality management, but other legislation that relates to air pollution control doesn't have implementation arrangements specified, so the level of enforcement of these regulations isn't clear. There is a lack of adequate administrative and legal structures ● Other:
REDUCE EMISSIONS FROM INDUSTRIES	<ul style="list-style-type: none"> ● Industries that have the potential to impact air quality: Manufacturing, mining, energy, electric power, construction; There is also artisanal extraction in some regions, with no protective equipment or environmental safeguards ● GDP of country: \$52 billion ● Industries' share of GDP: 24% ● Electricity sources: hydro, natural gas, coal 	<ul style="list-style-type: none"> ● Emission regulations for industries: No. Businesses must propose environmental pollution control plan before establishment (in Yangon, not national); Environmental conservation management committees will be formed in every state and region, to deal with environmental pollution ● Small installation's emissions regulated: (Yes/No) ??? ● Renewable energy investment promoted: ??? ● Energy efficiency incentives: (ex: Subsidies, labelling, rebates etc) ??? ● Incentives for clean production and installation of pollution prevention technologies: Yangon requires a pollution control plan from new enterprises, but there are no incentives for specific equipment ● Actions to ensure compliance with regulations: (monitoring, enforcement, fines etc) ???

		<ul style="list-style-type: none"> ● Other actions at national, sub-national and / or local level to reduce industry: ???
REDUCE EMISSIONS FROM TRANSPORT	<ul style="list-style-type: none"> ● Key transport-related air quality challenges: Transport sector has no agency with overall responsibility (fragmented responsibilities with a number of agencies involved); vehicles the main source of PM10 and TSP; no emission limits, high Sulphur content ● Vehicle density currently low except in major cities; this is expected to change with liberalisation (vehicle import regulations have been relaxed, encouraging vehicle ownership); 82% vehicles are motorcycles ● Annual inspect rate is above 80%, but no clear pollution performance guidelines, so the inspections are only for roadworthiness ● Railway still a dominant mode of transport for passengers and freight, but needs upgrading or it will lose business to road transport ● Inland waterways also popular mode 	<ul style="list-style-type: none"> ● Vehicle emission limit: None, apart from limit on exhaust smoke ● Fuel Sulphur content: 2,000ppm, no reduction targets set. The use of low octane fuels increases emissions, especially as these are used in larger vehicles as well, causing inefficient combustion ● Restriction on used car importation: Cars produced before 2000 are banned ● Actions to expand, improve and promote public transport and mass transit: Yangon is considering a Bus Rapid Transit system ● Actions to promote non-motorized transport: (ex: include sidewalks and bike lanes in new road projects, car-free areas etc) ??? ● Other transport-related actions: 40-60% reduction in registration fees when importing a newer vehicle, to encourage retirement of aging vehicles
REDUCE EMISSIONS FROM OPEN BURNING OF AGRICULTURAL / MUNICIPAL WASTE (OUTDOOR)	<ul style="list-style-type: none"> ● Outdoor, open burning: Open burning of municipal and agricultural waste, as well as to clear land, is common ● In some cases, toxic waste is burned in open fires 	<ul style="list-style-type: none"> ● Legal framework: Vague – unsure ● Actions to prevent open burning of municipal waste and / or agricultural waste: ???
REDUCE EMISSIONS FROM OPEN BURNING OF BIOMASS (INDOOR)	<ul style="list-style-type: none"> ● Dominant fuels used for cooking and space heating: 95% households rely on wood and crop residues for cooking with simple tripod stoves ● Impact: 18,100 deaths/year from indoor air pollution (4,400 from outdoor air pollution) 	<ul style="list-style-type: none"> ● Indoor air pollution regulated: No ● Promotion of non-grid / grid electrification: electrification rate 29% ● Promotion of cleaner cooking fuels and clean cook stoves: ??? ● Other actions to reduce indoor biomass burning, or to reduce its emissions: ???

Secondary Sources used in the research: [http://cleanairasia.org/portal/sites/default/files/myanmar_camp - final_report -_june_2014_final_1.pdf](http://cleanairasia.org/portal/sites/default/files/myanmar_camp_-_final_report_-_june_2014_final_1.pdf), <http://www.myanmar-responsiblebusiness.org/pdf/SWIA/Oil-Gas/14-Environment.pdf>, http://www.who.int/quantifying_ehimpacts/national/countryprofile/en/#I

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