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 countrylevel 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 <u>Vered.Ehsani@unep.org</u> and <u>George.Mwaniki@unep.org</u>.

COUNTRY NAME: SAINT LUCIA				
GOALS	CURRENT STATUS	CURRENT / PLANNED POLICIES & PROGRAMMES		
GENERAL OVERVIEW	 Overall situation with respect to air quality in the country, including key air quality challenges: The energy sector is St. Lucia's largest source of GHGs, followed by the transport sector¹. This study references data from 1994. At present the largest source of GHGs is from the transport sector followed by energy sector. This can be confirmed from energy balance report conducted by OLADE for the period 2010-2012. Air quality monitoring system: None established; however in 2012/2013, the US EPA provided support for efforts towards establishing a basic air quality monitoring network for the island 	 National Ambient air quality standards: No however; provision for the establishment of emission standards and maximum levels of air contaminants from motor vehicles is made under the Motor Vehicles and Road Traffic Act (2005) in Section 193. National Air Quality Policy²: National Environmental Policy/National Environmental Management Strategy, 2014 (NEP/NEMs) – issue of managing air quality not specifically addressed though it recognises the air/atmosphere as an important component of the environment³ A recent draft revision of the NEP/NEMs (2015), specifically addresses air quality Draft Environmental Management Bill and Saint Lucia Pollution Regulations (2014) Air Quality legislation / programmes: Air and Seaport Act (1981) (Amendment) 1983; Regulations of 1985⁴. Leaded gasoline phased out since 2000 Motor Vehicles and Road Traffic Act (2015) – Section 193 makes provisions for establishing emission standards and maximum levels of air contaminants from motor vehicles 		
	air quality:	• Emission regulations for industries: No		
		• Small installation's emissions regulated: (Yes/No) No		
	Energy and Transport Sectors.			

¹ http://unfccc.int/resource/docs/natc/lucnc1.pdf

en.doc&usg=AFQjCNHoWxifRxpg6cseUqD79e2gSQTgtg&sig2=zdtgBuBW8PY5NachO7u4Gg

² National Implementation Plan for the Stockholm Convention on Persistent Organic Pollutants 2006-2020: http://www.pops.int/documents/implementation/nips/submissions/nip_stlucia.pdf

³ Government of Saint Lucia, 2015. *State of the Environment Report Saint Lucia 2015*. Ministry of Sustainable Development, Energy, Science and Technology.

⁴ First National Report to the Convention on Biological Diversity, February 2000: https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=10&cad=rja& uact=8&ved=0ahUKEwjZue7-w93JAhVMCBoKHejCBGgQFghVMAk&url=https%3A%2F%2Fwww.cbd.int%2Fdoc%2Fworld%2Flc%2Flc-nr-01-

• GDP of country : \$1.365 billion 2014 ⁵ .	• Renewable energy investment promoted ⁸ :
 Industries' share of GDP: 17.4%⁶. Electricity sources⁷: Diesel - 99.9% Solar - 0.01% 	 1994—The Electricity Supply Act enabled the island's utility, LUCELEC, to advance development of renewable resources through voluntary financial incentives. 1999—The government waived import duties and consumption taxes on renewable energy equipment. 2001—Solar water heaters became tax deductible and the government initiated a National Sustainability Energy Plan (NSEP), which aimed for a 35% reduction in greenhouse gas emissions by 2010. 2005—A Sustainable Energy Plan was implemented and a green paper on the National Energy Policy (NEP) was written. 2010—The government established the Saint Lucia National Energy Policy outlining provisions to increase the use of renewable energy technologies to offset the amount of fuel the country imports to meet its energy needs. 2016- The National Utility Regulation Act was passed to enable the establishment of the National Utility Regulatory Commission (NURC) as an independent regulator for the energy and water sector. The electricity supply act was also amended to allow for the establishment of the NURC. The Electricity Supply Services Bill is currently being drafted to replace the Electricity Supply Act with accompanying regulations. This is expected to be completed by end of year 2016. An Energy Efficiency Bill is currently being drafted. This will bill will serve as an enabling factor for the use of energy efficient products and services. 2016 - National Energy Transition Strategy (NETS) study was established with the assistance of CWR/RMI/CCI. This study will include but is not limited to island -wide grid integration study, assessment.
	• Energy efficiency incentives: (ex: Subsidies, labelling, rebates etc.) 2004—A lighting program reduced the island lighting load ⁹ . A review of the OECS building codes was completed in June 2015 in collaboration with Saint Lucia but at present Saint Lucia has not adopted any building codes. The Saint Lucia Bureau of Standards (SLBS) has developed and adopted a number of electrical standards which includes lighting designed to improve end-use energy efficiency on the island. The SLBS has an ongoing labelling program which has labelling standards for some

 ⁵ The World Bank; http://data.worldbank.org/country/st-lucia
 ⁶ Index Mundi; http://www.indexmundi.com/saint_lucia/gdp_composition_by_sector.html
 ⁷ Energy Transition Initiative; http://www.nrel.gov/docs/fy15osti/62688.pdf
 ⁸ Energy Transition Initiative; http://www.nrel.gov/docs/fy15osti/62688.pdf
 ⁹ Energy Transition Initiative; http://www.nrel.gov/docs/fy15osti/62688.pdf

		lighting and other energy using products.
		• Incentives for clean production and installation of pollution prevention technologies ¹⁰ : None
		• Actions to ensure compliance with regulations: (monitoring, enforcement, fines etc.) SLBS has a compliance department which monitors and enforce according to the standards that are implemented
		• Other actions at national, sub-national and / or local level to reduce industry emissions:
		The Government of Saint Lucia has set a target of 35% increase the contribution of renewable energy to the national energy supply by 35% by 2020 and support the development of indigenous energy sources, to reduce the consumption of electricity in the public sector by 20% by 2020. These targets were set in the Barbados Declaration of Sustainable Energy for All and Carbon War Room Ten Island Challenge.
		The Government of Saint Lucia has undertaken and currently has in progress, a number of public awareness campaigns on renewable energy and energy efficiency for the public and private sector.
REDUCE	• Key transport-related air quality	• Vehicle emission limit: (Euro rating) None ¹³
EMISSIONS	 dirty fuel, poor public transport etc.) The number of motor vehicles is increasing in Saint Lucia especially in the urban areas, which is identified as a contributing factor to compromised air quality¹¹. Traffic and parking congestion has become a major concern of Saint Lucia especially in and around the capital city of Castries. For 	• Fuel Sulphur content: (in ppm) ¹⁴ Diesel 5000ppm; Petrol 500ppm
FROM TRANSPORT		• Restriction on used car importation : No, there are no import restrictions ¹⁵ however a higher tax is imposed on older vehicles and vehicles with larger engine capacity. The older the vehicle, the higher the tax imposed.
		• Actions to expand, improve and promote public transport and mass transit: The
		Government of Saint Lucia is planning to expand the Castries-Gros Islet Highway, which will include better pedestrian safety with sidewalks and ten footbridges and safe drop-off points for public transport. ¹⁶
		• Actions to promote non-motorized transport: (ex: include sidewalks and bike lanes in new road projects, car-free areas etc.) None
		• Other transport-related actions: In 2014, the Government of Saint Lucia approved the request to amend the import duties and excise tax rates for hybrid vehicles and vehicles operating on sustainable fuels to promote the use of these types of vehicles on island.

 ¹⁰ Energy Transition Initiative; http://www.nrel.gov/docs/fy150sti/62688.pdf
 ¹¹ National Environmental Summary Saint Lucia 2010; http://www.pnuma.org/publicaciones/Final%20NES%20-%20St%20Lucia-2010-%20edited.pdf
 ¹² Nation News; http://www.nationnews.com/nationnews/news/71088/major-road-improvement-project-st-lucia
 ¹³ Status of Fuel Quality and Vehicle Emission Standards Latin America and the Caribbean; http://www.unep.org/Transport/new/PCFV/pdf/Maps_Matrices/LAC/matrix/LAC_FuelsVeh_June2015.pdf
 ¹⁴ Status of Fuel Quality and Vehicle Emission Standards Latin America and the Caribbean; http://www.unep.org/Transport/new/PCFV/pdf/Maps_Matrices/LAC/matrix/LAC_FuelsVeh_June2015.pdf
 ¹⁵ Status of Fuel Quality and Vehicle Emission Standards Latin America and the Caribbean; http://www.unep.org/Transport/new/PCFV/pdf/Maps_Matrices/LAC/matrix/LAC_FuelsVeh_June2015.pdf
 ¹⁶ Status of Fuel Quality and Vehicle Emission Standards Latin America and the Caribbean; http://www.unep.org/Transport/new/PCFV/pdf/Maps_Matrices/LAC/matrix/LAC_FuelsVeh_June2015.pdf
 ¹⁵ Status of Fuel Quality and Vehicle Emission Standards Latin America and the Caribbean; http://www.unep.org/Transport/new/PCFV/pdf/Maps_Matrices/LAC/matrix/LAC_FuelsVeh_June2015.pdf
 ¹⁶ Status of Fuel Quality and Vehicle Emission Standards Latin America and the Caribbean; http://www.unep.org/Transport/new/PCFV/pdf/Maps_Matrices/LAC/matrix/LAC_FuelsVeh_June2015.pdf
 ¹⁵ Status of Fuel Quality and Vehicle Emission Standards Latin America and the Caribbean; http://www.unep.org/Transport/new/PCFV/pdf/Maps_Matrices/LAC/matrix/LAC_FuelsVeh_June2015.pdf

¹⁵ Status of Fuel Quality and Vehicle Emission Standards Latin America and the Caribbean; http://www.unep.org/Transport/new/PCFV/pdf/Maps_Matrices/LAC/matrix/LAC_FuelsVeh_June2015.pdf

¹⁶ Nation News; http://www.nationnews.com/nationnews/news/71088/major-road-improvement-project-st-lucia

		 2010: The government established the Saint Lucia National Energy Policy (NEP) outlining provisions to increase the use of renewable energy technologies to offset the amount of fuel the country imports to meet its energy needs. The NEP also speaks to provisions for the transport sector. Saint Lucia is in the process of developing a policy for the transportation sector. Saint Lucia has begun a feasibility study in 2015 on the applicability electric mobility solution on island.
REDUCE	• Outdoor, open burning : (ex: is it commonly done? huming what kinds of wastes? etc.) The	• Legal framework: (ex: is burning banned?) - Saint Lucia Criminal Code (2001)
EMISSIONS FROM OPEN BURNING OF AGRICULTURAL / MUNICIPAL WASTE (OUTDOOR)	done? burning what kinds of wastes? etc.) The Saint Lucia Solid Waste Management Authority operates two facilities for the disposal of solid waste – a sanitary landfill that serves the northern region and a waste management facility in the south. Outdoor/open burning is not commonly practiced, however it does occur to some extent on private property for both yard waste and agricultural waste.	 Actions to prevent open burning of municipal waste and / or agricultural waste: Any person wishing to burn land, including the vegetation thereon, must first apply for permission to do so from the relevant authority. The practice of open/outdoor burning is discouraged as part of the Public Education and Awareness Programme of the Saint Lucia Solid Waste Management Authority.
REDUCE	• Dominant fuels used for cooking and space	• Indoor air pollution regulated: No
EMISSIONS FROM OPEN	heating : Less than 10% of the population are using solid fuels for cooking and heating in	 Promotion of non-grid / grid electrification: Saint Lucia has 99.8% electrification Promotion of cleaner cooking fuels and clean cook stoves: The Government of Saint Lucia has
BURNING OF BIOMASS	their households, this is further broken down as listed below ¹⁷ ;	undertaken a number of initiatives for solar dryers and biogas digesters which promote the use of
(INDOOR)	• Gas - 90.5%	renewables as an alternative for cooking fuels.
	 Charcoal/Wood – 5.6% 	• Other actions to reduce indoor biomass burning, or to reduce its emissions: None
	• Kerosene – 0.2%	
	• Electricity – 0.4%	

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