

Country Name Turkey		
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"> • In the country, air quality is managed with clean air plans on local scale and with strategic action plan and national clean air plan together with the by-law on national scale. • The implementation of actions in the clean air plans is experiencing some challenges linked to the low number of staff working on air quality issues in the provinces. <p>Air quality monitoring system</p> <ul style="list-style-type: none"> • Yes, there is air quality monitoring system. <p>Others</p> <ul style="list-style-type: none"> • Air quality in Turkey is a big concern: the information exchange for citizens together with the related institutions is available on the air quality levels of the cities. • Particulate matter pollution is the most important air pollutant in Turkey, although the levels for other pollutants e.g. SO₂ and NO_x are important too. • The air quality standards for both PM₁₀ and PM_{2.5} are planned to be decreased year by year till 2019 regarding the levels of EU and WHO. • The two primary causes of air pollution in Turkey are urbanization—which has been rapid since the 1950s—and industrialization. • Among the developments contributing to air pollution in the cities are; incorrect urbanization for the topographical and meteorological conditions, incorrect division of urban land into lots, a shortage of green areas, an increase in the number of motor vehicles 	<p>National Ambient air quality standards: they are operational with a decreased schedule till 2019</p> <p>National Air Quality Policy:</p> <ul style="list-style-type: none"> • To maintain air quality where it is good, improve it where possible, to reduce emissions in industry, residential heating and transport sectors. <p>Air Quality legislation / programmes:</p> <ul style="list-style-type: none"> • <i>By-law on Ambient Air Quality Assessment and Management (OG Dated: 06.06.2008, No: 26898-amended OG Dated: 05.05.2009 No: 27219).</i> <p>Others:</p> <ul style="list-style-type: none"> • Ministry of Environment and Urbanisation is responsible for the transposition of by-law on national scale. • Provincial Directorates and Municipalities are responsible for the implementation of by-law on local scale.
Reduce Emissions	<p>Industries that have the potential to impact air quality:</p> <ul style="list-style-type: none"> • According to the official submission on CLRTAP Informative 	<p>Emission regulations for industries:</p> <ul style="list-style-type: none"> • Industrial emissions are regulated by By-law on Industrial

<p>from Industries</p>	<p>Inventory Report in 2015, electricity generation, refineries, iron and steel production, non-metallic minerals production, chemical industry are under the key categories of the inventory.</p> <p>GDP of country: USD 798,4 B in 2014 <small>(World Bank Data)</small></p> <p>Industries' share of GDP: 24,2 %</p> <p>Electricity sources:</p> <ul style="list-style-type: none"> ● 59,7% of the installed electricity generating capacity (69516,4 MW in 2014) is generated from fossil fuels, 34% from hydropower and 5,6% from renewable sources in 2014. <p>Others</p>	<p>Air Pollution Control (OG Dated: 03.07.2009, No: 27277-amended OG Dated: 20.12.2014 No: 29211). There are 26 groups of industries stated in the By-law and there are different emission limits for different industries. Air quality determination approach is also included in the By-law and there are air quality limits differing in years.</p> <p>Small installation's emissions regulated: <i>(Yes/No)</i></p> <ul style="list-style-type: none"> ● General control measures are stated in the By-law which are applied also to the small installations. <p>Renewable energy investment promoted:</p> <ul style="list-style-type: none"> ● Renewable energy is promoted and stated in the Development Plan and Clean Air and Climate Action Plans. <p>Energy efficiency incentives: <i>(ex: Subsidies, labelling, rebates etc)</i></p> <ul style="list-style-type: none"> ● Energy efficiency is promoted and stated in the Development Plans and Clean Air and Climate Action Plans. <p>Incentives for clean production and installation of pollution prevention technologies:</p> <p>Depending on air quality determination approach, best available production and treatment techniques can be required</p> <p>Actions to ensure compliance with regulations: <i>(monitoring, enforcement, fines etc)</i></p> <ul style="list-style-type: none"> ● There are monitoring and inspection mechanisms according to Environmental Impact Assessment determination and environmental permitting.
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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"> • Major challenges in these sector are vehicle growth rate and old fleet. • Reduction of traffic emissions is priority. • Transport is the second most important source of air pollution after industry. • Transport in Turkey 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 1.51 per litre in 2015. • Public transport is dominated by bus routes, some of these buses are run and operated by private companies. • Public transport also includes alternative fuel usage as LPG, 	<p>Vehicle emission limit: <i>(Euro rating)</i></p> <ul style="list-style-type: none"> • There are vehicle emission limits according to the Euro class of vehicles. Euro 6 will be applicable after 2017. Together with this application exhausts gas emission limits are regulated. <p>Fuel Sulphur content: <i>(in ppm):</i></p> <ul style="list-style-type: none"> • The fuel sulphur content is regulated with the transposition of 99/32/EC Directive into a by-law on this issue. • Diesel and gasoline sulphur content is regulated at 10ppm. <p>Fuel Lead content:</p> <ul style="list-style-type: none"> • All vehicles use lead-free gasoline since 2006. <p>Restriction on used car importation:</p>

	<p>CNG especially in metropolitan municipalities.</p> <ul style="list-style-type: none"> • There are expanding tram routes especially in the metropolitan municipalities within the major cities, and train routes within and between cities. • Plans exits to expand public transport to increase the number of cities serviced by trams. • Private car ownership situation is 233 cars per 1000 individuals in 2014. 	<ul style="list-style-type: none"> • Used car importation is regulated together with the extraction of the old vehicles. <p>Actions to expand, improve and promote public transport and mass transit:</p> <ul style="list-style-type: none"> • Public transportation (bus, metro, tram etc.) and the construction of bicycle roads is promoted. • Actions to promote non-motorized transport: (ex: include sidewalks and bike lanes in new road projects, car-free areas etc) <p>The construction of bicycle roads is promoted and co-financed by the Ministry of Environment and Urbanisation and spread all over the country especially in the metropolitan municipalities within the major cities.</p> <p>Other transport-related actions:</p> <ul style="list-style-type: none"> • Electric vehicles are promoted by the reduction of tax.
<p>Reduce Emissions From Open Burning of agricultural / municipal</p>	<p>Outdoor, open burning: <i>(ex: is it commonly done? burning what kinds of wastes? etc) ???</i></p>	<p>Legal framework: <i>(ex: is burning banned?)</i></p> <ul style="list-style-type: none"> • There is biomass definition in the By-law on Industrial Air Pollution Control. There are some articles regarding the facilities which are used biomass as fuel. Additionally, the solid fuel alternatives apart from coal are listed in the “By-Law on air pollution caused by residential heating”.

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