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>.

| UZBEKISTAN | | | | |
|---------------------|--|--|--|--|
| GOALS | CURRENT STATUS | CURRENT / PLANNED POLICIES & PROGRAMMES | | |
| GENERAL OVERVIEW | Overall situation with respect to air quality in the country, including key air quality challenges: : Land vehicles produce ~2/3 air pollutants; Less than half of factory smokestacks are equipped with filtration devices (many of which don't work properly) and none has capacity to filter gaseous emissions; dust storms also an issue in certain regions; Lack of enforcement; Environment as low priority In Tashkent, Farghona and Olmaliq, NO2 and particulates exceed recommended levels; high levels of heavy metals from waste burning, fuels, metallurgy; Heavy use of agricultural chemicals have led to degrading air quality in rural areas Salt and dust storms from the dried-up bottom of Aral Sea impacts agriculture, ecosystems and human health; regional experts claim that these storms have raised level of PM in the earth's atmosphere by 5% Limited power of environmental enforcement authorities to suspend or cease polluting activities | National Ambient air quality standards: for dust, NOx, SO2 and ozone - meet WHO standards; no standards for PM2.5 or PM10 National Air Quality Policy: ??? Air Quality legislation / programmes: Law on the Protection of Atmospheric Air; National Sustainable Development Strategy (gives little attention to the environment, with focus on social and economic issues) Other: | | |

| | • Environment-related data is collected using forms introduced 20-30 years ago, without updating to include important environmental issues | |
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| | • Air quality monitoring system: Yes | |
| REDUCE EMISSIONS FROM INDUSTRIES | • Industries that have the potential to impact air quality: textiles; metallurgy; mining (gold, copper, coal); energy, oil (both extraction and refining) and gas (major air pollution sources); chemicals | Emission regulations for industries: Emission standards are inconsistent with EU standards and follow Soviet approach, without gradually increasing requirements on reduction of emissions Small installation's emissions regulated: (Yes/No) ??? |
| | High SO2 emissions from thermal power stations boiler houses and refineries, due to | • Renewable energy investment promoted : No, not a high priority apart from existing hydro, although a law on renewable energy sources is being drafted |
| | absence of desulphurisation | Energy efficiency incentives: National Energy Efficiency Strategy since 2001 to install meters, which has lowered energy intensity by 10%; Energy Efficiency Programme targeted household and utilities to increase energy savings; However, inefficient energy use is generally high due to low controlled prices Incentives for clean production and installation of pollution prevention technologies: Economic incentives for introducing less polluting technologies / pollution control technologies are weak, although some tax breaks are available; Increase in tax rates on natural resources is a shift toward green taxation |
| | • GDP of country: \$62 billion | |
| | • Industries' share of GDP: 32% | |
| | • Electricity sources: thermal power plants (89%), hydro (11%) | |
| | • Increase use of coal expected over the next several years from 5% to 10% | |
| | • Very high energy intensity (primary energy consumption per unit of GDP) | • Actions to ensure compliance with regulations: Fines, although some users are exempt from pollution fines, such as all state-owned organisations |
| | | • Other actions at national, sub-national and / or local level to reduce industry: Once every 2 years, an information bulletin on the state of pollution sources and their impact is published, "naming and blaming" individual enterprises that exceed maximum limits |
| REDUCE | • Key transport-related air quality | • Vehicle emission limit: Planned Euro 3 from 2018, Euro 4 from 2019 |
| Emissions From Transport | in Tashkent and Farghona; increase in private | • Fuel Sulphur content: 2,000 ppm (Planned: Euro 3 equivalent from 2015; Euro 4 equivalent from 2016); plans to upgrade refineries by 2017 |
| | | • Restriction on used car importation: Can't be more than 20 years old |
| | | • Actions to expand, improve and promote public transport and mass transit: : investments being made to modernise public transport, and upgrade railway (for freight), although more focus |

| REDUCE EMISSIONS FROM OPEN BURNING OF AGRICULTURAL / MUNICIPAL WASTE (OUTDOOR) | • Outdoor, open burning : burning leaves during fall season | on roads and air transport Actions to promote non-motorized transport: (ex: include sidewalks and bike lanes in new road projects, car-free areas etc) ??? Other transport-related actions: Legal framework: open burning is banned Actions to prevent open burning of municipal waste and / or agricultural waste: ??? |
|---|--|---|
| EMISSIONS FROM OPEN BURNING OF BIOMASS | Dominant fuels used for cooking and space heating: 12% nationally use solid fuels (especially wood); in rural areas, 25% of population use solid fuels; natural gas is commonly used for cooking Impact: 6,200 deaths/year from indoor air pollution (3,800 from outdoor air pollution) | Indoor air pollution regulated: (Yes / No) ??? Promotion of non-grid / grid electrification: 94% electrification rate, but supply to rural areas is unreliable, low quality 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: https://www.unep.org/Transport/new/PCFV/pdf/cleanfue_transport_UNEP-CARECreport.pdf, https://www.unep.org/Transport/new/PCFV/pdf/cleanfue_transport_UNEP-CARECreport.pdf, https://www.unep.org/Transport/new/PCFV/pdf/cleanfue_transport_UNEP-CARECreport.pdf, https://www.unoosa.org/pdf/sap/2007/graz/presentations/06_07.pdf, http://www.unoosa.org/pdf/sap/2007/graz/presentations/06_07.pdf, https://en.wikipedia.org/wiki/Geography_of_Uzbekistan, https://en.wikipedia.org/wiki/Geography_of_Uzbekistan, https://en.wikipedia.org/wiki/Geography_of_Uzbekistan, https://en.wikipedia.org/wiki/Geography_of_Uzbekistan, https://en.wikipedia.org/wiki/Geography_of_Uzbekistan, https://en.wikipedia.org/wiki/Geography_of_Uzbekistan, https://en.wikipedia.org/wiki/Geography_of_Uzbekistan%20II%20e.pdf, https://en.wikipedia.org/wiki/Geography_of_Uzbekistan%20II%20e.pdf, https://en.wikipedia.org/wiki/Geography_of_Uzbekistan%20II%20e.pdf, <a href="https://en.wikipedia.org/wikipedia.org/wikipedia.



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