Equatorial Guinea 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>.

Equatorial guinea Air Quality Policy Matrix			
Goals	Status	Current Policies & Programmes	
GENERAL OVERVIEW	Overall situation with respect to air	National Ambient air quality standards: ???	
	quality in the country, including key airquality challenges: ???Air quality monitoring system: ???	National Air Quality Policy: ???	
		Air Quality legislation / programmes: ???	
		Other: ???	
S	Industries that have the potential to	Emission regulations for industries: ???	
	 impact air quality: The most important industries are; petroleum, natural gas and sawmilling among others 	Small installation's emissions regulated: (Yes/No) ???	
		Renewable energy investment promoted: ???	
		Energy efficiency incentives: (ex: Subsidies, labelling, rebates etc) ???	
	GDP of country: USD 17.08B in 2013	Incentives for clean production and installation of pollution prevention technologies: ???	
	Industries' share of GDP: 87.3%	Actions to ensure compliance with regulations: (monitoring, enforcement, fines etc) ???	
	• Electricity sources:	• Other actions at national, sub-national and / or local level to reduce industrial emissions:	
	• 97.4% of the installed electricity generating capacity (38,000 KW in 2010) is generated from fossil fuel; the rest 2.6% is generated	(can include incentives to move industries to less populated areas here) ???	
	from renewable sources. Others		
	 VOCs, PM, SO₂, and NO_x are some of the most important air pollutant from Industrial sources in the country The country's distribution network remains incapable of delivering reliable electricity to end users, due to ageing equipment and poor 		

	management, as demonstrated by regular blackouts in Malabo, the capital. As a result, illegal connections are widespread and small diesel generators are widely used as a back- up power source.	
REDUCE EMISSIONS FROM TRANSPOR T	Key transport-related air quality challenges: (ex: vehicle growth, old fleet,	Vehicle emission limit: (Euro rating) ???
	dirty fuel, poor public transport etc)	• Fuel Sulphur content: (<i>in ppm</i>): Fuel (diesel) sulphur content restricted at 3000ppm
	• Private car ownership is low with 13 car per 1000 individuals in 2004	Fuel Lead content: Unleaded gasoline restrictions since 2005
		Restriction on used car importation: ???
		Actions to expand, improve and promote public transport and mass transit: ???
		Actions to promote non-motorized transport: (ex: include sidewalks and bike lanes in new
		road projects, car-free areas etc) ???
REDUCE EMISSIONS FROM OPEN BURNING OF WASTE (OUTDOOR)	Outdoor, open burning : (ex: is it commonly	Legal framework: (ex: is burning banned?) ???
	<i>done? burning what kinds of wastes? etc)</i> ???	Actions to prevent open burning of municipal waste and / or agricultural waste: ???
REDUCE EMISSIONS FROM BIOMASS BURNING (INDOORS)	Dominant fuels used for cooking and	Indoor air pollution regulated: (Yes / No) ???
	space heating:	Promotion of non-grid / grid electrification:
	Impact:	• The government's "Light for Everyone" programme aims to connect the whole country with a
	• Air pollution from indoor sources is the single largest contributor to the negative	constant, quality, and low-cost electricity current for everyone.
	health effects of air pollution in Chad.	Promotion of cleaner cooking fuels and clean cook stoves: ???
	• The national electrification rate stands at 15%.	Other actions to reduce indoor biomass burning, or to reduce its emissions: ???

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