## **Rwanda 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>.

| <u>Rwanda</u> Air Quality Policy Matrix       |  |  |  |
|---|--|--|--|
| Goals   | Status   | Current Policies & Programmes  |  |
| GENERAL<br>OVERVIEW                           | Overall situation with respect to air quality in the   | National Ambient air quality standards:  |  |
|   | country, including key air quality challenges: ???<br>Air quality monitoring system: ???   | <ul> <li>Air quality standards and regulations proposed in 2014 by the Rwanda Environment<br/>Management Authority</li> <li>fully functional air quality regulation is being implemented</li> <li>National Air Quality Policy: ???</li> <li>Air Quality legislation / programmes: ???</li> </ul>   |  |
|   |  | Other: ???   |  |
| REDUCE<br>EMISSIONS<br>FROM<br>INDUSTRIE<br>S | <ul> <li>Industries that have the potential to impact air quality:</li> <li>Cement, agricultural products, small-scale beverages, soap, furniture, shoes, plastic goods, textiles, cigarettes are the dominant industries in Rwanda</li> </ul> | <ul> <li>Emission regulations for industries: ???</li> <li>Small installation's emissions regulated: (Yes/No) ???</li> <li>Renewable energy investment promoted: ???</li> <li>Energy efficiency incentives: (ex: Subsidies, labelling, rebates etc) ???</li> <li>Incentives for clean production and installation of pollution prevention technologies:</li> <li>The National Energy Policy has an objective of ensuring energy audits are carried out in</li> </ul> |  |
|   | GDP of country: USD 7.7 B in 2013  | industries, particularly the energy intensive ones, in order to enhance energy efficiency.   |  |
|   | Electricity sources:   | Actions to ensure compliance with regulations: (monitoring, enforcement, fines etc) ???  |  |
|   | • 52.4% of the installed electricity generating capacity (57,250 KW in 2010) is generated from fossil fuel; and 47.2% is generated from hydropower and the rest 0.4% is generated from various renewable                                       | Other actions at national, sub-national and / or local level to reduce industrial emissions: (can include incentives to move industries to less populated areas here) ???  |  |

|  | sources.   |   |
|--|--|---|
|  | Others   |   |
|  | • Most other industrial emissions are associated with combustion facilities within the industries, e.g. boilers and standby power generators.  |   |
|  | • Currently no data is available on the impacts of these emissions on human health or the environment.   |   |
|  | • Particulate matter is considered the most important air pollutant in the country   |   |
|  | • Particulate matter concentrations can reach more<br>than 10 times the WHO recommended<br>concentrations during both day and night due to the<br>interactions between meteorology and topography <sup>1</sup> . |   |
|  | • Growth in industrial emissions is projected to increase in the coming years  |   |
| REDUCE<br>EMISSIONS<br>FROM<br>TRANSPOR<br>T | <b>Key transport-related air quality challenges</b> : ( <i>ex:</i> vehicle growth, old fleet, dirty fuel, poor public transport etc)   | <ul> <li>Vehicle emission limit: (<i>Euro rating</i>) Vehicle emission standards exist (verify) ???</li> <li>Fuel Sulphur content: (<i>in ppm</i>) Diesel sulphur content capped at 50ppm</li> <li>Fuel Lead content Phased out leaded fuel since 2005</li> </ul> |
|  | • Transport is the main source of air pollutants in Rwanda   | Restriction on used car importation: only brand new motorcycles can be imported   |
|  | • Generally vehicle ownership in Rwanda is low but since 2005 and 2011 the total number of cars has grown by 50%   | Actions to expand, improve and promote public transport and mass transit: ???<br>Actions to promote non-motorized transport: (ex: include sidewalks and bike lanes in<br>new road projects, car-free areas etc) ???<br>Other transport-related actions???         |
|  | • Car ownership has been raising while bicycle and motor cycle ownership has been dropping steadily  |   |
|  | • The sector is also an important indirect source of O3  |   |
| REDUCE<br>EMISSIONS<br>FROM                  | <b>Outdoor, open burning</b> : ( <i>ex: is it commonly done? burning what kinds of wastes? etc</i> )   | <ul> <li>Legal framework: (ex: is burning banned?)</li> <li>Regulated by Rwanda Environment Management Authority</li> </ul>   |

<sup>&</sup>lt;sup>1</sup> Sascha M. Henninger, 'When Air Quality Becomes Deleterious—A Case Study for Kigali, Rwanda', *Journal of Environmental Protection*, 04 (2013), 1–7 <a href="http://dx.doi.org/10.4236/jep.2013.48A1001">http://dx.doi.org/10.4236/jep.2013.48A1001</a>.

| OPEN<br>BURNING<br>OF WASTE<br>(OUTDOOR)                       | <ul> <li>Most municipal solid waste is management better<br/>compared to the neighbouring countries</li> <li>Burning of agricultural waste is still a major source<br/>of air pollutants</li> </ul>  | Actions to prevent open burning of municipal waste and / or agricultural waste: ???   |
|--|--|---|
| REDUCE<br>EMISSIONS<br>FROM<br>BIOMASS<br>BURNING<br>(INDOORS) | <ul> <li>Dominant fuels used for cooking and space heating:</li> <li>Wood is the dominant fuels used by the poor for cooking accounting for 90% of the energy mix in Rwanda<sup>2</sup></li> <li>Biomass accounts for 85% of energy use in Rwanda</li> <li>Kerosene is the main fuel used for lighting. In rural areas.</li> <li>Impact:</li> <li>Solid fuel combustion causes an estimated 12,500 premature deaths every year<sup>3</sup></li> <li>Others</li> <li>Air pollution from indoor sources is the single largest contributor to the negative health effects of air pollution in Rwanda</li> <li>Adoption rate for clean and efficient cook stove is around 50%</li> <li>Diesel remains the primary fuel for self-generation in rural areas, and for emergency supply in urban areas.</li> </ul> | Indoor air pollution regulated: (Yes / No) ???<br>Promotion of non-grid / grid electrification: ???<br>Promotion of cleaner cooking fuels and clean cook stoves:<br>Promotion of efficient cook stoves<br>Other actions to reduce indoor biomass burning, or to reduce its emissions:<br>Promotion of non-grid electrification<br>No import tax on solar systems<br>Promotion of renewable energy through feed-in tariffs<br>Energy concessions |

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