

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 country-level 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 Vered.Ehsani@unep.org and George.Mwaniki@unep.org.

COUNTRY NAME		
GOALS	CURRENT STATUS	CURRENT / PLANNED POLICIES & PROGRAMMES
GENERAL OVERVIEW	<ul style="list-style-type: none"> • Overall situation with respect to air quality in the country, including key air quality challenges: <ul style="list-style-type: none"> • Trinidad and Tobago is one of the most industrialised countries in the Commonwealth Caribbean region¹. • Energy sector (petrochemical sector), transportation and industrial sector account for the bulk of carbon dioxide emissions in Trinidad and Tobago. • This trend, when added to the problem of transcontinental pollution (e.g. Sahara Dust), has the potential to contribute significant amounts of air pollutants to the atmosphere. • The complaints database, which is informed through written complaints to Environmental Management Authority (EMA), indicate that 85% of the environmental complaints of the population relate to Noise, Air pollution and littering². • Air pollution complaints are associated with auto paint shops, land fires, and the stench 	<ul style="list-style-type: none"> • National Ambient air quality standards: ??? • National Air Quality Policy: <ul style="list-style-type: none"> • National Environmental Policy (NEP) 2006 • National Climate Change Policy 2011 • Air Quality legislation / programmes: <ul style="list-style-type: none"> • Vehicle Emissions Act • National Environmental Policy and Code • Air and Noise Pollution Management • Waste Management • Management of Hazardous Substances • Designation of Environmentally Sensitive Areas and Species • Certificate of Environmental Clearance Rules • Environmental Management Act No. 34 (1995) • Forest Act (Revised 1980) • Environmental Management Act • Water Pollution • Environmental Impact Assessment (EIA)

¹ National Environmental Policy (2006): <http://www.ema.co.tt/new/images/policies/national-environmental-policy2006.pdf>

² National Environment Policy; http://www.ema.co.tt/docs/legal/pol/NEP_19SEP05.pdf

	<p>emitted from rendering plants and malfunctioning sewage treatment plants³.</p> <ul style="list-style-type: none"> The available baseline data on air pollution, though limited, suggests inadequate air pollution control technologies, or their application, resulting in the excessive emission of pollutants to the atmosphere⁴. <p>• Air quality monitoring system:</p> <ul style="list-style-type: none"> A pilot ambient air monitoring station measuring nitrogen oxides, sulphur dioxide, ground level ozone, carbon monoxide as well as meteorological parameters has been established with a view to establishing additional stations periodically. Establishment of a national ambient air monitoring network at Pt. Lisas Monitoring Location is a major step towards filling the air quality data gap in Trinidad and Tobago⁵. Development of an air pollutant inventory, which provides data on the emission rates of various air pollutants. 	<p>• Other:</p> <p>Schools' Programmes</p> <p>Primary Secondary EnviroClub</p> <p>Youth Programmes</p> <p>Workshop Ambassadors Community Outreach</p> <p>A pilot ambient air monitoring station measuring nitrogen oxides, sulphur dioxide, ground level ozone, carbon monoxide as well as meteorological parameters has been established with a view to establishing additional stations periodically</p>
REDUCE EMISSIONS FROM INDUSTRIES	<p>• Industries that have the potential to impact air quality:</p> <ul style="list-style-type: none"> The industries that have the potential to impact air quality are Energy (petrochemical), transportation and industrial. <p>• GDP of country: 24.43⁶ billion (2013 estimate)</p>	<p>• Emission regulations for industries: ???</p> <p>• Small installation's emissions regulated: (Yes/No) ???</p> <p>• Renewable energy investment promoted:</p> <p>In bid promote investment in renewable energy the government has rolled out the following projects⁹;</p> <ul style="list-style-type: none"> The RE and EE in Community Centres Project Renewable Energy and Energy Efficiency Education Pilot Project Home Energy Self Sufficiency (HESS) Program

³ National Environment Policy; http://www.ema.co.tt/docs/legal/pol/NEP_19SEP05.pdf

⁴ Environmental Management Authority—Strategic Plan 2010-2014; http://www.ema.co.tt/new/images/pdf/strategic_plan_2k14.pdf

⁵ Environmental Management Authority; State of the Environment Report, 2000

⁶ World Bank; <http://data.worldbank.org/country/trinidad-and-tobago>

	<ul style="list-style-type: none"> • Industries' share of GDP: 57.7%⁷ (2013 estimate) • Electricity sources:⁸ <ul style="list-style-type: none"> • Natural Gas: 88.2% • Oil and Products: 11.7% • Comb. Renewable and Waste: ~0.1%. 	<ul style="list-style-type: none"> • Part III of the National Electrical Wiring Code in PV Systems • Pilot Projects to Introduce RE/EE Technologies – New Government Housing me in East Trinidad • Energy efficiency incentives: (ex: Subsidies, labelling, rebates etc.) <ul style="list-style-type: none"> • Exchange of incandescent light bulbs with more energy efficient CFLs to residents in several communities¹⁰. • Tax incentives to promote energy efficiency in the industrial and commercial sectors have been introduced. • Tax credits for Solar Water Heaters and tax exemptions for solar PV panels. • Tax exemptions for wind energy equipment. • Incentives for clean production and installation of pollution prevention technologies: <ul style="list-style-type: none"> • The Government has attempted to reduce emissions from the transportation sector by encouraging the increased use of alternative low-carbon emission fuels, such as CNG, through the removal of Value Added Taxes (VAT) and import duties on CNG conversion kits¹¹. • To enhance this effort, the Cabinet agreed in 2011 that the main artery of the road network utilised by public (buses) and private (maxi taxis) mass transportation, the Priority Bus Route, be converted into a “Green” route, allowing vehicles powered by either low-carbon emission fuels (CNG), zero emissions (electric power), or a combination of electric power and fossil fuel (hybrid power) to use the Priority Bus Route¹². • Actions to ensure compliance with regulations: (monitoring, enforcement, fines etc.) <ul style="list-style-type: none"> • Establishment of Environmental special reserve police officers appointed by the Commissioner of Police and assigned to the EMA. Established in July 1999, the Environmental Police Unit (EPU) prosecutes offences under the Environmental Management Act Chapter
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⁹ Ministry of Energy and Energy Industries; <http://www.energy.gov.tt/our-business/alternative-energy/pilot-projects/>

⁷ Global Finance; <https://www.gfmag.com/global-data/country-data/trinidad-and-tobago-gdp-country-report>

⁸ Renewable Energy and Energy Efficiency Partnership (REEEP); <http://www.reegle.info/policy-and-regulatory-overviews/TT>

¹⁰ Renewable Energy Policies in Trinidad and Tobago; Regional Workshop on Metrology and Technological Challenges of Climate Science and Renewable Energy Mary-Rose Narayane Ministry of Energy and Energy Affairs Trinidad and Tobago, April, 2015; <http://www.nist.gov/iaao/upload/MaryRose.pdf>

¹¹ Emissions Reduction Profile Trinidad and Tobago, UNEP RISØ JUNE 2013

¹² Emissions Reduction Profile Trinidad and Tobago, UNEP RISØ JUNE 2013

		<p>35:05 and its subsidiary legislation, as well as under other local legislation such as the Litter and Motor Vehicles Acts, e.g., black smoke emission, illegal dumping and other offences¹³.</p> <p>• Other actions at national, sub-national and / or local level to reduce industry emissions: ???</p>
REDUCE EMISSIONS FROM TRANSPORT	<p>• Key transport-related air quality challenges: (ex: vehicle growth, old fleet, dirty fuel, poor public transport etc.)</p> <ul style="list-style-type: none"> • Ever-expanding transportation sector is a major contributor of pollutants to the air in Trinidad and Tobago. • The Ministry of Works and Transport estimates that there are approximately 630,000 vehicles in Trinidad and Tobago, increasing by about 30,000 annually. • The emissions from consumption of liquid fuels in T&T, in 2008, were 3.7 million tons, nearly all of which stems from transportation (all power production is based on gas). • Greenhouse gas emissions from the transportation sector have increased by 278% over the period 1990 to 2006. 	<p>• Vehicle emission limit: (Euro rating) ???</p> <p>• Fuel Sulphur content: (in ppm)¹⁴ Diesel Sulphur Level 1,500 ppm (max allowable) Petrol Sulphur Level 5020 ppm</p> <p>• Restriction on used car importation¹⁵:</p> <ul style="list-style-type: none"> • In the case of a gasoline powered foreign used car, the age limit of the car shall not exceed six (6) years inclusive of the year of manufacture; • In the case of a dieseline powered foreign used car, the age limit of the car shall not exceed three (3) years inclusive of the year of manufacture; and • In the case of a CNG powered foreign used car, the CNG engine kit must be from an Original Equipment Manufacturer (OEM) and the age of the car shall not exceed four (4) years inclusive of the year of manufacture. <p>• Actions to expand, improve and promote public transport and mass transit:</p> <ul style="list-style-type: none"> • The feasibility of a mass transit system is currently being undertaken. Additionally, the feasibility of using compressed natural gas as an alternative fuel is also being considered.

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