

## **Cote d'Ivoire 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](mailto:Vered.Ehsani@unep.org) and [George.Mwaniki@unep.org](mailto:George.Mwaniki@unep.org).

<b>Cote d'Ivoire Air Quality Policy Matrix</b>		
<b>Goals</b>	<b>Status</b>	<b>Current Policies &amp; Programmes</b>
GENERAL OVERVIEW	<p><b>Overall situation with respect to air quality in the country, including key air quality challenges: ???</b></p> <p><b>Air quality monitoring system:</b> Not yet, although there are plans for one</p> <ul style="list-style-type: none"> <li>PM is the most important air pollutant in the country</li> </ul>	<p><b>National Ambient air quality standards:</b> None, however standards are contained in the Draft Decree on air Quality which is currently being validated by the Ivorian Government; these standards meet as a minimum WHO Interim Targets</p> <p><b>National Air Quality Policy:</b> No</p> <p><b>Air Quality legislation / programmes: ???</b></p> <p><b>Other: ???</b></p>
REDUCE EMISSIONS FROM INDUSTRIES	<p><b>Industries that have the potential to impact air quality:</b></p> <ul style="list-style-type: none"> <li>The most important industries are; foodstuffs, beverages; wood products, oil refining, gold mining, truck and bus assembly, textiles, fertilizer, building materials among others</li> </ul> <p><b>GDP of country:</b> USD 28.28B in 2013<sup>1</sup></p> <p><b>Industries' share of GDP:</b> 21.3%</p> <p><b>Electricity sources:</b></p> <ul style="list-style-type: none"> <li>50.6% of the installed electricity generating capacity (1.222 Million KW in 2010) is</li> </ul>	<p><b>Emission regulations for industries:</b></p> <ul style="list-style-type: none"> <li>Partially covered under the Environmental Impact Assessment (EIA) report for projects</li> </ul> <p><b>Small installation's emissions regulated:</b> (Yes/No) No</p> <p><b>Renewable energy investment promoted:</b> There are plans to promote renewables, but nothing concrete as yet</p> <p><b>Energy efficiency incentives:</b> (ex: Subsidies, labelling, rebates etc) No</p> <p><b>Incentives for clean production and installation of pollution prevention technologies:</b> No, although some awareness raising programmes have been conducted</p> <p><b>Actions to ensure compliance with regulations:</b> (monitoring, enforcement, fines etc) ???</p> <p><b>Other actions at national, sub-national and / or local level to reduce industry:</b> (can include incentives to move industries to less populated areas here ???)</p>

<sup>1</sup> 'Countries of the World - 32 Years of CIA World Fact Books', 2015 <<http://www.theodora.com/wfb/#R>>.

	generated from fossil fuel; the rest 49.4% is generated from renewable source <sup>2</sup> .	
REDUCE EMISSIONS FROM TRANSPORT	<p><b>Key transport-related air quality challenges:</b> (<i>ex: vehicle growth, old fleet, dirty fuel, poor public transport etc</i>)</p> <ul style="list-style-type: none"> <li>• Vehicle emissions are a major source of PM, NO<sub>2</sub> and CO</li> <li>• Freight and passenger transport is usually provided by private companies or individuals</li> <li>• Private car ownership is low with 20 car per 1000 individuals in 2007</li> </ul>	<p><b>Vehicle emission limit:</b> (<i>Euro rating</i>) <b>???</b></p> <ul style="list-style-type: none"> <li>• <b>Fuel Sulphur content:</b> (<i>in ppm</i>): Fuel (diesel) sulphur content restricted at 3500ppm</li> <li>• <b>Fuel Lead content:</b> Unleaded gasoline since 2005</li> </ul> <p><b>Restriction on used car importation:</b></p> <ul style="list-style-type: none"> <li>• Age limit for second hand cars is set at 10 years; vehicles older than this are charged extra duty.</li> <li>• Pre-importation inspection is required for road worthiness</li> </ul> <p><b>Actions to expand, improve and promote public transport and mass transit:</b> there is Master Plan for Urban Development of Greater Abidjan 2015-2030 (SDUGA) that will seek to expand public transport, which will include BRT, light rail and expanded bus lines</p> <p><b>Actions to promote non-motorized transport:</b> (<i>ex: include sidewalks and bike lanes in new road projects, car-free areas etc</i>)</p> <p><b>Other transport-related actions:</b> There is a Global Fuel Economy Initiative project, exploring improving vehicle standards</p>
REDUCE EMISSIONS FROM OPEN BURNING OF AGRICULTURAL / MUNICIPAL WASTE (OUTDOOR)	<p><b>Outdoor, open burning:</b> (<i>ex: is it commonly done? burning what kinds of wastes? etc</i>)</p> <ul style="list-style-type: none"> <li>• Uncontrolled waste burning, which is a common practice, is one of the practices that contributes to deteriorating air quality in urban centres</li> <li>• Agricultural waste burning can also impact air quality in the rural areas.</li> <li>• Municipal solid waste is ranked as the highest priority waste stream requiring improvement in Cote d'Ivoire</li> </ul>	<p><b>Legal framework:</b> (<i>ex: is burning banned?</i>) Open burning of wastes and vegetable residue is banned, however there are no specific regulations governing this</p> <p><b>Actions to prevent open burning of municipal waste and / or agricultural waste:</b></p> <ul style="list-style-type: none"> <li>• Some waste management policies and regulations exist in the country. However, not all waste streams are regulated</li> </ul>
REDUCE EMISSIONS	<b>Dominant fuels used for cooking and space heating:</b>	<ul style="list-style-type: none"> <li>• Support and monitoring of the “Improved Stoves Popularization Program”,</li> <li>• Monitoring of the activities of charcoal producers in cooperation with the National Centre for</li> </ul>

<sup>2</sup> ‘Countries of the World - 32 Years of CIA World Fact Books’.

<p>FROM OPEN BURNING OF BIOMASS (INDOOR)</p>	<ul style="list-style-type: none"> <li>● Biomass is the most common energy source, providing up to 75% of overall energy requirements, including: Fuel wood and charcoal for households, Energy for small restaurants, bakeries, and arts and crafts centres. Agricultural and forest residues for steam and/or electricity in some agro-business companies and sawmills<sup>3</sup>.</li> </ul> <p><b>Impact:</b></p> <ul style="list-style-type: none"> <li>● Indoor air pollution causes an estimated 12,500 premature deaths every year<sup>4</sup></li> <li>● Air pollution from indoor sources is the single largest contributor to the negative health effects of air pollution in Cote d'Ivoire.</li> </ul>	<p>Agricultural Research (Centre National de Recherche Agronomique) of the Ministry of Higher Education and Research,</p> <ul style="list-style-type: none"> <li>● Monitoring of experimental solar stations in cooperation with the Research Institute on Renewable Energies of the Ministry of Higher Education and Research.</li> </ul> <p><b>Indoor air pollution regulated:</b> No</p> <p><b>Promotion of non-grid / grid electrification:</b> Yes, this is conducted by the Ministry in charge of Energy</p> <p><b>Promotion of cleaner cooking fuels and clean cook stoves:</b> The Ministry of Energy promotes improved stoves and use of butane gas for cooking</p> <p><b>Other actions to reduce indoor biomass burning, or to reduce its emissions:</b> ???</p>
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