

## 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>SRI LANKA</b>		
<b>GOALS</b>	<b>CURRENT STATUS</b>	<b>CURRENT / PLANNED POLICIES &amp; PROGRAMMES</b>
GENERAL OVERVIEW	<ul style="list-style-type: none"> <li>● <b>Overall situation with respect to air quality in the country, including key air quality challenges:</b> still good, although deteriorating in urban areas mainly due to vehicles and thermal power plants; Also of concern: open burning of waste, resuspension of road dust, industries, refineries, biomass burning</li> <li>● <b>Air quality monitoring system:</b> Yes, 2 stations in Colombo, one mobile station</li> </ul>	<ul style="list-style-type: none"> <li>● <b>National Ambient air quality standards:</b> meet WHO Interim Targets</li> <li>● <b>National Air Quality Policy:</b> No</li> <li>● <b>Air Quality legislation / programmes:</b> Clean Air 2000 Action Plan</li> <li>● <b>Other:</b> Trend toward devolving powers to provinces – problems such as lack of personnel and capacity to tackle major pollution problems outside of Colombo; Yale's Environment Performance Index rated Sri Lanka best in South Asia for air quality management, although there the Central Environmental Authority has limited scope of regulatory powers and weak enforcement powers (inability to conduct investigations, close facilities, impose administrative penalties/fines)</li> </ul>
REDUCE EMISSIONS FROM INDUSTRIES	<ul style="list-style-type: none"> <li>● <b>Industries that have the potential to impact air quality:</b> processing of agricultural commodities, textiles, cement, petroleum refining, agriculture, manufacturing</li> <li>● &gt;80% industries are in close proximity to Colombo; large-scale industries not as common as small and medium scale</li> <li>● <b>GDP of country:</b> \$80 billion</li> <li>● <b>Industries' share of GDP:</b> 29%</li> <li>● <b>Electricity sources:</b> hydro, thermal (coal, oil)</li> </ul>	<ul style="list-style-type: none"> <li>● <b>Emission regulations for industries:</b> emission licenses; National Industrial Pollution Management Policy Statement</li> <li>● <b>Small installation's emissions regulated:</b> Yes</li> <li>● <b>Renewable energy investment promoted:</b> Some subsidies. However, energy mix moving away from high dependence on hydro to increasing use of thermal power, with plans to change renewable-thermal mix from 40% renewables (2014) to 18% (2032)</li> <li>● <b>Energy efficiency incentives:</b> tax reduction if purchase equipment for energy efficiency purposes</li> <li>● <b>Incentives for clean production and installation of pollution prevention technologies:</b> Cleaner Production Policy; National Cleaner Production Centre; absence of economic or incentive-based instruments to promote pollution control technologies</li> <li>● <b>Actions to ensure compliance with regulations:</b> ???</li> </ul>

		<ul style="list-style-type: none"> <li>● <b>Other actions at national, sub-national and / or local level to reduce industry emissions:</b> Pollution Control and Abatement Fund; cleaner technology and waste minimisation projects; relocation of selected industrial sectors</li> </ul>
REDUCE EMISSIONS FROM TRANSPORT	<ul style="list-style-type: none"> <li>● <b>Key transport-related air quality challenges:</b> increasing volumes, poor inspection and maintenance; 60% of vehicles are in the Colombo Metropolitan Region, and are a major contributor to urban air pollution</li> </ul>	<ul style="list-style-type: none"> <li>● <b>Vehicle emission limit:</b> Euro 1</li> <li>● <b>Fuel Sulphur content:</b> 2,000 ppm</li> <li>● <b>Restriction on used car importation:</b> vehicles older than 4 years are banned</li> <li>● <b>Actions to expand, improve and promote public transport and mass transit:</b> master plan includes measures for electrification and widening railways, urban railway development; conducting feasibility studies to launch the Bus Rapid Transit system in urban areas</li> <li>● <b>Actions to promote non-motorized transport:</b> (ex: include sidewalks and bike lanes in new road projects, car-free areas etc) ???</li> <li>● <b>Other transport-related actions:</b> Staggered opening / closing times of some places to reduce congestion; Charging stations for electric vehicles being promoted by government; electric cars have 5% tax, instead of 100-200% tax like other vehicles; hybrids also taxed at a lower rate</li> </ul>
REDUCE EMISSIONS FROM OPEN BURNING OF AGRICULTURAL / MUNICIPAL WASTE (OUTDOOR)	<ul style="list-style-type: none"> <li>● <b>Outdoor, open burning:</b> some burning of waste occurs</li> </ul>	<ul style="list-style-type: none"> <li>● <b>Legal framework:</b> (ex: is burning banned?) ???</li> <li>● <b>Actions to prevent open burning of municipal waste and / or agricultural waste:</b> ???</li> </ul>
REDUCE EMISSIONS FROM OPEN BURNING OF BIOMASS (INDOOR)	<ul style="list-style-type: none"> <li>● <b>Dominant fuels used for cooking and space heating:</b> 67% use solid fuels</li> <li>● <b>Impact:</b> 4,300 deaths/year from indoor air pollution (1,000 from outdoor air pollution)</li> </ul>	<ul style="list-style-type: none"> <li>● <b>Indoor air pollution regulated:</b> No</li> <li>● <b>Promotion of non-grid / grid electrification:</b> 88% electrification; rural electrification rate higher than the global average; use of mini-hydro to provide non-grid network</li> <li>● <b>Promotion of cleaner cooking fuels and clean cook stoves:</b> ???</li> <li>● <b>Other actions to reduce indoor biomass burning, or to reduce its emissions:</b> ???</li> </ul>

**Secondary Sources used in the research:** *Country Synthesis Report on Urban Air Quality Management: Sri Lanka. Asian Development Bank and the Clean Air Initiative for Asian Cities, 2006.*, [http://www.cseindia.org/userfiles/air\\_quality\\_issues\\_srilanka.pdf](http://www.cseindia.org/userfiles/air_quality_issues_srilanka.pdf),  
<http://www.news.lk/news/business/item/1766-sri-lanka-best-in-air-quality-management-in-south-asia>,  
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