

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.

TURKMENISTAN		
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: fewer environmental issues as other former Soviet states, due to having relatively little heavy industry; air quality standards for total suspended particles are exceeded in all big cities every year ● Existing air quality standards are not sufficient to enable air quality assessment; Environmental legislation consists of key legal acts that are not fully comprehensive or effective ● Air quality monitoring system: it is conducted manually and doesn't measure harmful pollutants such as PM2.5 and ozone; equipment needs updating 	<ul style="list-style-type: none"> ● National Ambient air quality standards: NO2 and SO2 standards only, meet WHO Interim Targets ● National Air Quality Policy: No ● Air Quality legislation / programmes: Law on Protection of Atmospheric Air 1999 provides for basic principles and elements of air quality protection and air pollution charges, but needs updating ● Other:
REDUCE EMISSIONS FROM INDUSTRIES	<ul style="list-style-type: none"> ● Industries that have the potential to impact air quality: Oil and gas industry produce 75-95% of total emissions from stationary sources in western and eastern parts of country; chemical, manufacturing and construction materials industries, textiles / cotton processing ● Door to Hell: a natural gas field that has been 	<ul style="list-style-type: none"> ● Emission regulations for industries: Yes, fee-based but needs updating; Fees for emissions haven't been adjusted over the last decade ● Small installation's emissions regulated: (Yes/No) ??? ● Renewable energy investment promoted: No (due to subsidies), although there is great potential for wind and solar ● Energy efficiency incentives: Most of the population receives natural gas and electricity for free, and fuel is subsidised (a certain amount is given for free), which has led to inefficiency and

	<p>burning continuously since 1971</p> <ul style="list-style-type: none"> ● GDP of country: \$47 billion ● Industries' share of GDP: 36% ● Electricity sources: thermal power plants, mainly natural gas ● Large sections of population don't pay for electricity because of state subsidies 	<p>waste; infrastructure needs upgrading as there is severe power loss through the system</p> <ul style="list-style-type: none"> ● Incentives for clean production and installation of pollution prevention technologies: No; Best Available Techniques not defined and not taken into account during permit-issuing procedure; integrated pollution prevention and control has not been introduced ● Actions to ensure compliance with regulations: No clearly defined procedures for conducting inspections, detecting offences and reporting them; Current system doesn't contain effective sanctions to deter further non-compliance; Fines need to be adjusted to reflect inflation and provide incentive for compliance ● Other actions at national, sub-national and / or local level to reduce industry: certain major pollution sources are being moved / rebuilt outside populated areas (reconstruction of oil refineries, relocation of cement factory)
<p>REDUCE EMISSIONS FROM TRANSPORT</p>	<ul style="list-style-type: none"> ● Key transport-related air quality challenges: increased growth, high percentage of vehicles with obsolete technology 	<ul style="list-style-type: none"> ● Vehicle emission limit: None ● Fuel Sulphur content: 100 ppm, 1,000 ppm for petrol; plans to upgrade existing refineries to produce Euro 4 and 5 equivalent fuels by 2018 ● Restriction on used car importation: importation of vehicles manufactured prior to 2000 is banned ● Actions to expand, improve and promote public transport and mass transit: wide range of reduced tariffs and fares for urban buses ● Actions to promote non-motorized transport: (ex: include sidewalks and bike lanes in new road projects, car-free areas etc) ??? ● Other transport-related actions:
<p>REDUCE EMISSIONS FROM OPEN BURNING OF AGRICULTURAL / MUNICIPAL WASTE (OUTDOOR)</p>	<ul style="list-style-type: none"> ● Outdoor, open burning: (ex: is it commonly done? burning what kinds of wastes? etc) ??? 	<ul style="list-style-type: none"> ● Legal framework: (ex: is burning banned?) ??? ● Actions to prevent open burning of municipal waste and / or agricultural waste: ???
<p>REDUCE EMISSIONS</p>	<ul style="list-style-type: none"> ● Dominant fuels used for cooking and space heating: <5% use solid fuels; most use LPG 	<ul style="list-style-type: none"> ● Indoor air pollution regulated: No

FROM OPEN BURNING OF BIOMASS (INDOOR)	for cooking ● Impact: No deaths/year from indoor air pollution (800 from outdoor air pollution)	<ul style="list-style-type: none"> ● Promotion of non-grid / grid electrification: ~100%, although electricity system requires upgrading ● Promotion of cleaner cooking fuels and clean cook stoves: gas is free for most people ● Other actions to reduce indoor biomass burning, or to reduce its emissions: ???
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Secondary Sources used in the research: https://en.wikipedia.org/wiki/Door_to_Hell,
https://energypedia.info/wiki/Turkmenistan_Energy_Situation, https://energypedia.info/wiki/Turkmenistan_Energy_Situation,
<http://www.marines.mil/Portals/59/Publications/Turkmenistan%20Profile.pdf>, <http://www.reegle.info/countries/turkmenistan-energy-profile/TM>,
<http://www.zaragoza.es/contenidos/medioambiente/onu/941-eng.pdf>, http://www.unep.org/Transport/new/PCFV/pdf/cleanfue_transport_UNEP-CARECreport.pdf, http://www.iru-eapd.org/detail_publications/id.114