

Ukraine 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.

Ukraine Air Quality Policy Matrix		
Goals	Status	Current Policies & Programmes
GENERAL OVERVIEW	<p>Overall situation with respect to air quality in the country, including key air quality challenges:</p> <ul style="list-style-type: none"> • Although constituting a small percentage of the overall landmass of the former Soviet Union, Ukraine was responsible for a significant amount of its overall GDP (approximately 25%). • After the breakup of the Soviet Union and the aging industrial infrastructure of Ukraine continued to emit large volumes of air pollutants • WHO estimates that outdoor air pollution causes 300 premature deaths annually¹ <p>Air quality monitoring system: ???</p>	<p>National Ambient air quality standards: ???</p> <p>National Air Quality Policy: ???</p> <p>Air Quality legislation / programmes:</p> <ul style="list-style-type: none"> • Air pollution in Ukraine is regulated through the Ukrainian law On Atmospheric Air Protection • This law has both administrative and regulatory frameworks aimed at limiting pollutant emission. <p>Other:</p> <ul style="list-style-type: none"> • The framework law on environmental protection was adopted as early as 1991 and was followed by several new pieces of legislation such as <ul style="list-style-type: none"> - the law on air protection of 1992, amended in 2001, - the cabinet decree on the procedure for developing and approving emission limit values for stationary sources of 2001, - the strategy for the national environmental policy till 2020, adopted in 2010 and the - national environmental action plan till 2015, adopted in 2011
REDUCE EMISSIONS FROM INDUSTRIES	<p>Industries that have the potential to impact air quality:</p> <ul style="list-style-type: none"> • Industrial emissions are the most important source of air pollutants in Ukraine • Air pollution from industrial installations emanates from the following: power generation, coal mining, ferrous and 	<p>Emission regulations for industries:</p> <ul style="list-style-type: none"> • Stationary sources that have the potential to emit air pollutants are required to apply for a permit, which is issued under the following conditions. <ol style="list-style-type: none"> 1) emissions are kept under the stipulated set limits for stationary sources 2) emissions are kept within the set limits for environmental protection 3) Operating procedures and requirements for the set emission limits

¹ WHO, 'WHO | Country Profiles of Environmental Burden of Disease', WHO, 2008
http://www.who.int/quantifying_ehimpacts/national/countryprofile/en/#T.

	<p>nonferrous metals, machinery and transport equipment, chemicals and food processing among others</p> <p>GDP of country: USD 175.5 billion in 2013</p> <p>Industries' share of GDP: 29.6%</p> <p>Electricity sources:</p> <ul style="list-style-type: none"> ● 64.1% of the installed electricity generating capacity (54.88million KW in 2010) is generated from fossil fuel, 25.2% from nuclear and the rest 9.9% from hydropower while the rest is generated from renewable energy sources. 	<p>for the</p> <p>Small installation's emissions regulated: (Yes/No) ???</p> <p>Renewable energy investment promoted: ???</p> <p>Energy efficiency incentives: (ex: Subsidies, labelling, rebates etc) ???</p> <p>Incentives for clean production and installation of pollution prevention technologies: ???</p> <p>Actions to ensure compliance with regulations: (monitoring, enforcement, fines etc) ???</p> <p>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) ???</p> <ul style="list-style-type: none"> ● Emission control from stationary sources is implemented in line with Article 11 of the Ukraine law "On Air Protection"
<p>REDUCE EMISSIONS FROM TRANSPORT</p>	<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"> ● Road transport is the most dominant mode of transport in Ukraine, with use of private cars being the most dominant mode of transport. ● Use of private cars is encouraged as demonstrated by the low fuel cost which stood at USD 0.89 per litre in 2015². ● Public transport is dominated by bus routes, these buses are operated by the state or by private companies. ● There are also, trams and city metros within the major cities. ● Private car ownership is high with 220 cars per 1000 individuals in 2012 	<p>Vehicle emission limit: (Euro rating)</p> <ul style="list-style-type: none"> ● Euro 4LDV as of January 1, 2014; HDV standard unknown ● Vehicles with emission standards corresponding to Euro 5 for LDV will be implemented from January 1, 2016, Euro 6 LDV for January 1, 2018 <p>Fuel Sulphur content: (in ppm):</p> <ul style="list-style-type: none"> ● On 31 December 2013, Ukraine's national oil and Gas Company announced that its largest oil refinery by capacity has completed modernization of its equipment in order to start production of diesel fuel that meets 'Euro 5' quality standards with 10 ppm sulfur content. ● Plans for nationwide standard update to 50 ppm in diesel and gasoline from 2016, 10 ppm from 2018 (Technical Regulation No.927 on Fuel Quality). 50 ppm (diesel class 4) and 10ppm diesel (class 5) available. <p>Fuel Lead content:</p> <ul style="list-style-type: none"> ● Use of leaded fuel is banned <p>Restriction on used car importation:</p> <ul style="list-style-type: none"> ● From January 1, 2013 the import of LDV vehicles below Euro 3 is banned. ● Excise taxes are lower for vehicles with smaller engine volume and lower CO2 emissions <p>Actions to expand, improve and promote public transport and mass transit: ???</p>

² 'Gasoline Prices around the World, 28-Sep-2015 | GlobalPetrolPrices.com' <http://www.globalpetrolprices.com/gasoline_prices/> [accessed 5 October 2015].

		<p>Actions to promote non-motorized transport: <i>(ex: include sidewalks and bike lanes in new road projects, car-free areas etc)</i> ???</p> <p>Other transport-related actions:</p>
<p>REDUCE EMISSIONS FROM OPEN BURNING: OUTDOOR</p>	<p>Outdoor, open burning: <i>(ex: is it commonly done? burning what kinds of wastes? etc)</i></p> <ul style="list-style-type: none"> ● Forest fires, which are a common occurrence during dry summer months, can significantly lower air quality 	<p>Legal framework: <i>(ex: is burning banned?)</i> ???</p> <p>Actions to prevent open burning of municipal waste and / or agricultural waste: ???</p>
<p>REDUCE EMISSIONS FROM OPEN BURNING: INDOOR</p>	<p>Dominant fuels used for cooking and space heating: ???</p> <p>Impact: ???</p> <ul style="list-style-type: none"> ● CO and PM are the most common indoor air pollutant ● Their concentrations are higher during wintertime compared to other seasons ● Behavioural hazards such as smoking indoor, pets inside, and low ventilation also contribute in poor indoor air quality 	<p>Indoor air pollution regulated: <i>(Yes / No)</i> ???</p> <p>Promotion of non-grid / grid electrification: ???</p> <p>Promotion of cleaner cooking fuels and clean cook stoves: ???</p> <p>Other actions to reduce indoor biomass burning, or to reduce its emissions: ???</p>