Cameroon 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.

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Cameroon Air Quality Policy Matrix		
Goals	**Status**	**Current Policies & Programmes**
GENERAL OVERVIEW	**Overall situation with respect to air quality in the country, including key air quality challenges**: Cameroon is a developing country where the industrial sector is still developing. Under these conditions, we may conclude that the situation of industrial air pollution is not very alarming, since there's still no imminent risk of smog in large Cameroonian cities or acid rain as has been observed in Japan, the United States, Canada, etc. Nevertheless, although the risk is not the same, it would be improper to say that it does not exist and that the Cameroonian authorities should do nothing. Many boilers and industrial processes generate smoke, gases, dust, airborne particles, etc. harmful to health and the environment. The uses of the best possible techniques is seen as one sure way of salvation, but very few factories use new machines and some operators prefer to turn to Asian countries where the new processes are cheaper, but unfortunately without good ecological quality. A study by the Clean Air Initiative on air quality in	**National Ambient air quality standards**: Cameroon has adopted the WHO ambient air quality standards and completes these standards with best practices for other pollutants not addressed by WHO (see attached standards) **National Air Quality Policy**: There is currently no air quality policy for Cameroun **Air Quality legislation / programmes**: Section 1, Chapter III of Law No. 96/12 of August 5, 1996, on the Framework Law on the Environmental Management deals entirely on atmospheric pollution and Decree No. 2011/2582 / PM of August 23, 2011 Laying down conditions for protection of the atmosphere in Cameroon equally spells out clearly the necessary measures that must be taken to ensure good air quality in Cameroon **Other**:

	Douala and published in 2004, clearly shows that the vehicle fleet composition is a significant parameter in the analysis of air pollution. The study showed that the emission level is strongly related to the type of vehicle and age of vehicle. The results show a daily release of about 51 tons of CO, HC and 10 tons 4 tons of NOx. The emission of SO2 and PM10 is relatively low thanks to the very limited number of diesel vehicles at the date of the study. The emission of Pb is about 100 kg / day. This was because leaded fuel was still used by then. With regard to the impact on air quality major problems concern the Pb (concentrations up to 150 times the WHO guide value), HCV and NOx. **Air quality monitoring system**: The air quality monitoring system doesn't exist yet, however the Ministry of Environment has prepared technical specifications to purchase a mobile laboratory and will be conducting in 2016 the first air quality analysis to be initiated by government. It should however be noted that this system exist around some major industries such as ALUCAM, COTCO AND PROMETAL.	
REDUCE EMISSIONS FROM INDUSTRIES	**Industries that have the potential to impact air quality**: ● The most important industries are; petroleum production and refining, aluminium production, food processing, light consumer goods, textiles, lumber and ship repair among others **GDP of country**: USD 27.3B in 2013	**Emission regulations for industries**: Cameroon currently has standards for air emission releases that were published by the Ministry of Environment in 2008. These standards serves as emission regulation for Cameroonian industries. However, some work is currently underway to develop specific regulations for each industry. This is the case of Aluminium production industry which will soon receive a specific regulation for his emissions. **Small installation's emissions regulated**: No

	Industries' share of GDP: 27.3% ● **Electricity sources**: ● 27.8% of the installed electricity generating capacity (1.115 million KW in 2010) is generated from fossil fuel, the rest 72.2% is generated from renewable sources. ● The residential sector in the country contributes most to primary energy demand, totalling some 71%, including 95% of the nation's biomass consumption. Energy efficiency is not represented heavily in the national energy policy	**Renewable energy investment promoted**: A renewable energy policy is being prepared, with policy goals to increase the share of renewables in power and heat generation, and to involve private capital in the delivery of energy. **Energy efficiency incentives:** *(ex: Subsidies, labelling, rebates etc)* The development of policy documents and legislative instruments for such initiatives are still in progress Cameroon. **Incentives for clean production and installation of pollution prevention technologies**: A Clean development Mechanism under the Kyoto Protocol is currently applied to project that demonstrate clearly the possibility of carbon sequestration in a bit to get them to benefit from the carbon credit fund. **Actions to ensure compliance with regulations:** *(monitoring, enforcement, fines etc)* Significant development has been carried out with regards to compliance. The Department of Standards and Control in the Ministry of Environment through her Environmental Inspection Brigade conduct regular inspection, monitoring to sanction defaulters or those who do not comply with the regulation enforce **Other actions at national, sub-national and / or local level to reduce industrial emissions**:
REDUCE EMISSIONS FROM TRANSPORT	**Key transport-related air quality challenges**: *(ex: vehicle growth, old fleet, dirty fuel, poor public transport etc)* ● Road transport is the dominant form of transport accounting for 95% of all transport in Cameroon ● Freight and passenger transport is usually provided by private companies or individuals, with a few government owned and operated buses ● Private car ownership is low with 14 car per 1000 individuals in 2007 ● The vehicle fleet is characterized by aged vehicle, which worsens the air quality situation especially in urban areas	**Vehicle emission limit**: *(Euro rating)* Vehicle emission limits applicable in Cameroon are those from Europe **Fuel Sulphur content**: *(in ppm)* Fuel (diesel) sulphur content restricted at 10,000ppm **Fuel Lead content** Unleaded gasoline restrictions since 2004 **Restriction on used car importation**: ● No import restrictions on vehicle age basis and duty is charged based on vehicle age ● Pre-importation inspection is required for road worthiness **Actions to expand, improve and promote public transport and mass transit**: **???** **Actions to promote non-motorized transport**: *(ex: include sidewalks and bike lanes in new road projects, car-free areas etc)* **???** **Other transport-related actions**: **???**

REDUCE EMISSIONS FROM OPEN BURNING OF WASTE (OUTDOOR)	**Outdoor, open burning**: *(ex: is it commonly done? burning what kinds of wastes? etc*) ● Uncontrolled waste burning, which is a common practice, is one of the practices that contributes to deteriorating air quality in urban centres ● Agricultural waste burning can also impact air quality in the rural areas. ● Due to the waste composition (plastics, waste tires, and other organic/inorganic materials) unregulated waste burning can be a source of health impairing emissions such as dioxins and furans	**Legal framework***: (ex: is burning banned?)* Bush fires are banned in accordance with the forestry law. Specific regulations are developed regularly especially at the approach of the dry season to remind farmers and cattle rearers of this measure **Actions to prevent open burning of municipal waste and / or agricultural waste**: Sensitization and sanctions
REDUCE EMISSIONS FROM BIOMASS BURNING (INDOORS)	**Dominant fuels used for cooking and space heating**: **Impact**: ● Indoor air pollution causes an estimated 11.400 premature deaths every year in Cameroon[1] **Others** ● The residential sector in the country contributes most to primary energy demand, totalling some 71%, including 95% of the nation's biomass consumption. ● In 2011, Senegal's national access to electricity was estimated at 40%, with an urban electrification rate of 70% and rural electrification of 22%. ● Air pollution from indoor sources is the single largest contributor to the negative health effects of air pollution.	**Indoor air pollution regulated**: *(Yes / No)* WHO standards are applicable **Promotion of non-grid / grid electrification**: ● With regard to rural areas Cameroon's Rural Electrification Master Plan (PDER) concerns the electrification of about 660 localities through the extension of the interconnected grids, the rehabilitation and construction of isolated diesel power plants and mini-hydro plants as well as the development of a regional grid. ● By 2020, the Government aims to achieve a 48% countrywide electrification rate, a 75% electricity access rate and a 20% rural electrification rate. **Promotion of cleaner cooking fuels and clean cook stoves**: Development and Promotion of the use of biogas from sewage and household sludge **Other actions to reduce indoor biomass burning, or to reduce its emissions**: Promotion and Distribution of improved stoves in a bit to fight against desertification

[1] WHO.