

## Central African Republic 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>Central African Republic 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> <ul style="list-style-type: none"> <li>• The predominant use of biomass for energy provision in rural households makes indoor air pollution the most important exposure pathway for air pollutants</li> <li>• WHO estimates that outdoor air pollution causes &lt;100 premature deaths annually while indoor air pollution is estimated to cause 3000 premature deaths annually<sup>1</sup></li> </ul> <p><b>Air quality monitoring system:</b></p> <ul style="list-style-type: none"> <li>•</li> </ul>	<p><b>National Ambient air quality standards:</b></p> <ul style="list-style-type: none"> <li>• Currently, Central Africa Republic (CAR) has not established nor enacted air quality standards regulations</li> </ul> <p><b>National Air Quality Policy:</b></p> <ul style="list-style-type: none"> <li>• Currently, CAR does not have a national air quality policy</li> </ul> <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>• Air pollution from industrial installations emanates from the following: gold and diamond mining, sugar refining among others</li> </ul> <p><b>GDP of country:</b> USD 2.05 B in 2013<sup>2</sup></p>	<p><b>Emission regulations for industries: ???</b></p> <p><b>Small installation's emissions regulated: (Yes/No) ???</b></p> <p><b>Renewable energy investment promoted: ???</b></p> <p><b>Energy efficiency incentives: (ex: Subsidies, labelling, rebates etc) ???</b></p> <p><b>Incentives for clean production and installation of pollution prevention technologies: ???</b></p>

<sup>1</sup> WHO, 'WHO | Country Profiles of Environmental Burden of Disease', WHO, 2008 <[http://www.who.int/quantifying\\_ehimpacts/national/countryprofile/en/#T](http://www.who.int/quantifying_ehimpacts/national/countryprofile/en/#T)>.

<sup>2</sup> 'Countries of the World - 32 Years of CIA World Fact Books', 2015 <<http://www.theodora.com/wfb/#R>>.

	<p><b>Industries' share of GDP:</b> 14.5%<sup>3</sup></p> <p><b>Electricity sources:</b></p> <ul style="list-style-type: none"> <li>● 43.2% of the installed electricity generating capacity (44,000 KW in 2010) is generated from fossil fuel and the rest 56.8% is generated from hydroelectric plants<sup>4</sup></li> </ul> <p><b>Others</b></p> <ul style="list-style-type: none"> <li>●</li> </ul>	<p><b>Actions to ensure compliance with regulations:</b> (<i>monitoring, enforcement, fines etc</i>) ???</p> <ul style="list-style-type: none"> <li>● <b>Other actions at national, sub-national and / or local level to reduce industrial emissions:</b> (<i>can include incentives to move industries to less populated areas here</i>) ???</li> </ul>
<p>REDUCE EMISSIONS FROM TRANSPORT</p>	<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>● Transportations is limited to road, river and air</li> <li>● Freight and passenger transport is usually provided by private companies or individuals</li> <li>● Private car ownership is low with 4 car per 1000 individuals</li> <li>● Vehicle emissions are a major source of PM, NO2 and CO</li> </ul>	<p><b>Vehicle emission limit:</b> (<i>Euro rating</i>) ???</p> <p><b>Fuel Sulphur content:</b> (<i>in ppm</i>)</p> <ul style="list-style-type: none"> <li>● Fuel (diesel)sulphur content restricted at 10000ppm</li> </ul> <p><b>Fuel Lead content</b> Unleaded gasoline restrictions since 2005</p> <p><b>Restriction on used car importation:</b></p> <ul style="list-style-type: none"> <li>● No age limit for used cars imported</li> </ul> <p><b>Actions to expand, improve and promote public transport and mass transit:</b> ???</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> ???</p>
<p>REDUCE EMISSIONS FROM OPEN BURNING: OUTDOOR</p>	<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>● The management of waste plastics is considered the greatest priority for CAR</li> </ul>	<p><b>Legal framework:</b> (<i>ex: is burning banned?</i>) ???</p> <p><b>Actions to prevent open burning of municipal waste and / or agricultural waste:</b> ???</p>

<sup>3</sup> 'Countries of the World - 32 Years of CIA World Fact Books'.

<sup>4</sup> 'Countries of the World - 32 Years of CIA World Fact Books'.

	<ul style="list-style-type: none"> <li>• Despite public awareness of the environmental risks of waste generation, there are currently no specific regulations on the management of waste plastics.</li> <li>• There is little-to-no management of e-waste in CAR</li> <li>• Industrial waste management is currently only limited to its capital, Ouagadougou.</li> <li>• Agricultural waste burning can also impact air quality in the rural areas.</li> </ul>	
<p>REDUCE EMISSIONS FROM OPEN BURNING: INDOOR</p>	<p><b>Dominant fuels used for cooking and space heating:</b></p> <ul style="list-style-type: none"> <li>• In 2010, the rate of access of the population to electricity was 4% at national level</li> </ul> <p><b>Impact:</b></p> <ul style="list-style-type: none"> <li>• WHO estimates that indoor air pollution causes 3000 premature deaths annually<sup>5</sup></li> </ul>	<p><b>Indoor air pollution regulated:</b> <i>(Yes / No) ???</i></p> <p><b>Promotion of non-grid / grid electrification:</b> <i>???</i></p> <p><b>Promotion of cleaner cooking fuels and clean cook stoves:</b> <i>???</i></p> <p><b>Other actions to reduce indoor biomass burning, or to reduce its emissions:</b> <i>???</i></p>

<sup>5</sup> WHO, 'WHO | Country Profiles of Environmental Burden of Disease', WHO, 2008  
[http://www.who.int/quantifying\\_ehimpacts/national/countryprofile/en/#T](http://www.who.int/quantifying_ehimpacts/national/countryprofile/en/#T).