

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.

THAILAND		
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: Urban air quality is deteriorating, due to transport, power generation, poor enforcement of regulations ● Air quality monitoring system: Yes, 53 air quality monitoring stations around the country 	<ul style="list-style-type: none"> ● National Ambient air quality standards: O3, PM10, PM2.5 meet WHO Interim Targets; NO2, SO2 don't meet ● National Air Quality Policy: No ● Air Quality legislation / programmes: There are standards for mobile and point sources (power plants, waste incinerators, mines, quarries, cement plants, industries, gold smelting, gold refining, rice mills boilers) ● Other:
REDUCE EMISSIONS FROM INDUSTRIES	<ul style="list-style-type: none"> ● Industries that have the potential to impact air quality: construction, power generation (esp coal fired), manufacturing, mining, refinery, cement plants, quarries ● GDP of country: \$387 billion ● Industries' share of GDP: ~40% ● Electricity sources: Natural gas is 71% and coal 21% of the fuel used for power generation 	<ul style="list-style-type: none"> ● Emission regulations for industries: Limits for NOx, SO2, Particulate; industries must report emissions annually; government annual inspection programmes to verify reports ● Small installation's emissions regulated: Yes ● Renewable energy investment promoted: Tax breaks for solar power; government's 10-year Alternative Energy Development Plan to increase alternative energy usage to 25% of total energy consumption ● Energy efficiency incentives: (ex: Subsidies, labelling, rebates etc) 20-Year Energy Efficiency Development Plan 2011-2030 – target to reduce energy intensity by 25%, particularly in transport and industries, through rules and regulations, and supportive / promotional measures; these will include minimum energy performance standards, energy efficiency labelling, and funding for amount of energy saved (http://www.enconfund.go.th/pdf/index/EEDP_Eng.pdf) ● Incentives for clean production and installation of pollution prevention technologies: There is a Master Plan on Cleaner Production, but no incentives for installing pollution control

		<ul style="list-style-type: none"> ● Actions to ensure compliance with regulations: (monitoring, enforcement, fines etc) ??? ● Other actions at national, sub-national and / or local level to reduce industry: Several award programmes for good performance
REDUCE EMISSIONS FROM TRANSPORT	<ul style="list-style-type: none"> ● Key transport-related air quality challenges: Traffic is greatest source of air pollution in Bangkok; Many old vehicles on the road; Car tax too low to make significant difference 	<ul style="list-style-type: none"> ● Vehicle emission limit: Euro 4 (tighter standards being considered) ● Fuel Sulphur content: 50 ppm ● Restriction on used car importation: Banned ● Actions to expand, improve and promote public transport and mass transit: Bangkok Metropolitan Administration (BMA) Action Plan on Global Warming Mitigation 2007-2012 includes expansion of Bangkok Mass Transit System and underground Metropolitan Rapid Transit, and improving traffic systems; expand park areas. Plans to add nine more electric rail routes to subway and skytrain services, plus flat-rate ticket prices for all mass transit services to encourage greater use of the system; Plans to invest in high-speed and regular trains over the next 8 years, within Bangkok (from 80km to 464km) and between Bangkok and other centres ● Actions to promote non-motorized transport: (ex: include sidewalks and bike lanes in new road projects, car-free areas etc) Actions to promote non-motorized transport in the National Transport Master Plan (2011-2020) (http://ppmc-cop21.org/cycling-policies-to-improve-mobility-and-health-in-thailand/) include promoting NMT such as sidewalk improvement, bike lane, car free day, BRT, park and ride, pricing programmes ● Other transport-related actions: plan to amend regulations to allow access to electricity chargers at petrol stations, and 10% decrease in excise tax on EV components, as part of plan to promote EV; There is a plan to replace the current vehicle sales tax with a CO2 tax, to encourage purchase of more efficient vehicles; there is a concern that the schedule of rates may not be enough to shift buyers from less efficient to more efficient vehicles; measures to promote energy efficient vehicles through mandatory labelling and tax
REDUCE EMISSIONS FROM OPEN BURNING OF AGRICULTURAL / MUNICIPAL WASTE (OUTDOOR)	<ul style="list-style-type: none"> ● Outdoor, open burning: Open burning of agricultural residue and municipal waste, as well as forest fires, are key sources of air pollution 	<ul style="list-style-type: none"> ● Legal framework: National Master Plan for Open Burning Control to prevent open burning ● Actions to prevent open burning of municipal waste and / or agricultural waste: ???

<p>REDUCE EMISSIONS FROM OPEN BURNING OF BIOMASS (INDOOR)</p>	<ul style="list-style-type: none"> ● Dominant fuels used for cooking and space heating: wood (50%) and charcoal (40%), especially in rural areas ● Impact: WHO estimates 10,000 deaths/year from indoor air pollution (4,000 for outdoor air pollution) 	<ul style="list-style-type: none"> ● Indoor air pollution regulated: No ● Promotion of non-grid / grid electrification: 99% access, although this doesn't mean that it is always available ● Promotion of cleaner cooking fuels and clean cook stoves: ??? ● Other actions to reduce indoor biomass burning, or to reduce its emissions: ???
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Secondary Sources used in the research: http://www.pcd.go.th/info_serv/en_reg_std_airsnd03.html, http://www.pcd.go.th/info_serv/en_reg_std_airsnd.html, http://www.pv-magazine.com/news/details/beitrag/thailand-dusts-off-renewable-energy-plans-as-unrest-subsides_100015767/#axzz3hHENchk7, <http://weben.dede.go.th/webmax/content/10-year-alternative-energy-development-plan>, <http://www.bloomberg.com/news/articles/2013-10-28/thailand-s-rural-boom-yields-mercedes-and-6-000-jacuzzis>, <http://www.reports-and-materials.org/sites/default/files/reports-and-materials/TBIRD.htm>, <http://pulitzercenter.org/reporting/bangkok-public-health-air-pollution-asthma-transportation-politics>, http://thailand.prd.go.th/ewt_news.php?nid=1888&filename=index, <http://www.bangkokpost.com/learning/learning-from-news/332229/transportation-2-2-trillion-baht-investment>, <http://www.fao.org/docrep/w7519e/w7519e10.htm>, http://www.enconfund.go.th/pdf/index/EEDP_Eng.pdf, http://www.who.int/quantifying_ehimpacts/national/countryprofile/en/#I, http://cleanairasia.org/wp-content/uploads/portal/files/agenda/meeting_report_of_consultation_for_joint_forum_and_5th_govt_meeting_feb2015.pdf