West and Central Africa Regional Framework Agreement on Air Pollution

Introduction:

- The present agreement documents the recommendations resulting from the West and Central Africa Sub-regional Workshop on Better Air Quality (BAQ), held on 20 -21 July (Policy Session) and 22 July 2009 (Ministerial Session) in Abidjan, Cote d'Ivoire. The Sub-regional Workshop was jointly organised by the Ministry of Environment, Water and Forests of Cote d'Ivoire, the African Refiners Association (ARA) and United Nations Environment Programme (UNEP).

- The BAQ initiative is supported by the Air Pollution Information Network for Africa (APINA), Stockholm Environment Institute (SEI), ARA, the United States Environmental Protection Agency (USEPA), the Swedish International Development Co-operation Agency (Sida), the Global Atmospheric Pollution Forum (GAPF), UNEP through the Partnership for Clean Fuels and Vehicles (PCFV), and the World Bank.

- This regional framework agreement on air pollution in West and Central Africa brings together 21 countries – **Côte d'Ivoire, Angola, Benin, Burkina Faso, Cameroon, Cape Verde, Chad, Congo Brazzaville, Democratic Republic of Congo, Equatorial Guinea, Gambia, Ghana, Guinea, Guinea Bissau, Liberia, Mali, Niger, Nigeria, Senegal, Sierra Leone and Togo – and ECOWAS**. It develops actionable targets to address air pollution issues in the following key areas: Transport, Industry and Mining, Household Pollution, Waste disposal, Bush fires, uncontrolled burning and deforestation, Urban Planning and Management and National and Regional Environmental Governance.

Considering:

- The socio-economic development in the sub-region and resultant activities that increase pollutants released into the atmosphere (particulate matter, sulphur dioxide, oxides of nitrogen, ammonia, volatile organic compounds, persistent organic pollutants, carbon monoxide and heavy metals);

- The environmental, economic and social costs of air pollution and their impact on sustainable development;

- Transboundary air pollution;

- The atmospheric transformations associated with emissions of volatile organic compounds and oxides of nitrogen that may have adverse impacts on human health and the environment;

- That about 90% of household energy supply in the region comes from biomass using traditional technology which affects human health and the environment;

- The social and cultural dimensions in the sub-region.

Recognising:

- The high rate of urbanisation in African countries and its impact on urban infrastructures;

- The urban planning difficulties faced by the authorities in the sub-region, particularly for the management of waste;

- The rapid increase of motor vehicle traffic with most countries having limited or non-existent standards for vehicle import and emissions and poor fuel quality resulting in the importation of old second hand vehicles using fuels with high sulphur levels and, consequently increasing air pollutant emissions;

- National fuel standards often do not match improvements in the quality of fuel produced and/or sold in the sub-region thus allowing for importation of lower grade fuels;

- The high number of two-stroke motorcycle engines in the sub-region, combined with poor fuel –oil mix leading to increased emissions;

- The limited transport planning and management in urban areas resulting in inadequate provision of public transport, inadequate investment in infrastructure for motorised transport, non-motorised transport and pedestrian traffic thus reducing urban mobility options, increasing traffic congestion, and increasing air pollutant emissions;

- The increasing emissions from the industrial and mining sector including manufacturing and processing industries, mineral extraction, and power generation using fossil fuel;

- The limited information on air quality in all the countries making it difficult to track trends and hindering coordinated approaches to air quality management and the introduction of programmes that would contribute to better air quality;

- The linkage between air pollution and climate change, associated with greenhouse gases (carbon dioxide, methane, ozone), and the co-benefits of reducing air pollution in all sectors of the economy for greenhouse gas reduction;

- The effects of uncontrolled bush burning and open air waste burning activities on local and regional air quality;

- The high number of people working in the informal sector in African countries, contributing significantly to increasing air pollution.

- That Africa is often used as a dumping ground for redundant technologies from other parts of the world that are causing air pollution through their use and disposal. .

Reiterating:

- Principle 21 of the UN declaration on the Human Environment in 1972, which states that: States have, in accordance with the Charter of the United Nations and the Principle of International Laws, the sovereign right to exploit their own resources pursuant to their own environmental policies, and the responsibility to ensure that activities within their jurisdiction

or control do not cause damage to the environment of other states or of areas beyond the limits of national jurisdiction;

Noting:

- Regional and national initiatives to control and prevent air pollution, in particular the 2006 Regional Conference on *Better Air Quality in Sub-Saharan African (SSA) Cities*, and various regional and national activities of the PCFV and partners;

- The successful phase out of leaded gasoline through cooperative strategies between, governments, industry, civil society and development partners that has enabled the use of vehicles equipped with catalytic converters and hence significant reduction in air pollution;

- That countries in the region have taken significant steps to reduce the age limit of motor vehicles imported into the region ;

- The efforts made by some countries in the region to introduce cleaner fuels and improved vehicle technologies;

- The various International Conventions and Protocols that have been ratified by West and Central African countries (see Annex 1).

Agree to the following actions:

1. Regional Cooperation

1.1 Cooperate in the preparation of flexible and differentiated agreements for the control and ultimate reduction of agreed air pollutants;

1.2 Consider the synergies and co-benefits of taking joint measures against the emission of air pollutants and greenhouse gases;

1.3 Harmonise among states as far as is practical national air quality management legislation, standards, monitoring procedures, and data management procedures;

1.4 Promote the exchange of educational and research information on air quality management;

1.5 Promote regional cooperation to strengthen the regulatory institutions to eliminate petroleum products smuggling and adulteration.

2. Transport Sector

Vehicle standards:

2.1   Enact regulations to restrict the age of imported vehicles and to ensure that new and second hand imported gasoline vehicles are equipped with functioning catalytic converters by 2011;

2.2   Establish pilot vehicle emission testing programs immediately in major cities and complete testing by 2012; develop the necessary capacity to enforce the inspection and maintenance programs through public information and training campaigns;

2.3   Establish minimum regionally harmonized emission standards by 2014 for the different categories of motor vehicles as stringent as available fuel quality will allow;

2.4   Explore and adopt modern technologies that promote vehicle fuel efficiency and reduce emissions including diesel retrofits and low emission vehicles;

2.5   Ban the import of two-stroke motorcycle immediately but no later than 2012 and promote the use of cleaner motorcycles.

Fuel standards:

2.6   Enact regulations to adopt AFRI-2 (3500 ppm max sulphur in diesel and 500ppm in gasoline) or better fuel specifications by the end of 2010 and implement AFRI-4 (50 ppm max sulphur in diesel and 150ppm in gasoline) by 2020;

2.7   Develop a refinery investment plan to implement AFRI-4 by 2020;

2.8   Harmonise fuel standards and practices in the sub-region by 2015 in the relevant regional organizations;

2.9   Enforce regulations against the procurement, sale and use of fuels not meeting the set standards; establish new and reinforce and expand capacity of existing fuel quality analysis laboratories;

2.10   Undertake detailed economic, social, and environmental assessments to enable sustainable use of bio-fuels and other cleaner fuels;

3.   Urban Planning and Management

Transport Infrastructure and Urban Planning:

3.1   Channel more investments in the development of sustainable urban transport infrastructure including road and rail systems;

3.2   Encourage the use of non motorized transport systems that have many advantages and are used by an overwhelming majority, but are constantly overlooked. At least 10% of transport infrastructure costs should be dedicated to this majority and the focus should be on safety. Particular emphasis should be given to high-demand, mixed-use roads in urban and peri-urban areas;

3.3   Promote the use of transport corridors for efficient traffic movement and reduce travel time by locating transport hubs nearer to industrial, commercial and residential areas;

3.4   Create efficient linkages between non-motorised transport, public transport and individual motorized transport to improve efficiency of urban mobility;

3.5   Encourage attitude change among all users to promote use of non-motorised transport and public transport;

3.6   Set service standards for public transport vehicles;

3.7   Enact regulations to control the growth of private motor car traffic through measures such as road pricing, congestion charging and parking management;

3.8   Promote public-private partnerships to ensure financial sustainability for public transport improvements;

3.9   Develop parking infrastructure for urban areas;

3.10   Develop adequate baseline databases as a necessity for urban planning, scenario formulation and policy assessment;

3.11   Enact regulations for tree planting, greening of urban space, and paving of walkways and driveways;

3.12   Develop and use master plans based on a vision for the city, while encouraging short term, cost-effective options, including travel demand management and attitude change (e.g. driving behaviour);

3.13   Ensure political support and commitment for these measures and involve both the public and the mass media;

3.14   Encourage networking and exchange of information (North-South, South-South).

Waste Management:

3.15   Develop and implement programmes for integrated management of wastes;

3.16   Provide adequate and suitable facilities for the pre-collection, collection, transport and treatment of all forms of waste;

3.17   Enact regulations to control the manufacture, sale and use of plastic packaging materials;

3.18   Enact regulations to prevent the open burning of waste;

3.19   Formulate, enact and enforce waste management regulations.

4.   Industry and Mining

4.1   Elaborate and adopt policy and legal frameworks to promote adoption of best available industrial establishments including the gradual phase-out of inefficient and environmentally unsustainable industrial technologies by 2012;

4.2   Elaborate and adopt policy and legal framework to facilitate and promote the use of cleaner fuels and efficient utilisation of energy for heavy industrial operations;

4.3   Subject activities that have an impact on air quality to an environmental and social impact assessment and environmental audit process;

4.4   Encourage the synergies and co-benefits of air pollution and climate change mitigation projects;

4.5   Develop and/or use land-use control instruments, such as regulations on zoning, to ensure the appropriate location of industrial establishments;

4.6   Enact emission standards and regulations for the different categories of industries and ensure compliance;

4.7   Build capacity for national monitoring of emissions from industrial and mining activity;

4.8   Harmonise industrial and mining emission standards and regulations to address the effects of transboundary air pollution.

5. Bush fires, uncontrolled burning and deforestation

5.1   Support investigations into the frequency and impacts of natural fires in the African savannah and forests;

5.2   Enact regulations and develop capacity of populations to prevent and control human initiated and natural bush wild fires;

5.3   Develop and implement fire early warning systems and fire management strategies;

5.4   Promote reforestation programs in degraded landscapes and develop alternative livelihood programs.

6.   Indoor Air Pollution

6.1   Promote the use of affordable, more efficient, cleaner burning and safer energy appliances;

6.2   Promote the use of cleaner energy and improved technologies including for instance solar, wind, biogas, biofuels, biomass;

6.3   Support training programs on energy efficiency and promote public awareness on the impact of indoor air pollution;

6.4   Formulate technical specifications for combustion appliances and emission standards;

6.5   Promote and support the construction of naturally ventilated houses;

6.6   Enact and enforce the legislation banning smoking in indoor public places, and outdoor gathering locations by 2011;

6.7   Promote the electrification of poor areas to prevent the use of fuel lamps;
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6.8   Promote anti-malarial steps to prevent the use of mosquito coils.

7.   National and Regional Environmental Governance

7.1   Promote the coordination of national stakeholders in the development and implementation of air quality policies and management strategies;

7.2   Create or enhance the capacity of air quality management divisions and enforcement units in national environmental agencies;

7.3   Develop and maintain national emission inventories for main air pollutants and greenhouse gases, including transboundary air pollution and assess the impact of different policies and measures on these emissions;

7.4   Install air quality monitoring stations for key pollutants of concern using harmonised regional instrumentation and protocols and link this to modelling and forecasting efforts globally;

7.5   Facilitate the regional harmonisation of air quality standards and carry out periodic reviews in order to evaluate national and regional air quality standards against best international practices.

8.   Public Participation in Air Quality Management

8.1   Enhance public awareness on air pollution issues through sensitisation campaigns using both formal and informal communication channels;

8.2   Enhance stakeholder participation in air quality management by supporting capacity building initiatives in government, academic institutions, and civil society organisations;

8.3   Promote the active engagement of the civil society and other stakeholders in collaborative air quality management projects;

8.4   Promote access to and exchange of information on air pollution including, inter-alia, research and educational information;

8.5   Develop effective communication strategies on the impacts of air pollution on human health and the environment, for instance towards school children.

9. Capacity Building/Research Development

9.1   Promote and establish regional training centres through the nomination of regional centres of excellence on air quality management research and related issues;

9.2   Promote and support the development of training modules and student exchange programmes on air quality management and related issues;

9.3   Develop or adopt methodologies to assess the impacts of air pollution during environmental impact assessment, environmental audit studies and socio-economic assessments in collaboration with national and international academic institutions;

9.4   Promote and support initiatives for reducing air pollution in collaboration with international and regional organisations;

9.5   Promote and support the application of harmonised air pollutant emission inventories, monitoring and modelling, impact assessment, mitigation options and policy framework approaches;

9.6   Establish a sub-regional air quality information database;

9.7   Conduct economic analysis on the impacts of air pollution and policy options to promote sustainable development.

Annex 1: International Conventions and Protocols signed by West and Central African Countries

Convention/Protocol	Status in West and Central Africa
Kyoto Protocol to the United Nations Framework Convention on Climate Change (UNFCCC)	All countries
Protocol to the Vienna Convention on Substances that Deplete the Ozone Layer (Montreal Protocol)	All countries
The United Nations Convention to Combat Desertification (UNCCD)	All countries
The Stockholm Convention on Persistent Organic Pollutants (POPs)	Most countries
Rotterdam Convention on hazardous chemicals and pesticides in international trade	Most countries
The Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal	Most countries; only four countries of Western and Central Africa are parties to the Basel Convention Amendment Decision III/1 of 1995
Bamako Convention on the ban on the Import into Africa and the Control of Transboundary Movement and Management of Hazardous Wastes within Africa	Many countries