

Clean Air Globally at the upcoming Saltsjöbaden VI Workshop: Clean Air for a Sustainable Future – Goals and Challenges
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1.0 Geographic scope of addressing Air Pollution Globally

PM10 and PM2.5, and the classical gases such as SO₂, NO₂, CO, O₃ are relevant as far as difference sources of Air emissions are concerned. Most countries still use fuels with high sulphur content which has the potential of emitting SO₂. Slash & burn farming practices, bush burning, open burning of municipal wastes, burning of used vehicle tyres among others are major sources of SO₂, NO₂, BC and possibly O₃ emissions in many developing countries including Ghana. Dusts emanating from the Saharan desert, the Middle East etc., are major sources of PM, which must be looked at.

View on further way to address AP:

- Assist developing nations to set-up Air Quality Management (AQM) networks to monitor air quality, determine major sources of air pollution and develop policies and regulations to address the situation.
- Strengthen awareness creation globally.

Feasibility of Regional Agreements

Yes, for effective implementation of strategies to address air pollution problems, e.g. West and Central African Air Pollution Reduction Programme (Abidjan Agreement (2009)).

2. Feasibility of Regional Agreements

Yes this is feasible and we already have in place the West and Central Africa Regional Framework Agreement on Air Pollution (Abidjan Agreement - 2009) on Better Air Quality (BAQ). It consists of actionable targets to address air pollution issues in the following key areas:

- Transport, Industry and Mining
- Household air Pollution
- Waste Disposal
- Bush Fires
- Uncontrolled Burning and
- Deforestation
- Urban Planning and Management
- National and Regional Environmental Governance.

The agreement into consideration, the following:

- The socio-economic development in the sub-region and resultant activities that increase the release of pollutants into the environment (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 the impacts 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;

- About 90% of household energy supply in the sub-region comes from biomass using traditional technology that affects human health and the environment;
- The social and cultural dimensions in the sub-region

The agreement also recognised the following:

- The rapid increase of motor vehicle traffic with most countries having limited or non-existent standards on importation of vehicles and on emissions, and poor fuel quality resulting in the importation of old second hand vehicles, using fuels with high sulphur levels and, consequently increasing the emissions air pollutants;
- 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 emissions air pollutants;
- The increasing emissions from the industrial and mining sector including manufacturing and processing industries, mineral extraction, and power generation using fossil fuels;
- 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 burning of wastes on local and regional air quality;
- ECOWAS communiqué on Low Sulphur levels in fuel (standards of 50ppm) achieved in September 2017 in Accra-Ghana. ECOWAS Countries are taking steps to meet this standard by 2020. Also East African Block achieved 50ppm sulphur levels in fuel.

3. Broader International agreement

Definitely not all countries will buy into this but nonetheless; we could develop a broader international framework that countries could sign onto. This will be a reference point/catalyst for like countries to work together for credibility.

4. Communication and collaboration

- Creation of platform for countries to sign onto and placing publications, workshop information and activities etc., on it.
- For collaborations, MOUs could be signed and exchange programmes / information exchange conducted.

5. Yes such platform is essential because of its credibility and international status.