

## 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>Mali 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> <p>No study has been carried on general country air quality. Sectoral studies have been carried by individual projects and post graduate students for their thesis.</p> <p>Air quality is mainly affected by PM during the windy season of harmattan. PM is the most important air pollutant in the country</p> <p>In the big cities, transport is (after harmattan) the main pollution source and is related to the age of the vehicles and bad fuel quality</p> <p><b>Air quality monitoring system:</b> Yes</p>	<p><b>National Ambient air quality standards:</b> Does not exist yet (being drafted)</p> <p><b>National Air Quality Policy:</b> Does not exist</p> <p><b>Air Quality legislation / programmes:</b> Decree N° 0397 related to air pollution</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>The most important industries are; food processing; construction; phosphate and gold mining among others</li> </ul> <p><b>GDP of country:</b> USD 11.3B in 2013<sup>1</sup></p>	<p><b>Emission regulations for industries:</b></p> <ul style="list-style-type: none"> <li>Partially covered under the Environmental Impact Assessment (EIA) report for projects</li> </ul> <p><b>Small installation's emissions regulated:</b> No</p> <p><b>Renewable energy investment promoted:</b> No</p> <p><b>Energy efficiency incentives:</b> None</p>

<sup>1</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> 24%</p> <p><b>Electricity sources:</b></p> <ul style="list-style-type: none"> <li>• 48.4% of the installed electricity generating capacity (304,000 KW in 2010) is generated from fossil fuel; the rest 51.6% is generated from renewable source.<sup>2</sup></li> </ul>	<p><b>Incentives for clean production and installation of pollution prevention technologies:</b> None</p> <p><b>Actions to ensure compliance with regulations:</b> None</p> <p><b>Other actions at national, sub-national and / or local level to reduce industry:</b> Agency for Industrial Areas is created, for construction of industrial areas in the capital city Bamako and all regional capital cities of country.</p>
<p>REDUCE EMISSIONS FROM TRANSPORT</p>	<ul style="list-style-type: none"> <li>• <b>Key transport-related air quality challenges:</b> (<i>ex: vehicle growth, old fleet, dirty fuel, poor public transport etc</i>)</li> <li>• Freight and passenger transport is usually provided by private companies or individuals</li> <li>• Private car ownership is low with 14 car per 1000 individuals in 2009</li> <li>• Vehicle emissions are a major source of PM, NO<sub>2</sub> and CO</li> </ul>	<p><b>Vehicle emission limit:</b> None</p> <p><b>Fuel Sulphur content:</b> (<i>in ppm</i>) Fuel (diesel) sulfur content restricted at 10000ppm</p> <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>• Age limit for second hand cars is set at 10 years; vehicles older than this are charged extra duty.</li> <li>• Pre-importation inspection is required for road worthiness</li> </ul> <p><b>Actions to expand, improve and promote public transport and mass transit:</b> Many unsuccessful initiatives have been carried by the government and the private sector in the past years (Tababus, SOTRAMA etc.)</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>) Yes in all new road constructions sidewalks and bike lanes are promoted in recent years.</p> <p><b>Other transport-related actions:</b> None</p>
<p>REDUCE EMISSIONS FROM OPEN BURNING OF AGRICULTURAL /</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</li> </ul>	<p><b>Legal framework:</b> (<i>ex: is burning banned?</i>)</p> <ul style="list-style-type: none"> <li>• Some waste management policies and regulations exist in the country. However, not all waste streams are adequately addressed, such as e-waste, while many waste streams lack plans for policy implementation.<sup>3</sup></li> </ul>

<sup>2</sup>'Countries of the World - 32 Years of CIA World Fact Books'.

<sup>3</sup>UNEP, 'Global Partnership on Waste Management (GPWM) > Information Platform > Country Waste Management Profiles > Country List', 2015.

<p>MUNICIPAL WASTE (OUTDOOR)</p>	<p>urban centres</p> <ul style="list-style-type: none"> <li>•Municipal solid waste is ranked as the highest priority waste stream requiring improvement in Mali.</li> <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>•Municipal solid waste management is also ranked as a great priority for Mali.</li> <li>•Agricultural waste burning can also impact air quality in the rural areas.</li> </ul>	<p><b>Actions to prevent open burning of municipal waste and / or agricultural waste:</b></p> <p>The National Directorate for sanitation and pollution control and its regional and sub-regional offices work toward stopping open burning of municipal waste.</p>
<p>REDUCE EMISSIONS FROM OPEN BURNING OF BIOMASS (INDOOR)</p>	<p><b>Dominant fuels used for cooking and space heating:</b></p> <ul style="list-style-type: none"> <li>• Wood is the dominant fuels used for cooking for rural households accounting for 80% of the energy mix in Mali</li> </ul> <p><b>Impact:</b></p> <ul style="list-style-type: none"> <li>• Indoor air pollution causes an estimated 15,300 premature deaths every year<sup>4</sup></li> <li>• Air pollution from indoor sources is the single largest contributor to the negative health effects of air pollution in Mali.</li> <li>• The challenge for Mali is to meet its growing energy demand with affordable, reliable, domestic and imported energy supplies.</li> </ul>	<p><b>Indoor air pollution regulated:</b> No</p> <p><b>Promotion of non-grid / grid electrification:</b></p> <ul style="list-style-type: none"> <li>• Promotion of non-grid electrification and especially solar energy for rural electrification</li> <li>• Introduction of incentives to encourage the involvement of women in generating renewable energy</li> </ul> <p><b>Promotion of cleaner cooking fuels and clean cook stoves:</b> yes many initiative from government and private sector related to promotion of gas cook stoves</p> <p><b>Other actions to reduce indoor biomass burning, or to reduce its emissions:</b></p> <ul style="list-style-type: none"> <li>• Access to electricity in Mali more than doubled in the last decade, helped by the introduction of a successful program for rural electrification, AMADER, which widened access to more than 36,000 rural households since 2003.</li> <li>• Promotion of biofuels especially the jatropha plant</li> </ul>

<sup>4</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).