

## Guinea Bissau 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).

Guinea Bissau Air Quality Policy Matrix		
Goals	Status	Current Policies & Programmes
GENERAL OVERVIEW	<p><b>Overall situation with respect to air quality in the country, including key air quality challenges: ???</b></p> <p><b>Air quality monitoring system: ???</b></p>	<p><b>National Ambient air quality standards: ???</b></p> <p><b>National Air Quality Policy: ???</b></p> <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>•The most important industries are; agricultural products processing, beer, soft drinks among others</li> </ul> <p><b>GDP of country:</b> USD 880M in 2013<sup>1</sup></p> <p><b>Industries' share of GDP:</b> 13.5%</p> <p><b>Electricity sources:</b></p> <ul style="list-style-type: none"> <li>•100% of the installed electricity generating capacity (26,000 KW in 2010) is generated from fossil fuel.</li> </ul> <p><b>Others</b></p> <ul style="list-style-type: none"> <li>•Industrial emissions are not a major driver of air pollution in the country</li> <li>•Guinea-Bissau has one of the lowest</li> </ul>	<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> <p><b>Actions to ensure compliance with regulations: (monitoring, enforcement, fines etc) ???</b></p> <p><b>Other actions at national, sub-national and / or local level to reduce industry: (can include incentives to move industries to less populated areas here)</b></p> <ul style="list-style-type: none"> <li>•There are no regulations, incentives or legislative framework conditions that support the implementation of renewable energy (RE) in Guinea-Bissau.</li> </ul>

<sup>1</sup> 'Countries of the World - 32 Years of CIA World Fact Books', 2015 <<http://www.theodora.com/wfb/#R>>.

	electrification rates and highest electric service cost in Africa.	
REDUCE EMISSIONS FROM TRANSPORT	<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>● Vehicular and motorcycle emissions are the third most important drivers of air pollution after agriculture and forest fires</li> <li>● Vehicle emissions are a major source of PM, NO<sub>2</sub> and CO</li> <li>● Freight and passenger transport is usually provided by private companies or individuals</li> <li>● Two stroke motorcycles are also a common substitute to passenger transport</li> <li>● Private car ownership is low with 33 car per 1000 individuals in 2009</li> </ul>	<p><b>Vehicle emission limit:</b> <i>(Euro rating) ???</i></p> <p><b>Fuel Sulphur content:</b> <i>(in ppm)</i> Fuel (diesel)sulphur content restricted at 5000ppm</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>● Pre-importation inspection is required for road worthiness</li> <li>● Percentage duty waiver for cars less than 3 years old</li> <li>● Duty variations based on engine size</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>
REDUCE EMISSIONS FROM OPEN BURNING OF AGRICULTURAL / MUNICIPAL WASTE (OUTDOOR)	<ul style="list-style-type: none"> <li>● <b>Outdoor, open burning:</b> <i>(ex: is it commonly done? burning what kinds of wastes? etc)</i></li> <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>● Agricultural waste burning can also impact air quality in the rural areas.</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>
REDUCE EMISSIONS FROM OPEN BURNING OF BIOMASS (INDOOR)	<p><b>Dominant fuels used for cooking and space heating:</b></p> <ul style="list-style-type: none"> <li>● Biomass represents over 95% of the total energy consumed by households in Guinea Bissau.</li> </ul>	<p><b>Indoor air pollution regulated:</b> <i>(Yes / No) ???</i></p> <p><b>Promotion of non-grid / grid electrification: ???</b></p> <p><b>Promotion of cleaner cooking fuels and clean cook stoves: ???</b></p> <p><b>Other actions to reduce indoor biomass burning, or to reduce its emissions: ???</b></p>

	<ul style="list-style-type: none"><li>• Wood is the dominant fuel with a demand that exceeds 500,000 tons per year, followed by charcoal being the most-used fuel in the capital<sup>2</sup>.</li></ul> <p><b>Impact:</b></p> <ul style="list-style-type: none"><li>• Indoor air pollution causes an estimated 1,700 premature deaths every year<sup>3</sup></li><li>• Air pollution from indoor sources is the single largest contributor to the negative health effects of air pollution in Benin</li></ul>	
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<sup>2</sup> World Bank, *The Little Green Data Book 2015 | Data*, 2015.

<sup>3</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)>.