Summary of Session B

Urban Air Quality Management

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The 2nd High Level Seminar on Environmentally Sustainable Cities
15-16 March 2011, Kitakyushu, Japan

Key Discussion Points (1)

- Measurement and standard setting
  - It is important to develop a feedback loop for monitoring, planning, implementing air quality management measures
  - EIA, Pollutant Standards Index (PSI), Action Plans set the target and impose stakeholder responsibilities to meet the standards, like China’s regional-national policies and standards
  - Financial burden to apply up-to-date technology for air quality monitoring (e.g. VOCs, PM-2.5, criteria pollutants)
  - Economic, political and social indicators are needed since air quality has direct impact on people
  - Work with university on emission inventory
- Information
  - Networks of air monitoring stations and web-based data collection
  - Effective information dissemination to raise public understanding and awareness
  - Good practices and information exchange (FAQ) on the website

Key Discussion Points (2)

- Capacity development
  - Understand the major sources of air pollution
  - Monitoring system
  - Ambient air quality standards
  - Industries’ self-monitoring capacity
  - Provide cities opportunities to learn tools and approaches (e.g. learn to measure emissions with the clean air score card, index bench-marking tools for a better city, in 'Green Truck', 'Green Chind' Guangzhou, followed the suggestions given by CAI-Asia on energy efficient trucks)
- Regulative approach
  - Restrain car ownership and usage (certificate of entitlement [COE] for car ownership)
  - Regulate the entry of vehicles in the city centre (e.g. fewer number of jeeps in Iloilo City reduced NOx, SOx, etc. and electronic road pricing)
  - Car inspection (e.g. require all vehicles to pass the inspection at the time of renewal of car road tax, roadside car inspection)
  - Regulate gasoline quality (e.g. Bangkok was able to reduce lead levels)

Key Discussion Points (3)

- Co-benefits approach
  - Multiple approaches (e.g. clean vehicle technologies, clean fuels, transport & land use planning, inspection & maintenance, less pollution gasoline)
  - Multiple air quality and related environmental concerns, such as air pollution management, energy efficiency, sustainable transport, and GHG reduction
- Integrated approaches
  - Cooperate with other relevant agencies (e.g. Ministry of Transport, Ministry of Public Works/Infrastructure, Ministry of Energy)
  - Environmentally sustainable transportation (EST)
  - Social, economic, and environmental concerns
  - Stakeholder participation/awareness raising

Key Discussion Points (4)

- Opportunities for replication/scaling-up
  - Seek replication potential of networking practices to supplement lacking resources (e.g. work with CAI-Asia, GIZ Clean Air for Smaller Cities in ASEAN, etc. to increase awareness to information, tools and partners)
  - Recognition by authority (e.g. MEP officially acknowledges CAI-Asia’s achievement)
  - Horizontal experiences sharing (e.g. MEP – provinces – cities can share experiences with other cities in different provinces)
  - Mega-events influential to policy processes (e.g. BAQ in Yogyakarta inspired Shanghai Clean Air Forum idea)
  - Adoption of “TRUST” approach with key partners
Key Discussion Points (5)

- **Opportunities for Public Private Partnership (PPP)**
  - Higher responsibility of private sector (e.g. inspection is only done by government so far, but try to certify private sector to conduct inspection)
  - Training courses, seminars and workshops for industries, businesses for environmental management strategy
  - Inter-agency consultation, one-stop service center for developers and architects

- **Implication for low-carbon development**
  - Lack of appropriate measurement tools (e.g. GHG emission component in the air quality management approach, reduce both pollutant and GHG emissions)
  - EU standards (e.g. fuel quality, vehicle specification)