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This policy brief is intended for public policy makers and practitioners; it will also be useful for those groups and individuals seeking to influence the policymaking processes.

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Ambient air protection in Georgia: Institutions and regulatory instruments

Summary

This policy brief reflects the key issues of the national policy, legal framework, management mechanisms and institutional arrangement related to the ambient air protection in Georgia. It also discusses the shortcomings existing in this sphere, as well as the positive and negative sides of institutional and legislative amendments implemented during past years. The policy brief discusses which state functions, legislative, regulatory and management mechanisms need to be strengthened and developed in order to improve the ambient air quality management in the country.



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1. Ambient air protection policy

During past decades ambient air quality protection and improvement represents a priority for many countries of the world. The leading countries are periodically developing the state policies, strategies, programs and plans to settle the priority problems related to air quality management. Many countries reflect such policy in frames of their environmental policies. Unlike the European Community and other leading countries, Georgia has no current, officially adopted state policy or program in the sphere of environmental protection, including ambient air protection. The only environmental program, which was developed by the Georgian Government during its independence and which was officially approved by the President of Georgia in 2000, envisaged certain measures for a period of 2000-2004¹. Following this period, although with donor support, the draft of the Second National Environmental Action Plan of Georgia was prepared twice, the Georgian Government failed to discuss, agree and approve this document. One of the drafts was being prepared in 2006-2007 with the support of the UN Development Programme. The second draft was being prepared in 2009-2010 with the support of the Dutch Government. In November 2010 a draft² was prepared, which was discussed during 2011 and finally adopted on 24 January 2012.

2. Legislation for ambient air protection

Despite the absence of the state ambient air protection policy, strategy and program, there are some legislative normative acts and bylaws in Georgia, which regulate certain spheres of ambient air protection. The Law of Georgia on Ambient Air Protection³, which was adopted by the Georgian Parliament in 1999, represents the key regulatory legislative act in the sphere of ambient air quality management.

The law defines those regulatory and management mechanisms, which should be used with the purpose

of ambient air protection in the country. According to the law, these mechanisms cover: ambient air quality norms; state regulation of emission of hazardous substances from stationary, mobile and dispersion sources; fuel quality norms and control; air quality monitoring; economic instruments, etc. These mechanisms and the problems related to their functioning are provided in the following chapter of the present document.

The Law on Ambient Air Protection represents the so called framework law, defining which particular legislative normative acts and bylaws should be adopted in the country for settlement of various issues of air quality management in the country. In particular, the Law on Ambient Air Protection, in its initial formulation (1999), envisaged the development and enactment of five legislative normative acts and about 30 bylaws within 2000-2003. For the present, not a single above mentioned law has been either developed or enacted.

It should be noted that the Law on Ambient Air Protection, which was developed by the Ministry of Environment Protection and Natural Resources in 1999, was the first attempt to approximate the normative acts and requirements existing in this environmental sphere to the EU directives and other normative acts. One of the key tasks of the Law was to gradually enact the legal norms established by the EU legislation in the sphere of protection from ambient air pollution on the territory of Georgia (paragraph 2, article 3). The Law on Ambient Air Protection (article 60, paragraph 1, subparagraph "z", in its formulation from 1999) envisaged the adoption of the presidential order before January 1, 2000 "On the stages of planning and implementing the measures on harmonization of the EU legislation in the sphere of ambient air protection with the Georgian one." No such normative act has been developed or enacted in Georgia so far. The article and the paragraph envisaging the adoption of such normative act was withdrawn by amendments made to the law in 2007.

Noteworthy that numerous amendments have been made to the Law on Ambient Air Protection since the day of its adoption, in particular – in 2000, 2007, 2010 and 2011. However, these amendments were not directed towards the improvement of the ambient air quality protection system, but in most cases they reflected in the law those institutional changes and

1 The National Environmental Action Plan of Georgia. The Ministry of Environment Protection and Natural Resources of Georgia, April, 2000. The program was developed with the financial support of the World Bank.

2 The National Environmental Action Plan of Georgia (2011-2015), draft, (November 12, 2010), the Ministry of Environment Protection and Natural Resources of Georgia.

3 The Law of Georgia on Ambient Air Protection; Georgian Legislative Bulletin N30 (37), 1999. Amendments made by the laws of Georgia 06/30/2000 N465s, 12/14/2007 N5605, 11/12/2010 N3806, 03/11/2011 N4386

reshuffles, which were taking place in the Georgian authorities. For example, in 2007 certain amendments were made to the law⁴ following structural changes that took place at the Ministry of Environment Protection and Natural Resources in 2004 as a result of which it was renamed into the Ministry of Environment Protection and Natural Resources. Another structural change occurred in 2011, as a result of which the Ministry was renamed into the Ministry of Environment Protection that was reflected in the Law on Ambient Air Protection during the same year⁵. No significant changes were made during that period to improve the law or to develop the ambient air protection system.

3. Key mechanisms of ambient air quality management and institutional arrangement in Georgia

3.1 Ambient air quality norms

According to the Law of Georgia on Environmental Protection, the environmental quality norms, including air quality norms or maximum permissible concentrations for each hazardous substance is determined every five years by the Ministry of Labor, Health and Social Affairs. The current ambient air quality norms were approved by making amendments to order 297 dated August 16, 2001 of the Minister of Labor, Health and Social Affairs by order 38 dated February 24, 2003 of the Minister of Labor, Health and Social Affairs "On approval of the norms of qualitative state of the environment." This document is based on the sanitary-hygienic norms acting during the Soviet period – Hygienic Norms, HN 2.1.6.1983-05 "Maximum Permissible Concentrations (MPC) of Harmful Substances in Ambient Air of Populated Areas." Thus, the ambient air quality norms acting in Georgia today are actually identical to those acting in the Soviet Union in the eighties.

The Law on Ambient Air Protection envisages harmonization of ambient air quality norms with the EU air quality standards. In particular, according to article 19 of the law, the meanings, types and list of maximum permissible concentrations of harmful substances in ambient air should be determined by a joint order of the Ministers of Environment Protection

and Healthcare, in accordance with the EU Directive 96/62/EC dated September 27, 1996 on Ambient Air Quality Assessment and Management. Although the law envisaged the approval of this order before January 1, 2000, no such normative act has either been developed or adopted so far.

3.2 Regulation of emissions from stationary sources

In Georgia, like in many other countries, including the EU states, maximum permissible norms of emission of harmful substances from stationary sources are determined to limit the ambient air pollution from such sources. However, the methods of defining these norms are different in Georgia and European Union. In particular, emissions from stationary sources in the EU states are regulated by several legislative acts, which use various approaches, among them, so called "integrated" approach and use of Best Available Techniques (BAT) approach, setting minimal requirements for type-specific enterprises and ensuring public access to information about the release and transfer of harmful substances.

Unlike this approach, Georgian legislation does not define emission norms for separate enterprises based on their peculiarity and used technologies; a universal method/approach is used instead. According to this approach, for any type of enterprises, which are subject to ecological expertise (basically medium-sized and large enterprises and their list is defined by the Law of Georgia on Environmental Impact Permit), emission norm, i.e. maximum permissible emission is defined on condition that the concentration of harmful substances jointly released from this pollution source or other sources in ground level layer of ambient air does not exceed maximum permissible concentrations of harmful substances defined for the territory of this particular source. This approach was developed during the Soviet period and theoretically, it can be said that it is justified because it prohibits ambient air pollution to that level, which will pose a threat to human health. However, the problems are related to its putting into practice, in particular:

1. According to this approach, to determine the emission norms for each separate enterprise, it is necessary to obtain comprehensive information about the state of ambient air around this enterprise, i.e. the concentration of each harmful substance in the air. In

4 On making amendments and additions to the Law of Georgia on Ambient Air Protection, 2007-12-14

5 On making amendments to the Law of Georgia on Ambient Air Protection, 2011-03-11

most cases, the Ministry of Environment Protection has no such information. Therefore, the Ministry, i.e. the body, which approves the norms, depends on that information, which is submitted by an entrepreneur. Moreover, it should also be noted that actually the Ministry of Environment Protection conducts monitoring only for limited number of substances, such as particulate matters (PM), nitrogen dioxide (NO₂), sulphur dioxide (SO₂), carbon monoxide (CO), lead compounds, ground level ozone, and volatile organic compounds. Accordingly, it is complicated to control, whether the enterprise observes the norms or not.

2. According to this approach, preference is given to those enterprises, which received environmental permits on the given territory earlier, because they had to release pollutants into a cleaner atmosphere. While those enterprises, who decide to open an enterprise in the same geographical area, will have to take stricter measures to restrict emissions into ambient air.

3. According to this approach, emission norms for each separate enterprise are calculated by the enterprise itself and are submitted to the Ministry of Environment for approval and receiving a permit. Thus, the entire burden for determining the permissible emission norms lies on the entrepreneur. This approach does not require from the state controlling organizations any knowledge and efforts about what leading technologies can be used in the given situation in order to limit pollution as much as possible. Although the Law on Ambient Air Protection requires that while calculating maximum permissible emission of harmful substances, the best available techniques should be focused, it remains unclear how this requirement should be implemented, since there are no appropriate regulations or guidelines for defining “the best technologies”.

3.3 Enforcement of legal requirements on emission of harmful substances into ambient air

According to the Law of Georgia on Ambient Air Protection, state control and supervision over air pollution from stationary sources is carried out by the Ministry of Environment Protection (article 41, paragraph 2). However, actually the Ministry’s human resources, technical means and legislative framework are quite limited in terms of controlling the emissions into ambient air from the enterprises.

In 2003, by order of the Minister of Environment Protection, the rule of making a schedule on inspecting the stationary sources of ambient air pollution was approved, according to which a schedule of inspection should have been made every year upon the order of the Minister. At the same time, the relevant agencies under the Ministry were authorized to inspect the industrial enterprises without an approved schedule, if they received a notification about accidental emission of harmful substances or a written notification from citizens about violation of ambient air protection legislation.

The above mentioned rule failed to work, because it came into conflict with the Law adopted in 2001 “On Controlling Entrepreneurial Activity,” according to which without a judicial order, it was impossible to inspect entrepreneurial activity, including the state of fulfillment of environmental requirements. A judge issues an order on controlling entrepreneurial activity only in case, if a controlling body submits relevant information with substantiated and well-grounded doubts about violation of legislative requirements by an entrepreneur. Taking this controversy into consideration, the rule of making a schedule on inspecting the stationary sources of ambient air pollution was abolished in 2007.

In 2005 the Parliament of Georgia adopted the Law on State Control over Environmental Protection, based on which a state subordinate agency – the Inspection for Environment Protection was set up under the Ministry of Environment Protection and Natural Resources. The same law defined the legal status, key tasks, authorities and obligations of the Inspection, as well as the legal grounds of its activity and the key principles of implementation of its activity. It should be noted that the Inspection for Environment Protection existed for about six years – it was abolished in March 2011, as a result of structural reorganization of the Ministry of Environment Protection and Natural Resources and the Ministry of Energy. Its staff included about 300 persons by then. **The Department of Ecological Expertise and Inspection** was established at the Ministry of Environment Protection, which presently contains the Inspection Division with nine employees. According to the regulations, the Inspection Division is authorized to implement state control in the sphere of environmental protection over those industrial entities, which have a permit issued by the Ministry,

as well as over those entities, whose activities are subject to ecological expertise. The Inspection Division is also authorized to control the fulfillment of conditions of the permit/ecological expertise conclusion issued by the Ministry as well as to reveal administrative violations in the sphere of environmental protection. It should be noted that the authorities of the Inspection Division are limited compared to the Inspection for Environment Protection, since these authorities are approved not by the law, but by order of the Minister of Environment Protection⁶. In addition, the rule of activity of the Inspection Division is not clearly defined by any regulatory act.

The functions of the Inspection Division under the Ministry of Environment Protection are duplicated by **the Monitoring Department of the Agency of Natural Resources** established under **the Ministry of Energy and Natural Resources** in 2011. This structural unit establishes state control over environmental protection and natural resource consumption in accordance with "the Rule of carrying out state control by the Agency of Natural Resources" approved by the governmental decree. It is quite clear that the functions of the Ministry of Environment Protection and the Ministry of Energy and Natural Resources are overlapped in terms of carrying out state control in the sphere of environmental protection, including ambient air protection.

3.4 Regulation of ambient air pollution from motor transport

As we have already mentioned above, motor transport is the major polluter of ambient air in urban areas of Georgia. Despite it, emissions from mobile sources are the most unregulated sphere in Georgian legislation.

According to article 49 of the Law of Georgia on Ambient Air Protection, the quality norms for petrol and diesel fuel should be established in compliance with the requirements of the EU legislation. These norms must be approved, through the agreement with the Ministry of Environment Protection and the Ministry of Labor, Health and Social Affairs, by the

Agency for Standards, Technical Regulations and Metrology under the order "On introduction of the petrol and diesel fuel quality norms on the territory of Georgia based on the requirements of the EU legislation." The Law on Ambient Air Protection bans import, production and consumption of such petrol and diesel fuel in Georgia, the quality of which does not meet the norms specified by this normative act. According to the initial formulation of the law (1999), adoption of this normative act was envisaged before January 1, 2000. As a result of amendments made to the law, the adoption of this normative act was postponed to July 1, 2011, though it has not been enacted so far.

Governmental Decree No 124 dated December 31, 2004 on Motor Fuel Quality Standards acts in Georgia to control fuel quality. During 2005-2011 the decree was amended seven times. According to these amendments, almost every year the enforcement of comparatively high petrol standards was postponed. For example, according to the initial version of the decree, maximum lead content in petrol should have been decreased from 0.013 g/l to 0.005 g/l from January 1, 2006. However, according to the amendments made to the decree, this norm can be fulfilled only starting from 2012. Noteworthy that in the EC countries it is inadmissible for a long time already that lead content in petrol exceeds 0.005 g/l. The current decree (the latest amendment was made in December 2011) defines the norms of lead, benzene, aromatic hydrocarbon and sulphur in motor petrol before 2012, in 2012-2014 and for a period after 2014.

In 2011 the Government also approved Decree No 449 on the quality of diesel fuel. This decree envisages the reduction of sulphur in diesel fuel from 2014.

If there is a regulatory normative act in respect of fuel quality, the situation is more difficult in terms of defining the norms of emission of hazardous substances from motor transport. None of the normative acts in this area have been adopted and enacted in Georgia so far.

According to the 2004 amendments to the Law on Road Traffic Safety, annual technical inspection became voluntary. This measure aimed at eradicating a corrupted system of technical

⁶ Order No 22 dated June 15, 2011 of the Minister of Environment Protection of Georgia "On approval of the regulations of the Department of Ecological Expertise and Inspection of the Ministry of Environment Protection of Georgia"

inspection. According to the Road Police, in 2004 only 30% underwent voluntary technical inspection.

3.5 Economic tools

Taxes on emission of hazardous substances from stationary sources into ambient air were acting in Georgia in 1993-2005. It represented one of the types of taxes on environmental pollution and covered about 200 substances, which might have been emitted from industrial facilities into ambient air. These taxes had a number of shortcomings in terms of stimulating the mitigation of environmental pollution, the analysis of which goes beyond the goals of this document. However, it can be said that instead of improving these shortcomings, in 2005 such taxes were completely abolished as a result of adopting a new Tax Code. The Tax Code adopted in 2005 also abolished environmental taxes on motor fuel acting since 1993.

Georgia has enforced an excise tax on imported cars by their age and engine capacity. Real impact of these taxes on the import of motor vehicles to Georgia is not studied. However, it is quite clear that "the younger" the vehicle is, the higher tax is imposed that encourages the import of older cars (7-14 years of age).

Customs duty on imported passenger cars is GEL 0.05 per cubic centimeter of the engine capacity plus 5 percent of the amount of the customs tariff per each year of the exploitation of a vehicle. The amount of this tax increases in accordance with engine capacity and age. However, its amount is so small compared to excise tax, that just this latter represents a stimulating factor for making decisions while purchasing a motor vehicle.

As far as we know, a great part of the motor fleet in the country is aged over 15 years. Even old cars cause significant pollution of ambient air.

3.6 Ambient air quality and monitoring of emissions from stationary sources

The Georgian state conducts monitoring of ambient air quality in accordance with the legislation. According to the law, the companies owning the industrial facilities should themselves conduct monitoring of emission of hazardous substances from stationary sources. It means that the entrepreneurs

should measure and register emissions as well as submit relevant reports to the territorial bodies of the Ministry of Environment Protection. The rule of self-monitoring and reporting on emission of hazardous substances from stationary sources is defined by the instruction, which is approved by order of the Minister of Environment Protection. Based on the information received from the territorial bodies the Division of Ambient Air Protection of the Ministry of Environment Protection annually prepares a consolidated report on emission of harmful substances into ambient air by enterprises, regions, cities and various economic sectors. The accuracy of these data is extremely doubtful, because the majority of Georgian enterprises do not have any installations measuring the emissions into ambient air. They basically assess the amount of emissions on the basis of consumed fuel and amount of used raw materials. It should be noted that as a result of structural reforms implemented in 2011, the territorial bodies of the Environment Ministry were abolished. Thus, it remains unclear, to whom the enterprises should deliver information about emissions and how the Ministry will manage to collect this information.

As far as ambient air quality monitoring is concerned, this function is performed throughout the country by the National Environmental Agency under the Ministry of Environment Protection. The Agency's capacities are quite limited, in terms of ambient air quality monitoring: presently, the Agency conducts monitoring of air pollution in five cities through 7 observation cabins located in Tbilisi, Kutaisi, Batumi, Zestaponi and Rustavi.

Lack of ambient air quality observation stations and the problems existing in the sphere of laboratory analysis of the samples do not make it possible to create a satisfactory picture about the condition of air quality in the populated areas of Georgia.

According to the Law on Ambient Air Protection (article 20), air quality monitoring system should function within the environmental observation system, functioning of which should be regulated by the Law of Georgia on Environmental Monitoring System. This law should have been adopted before January 1, 2000. Later the adoption of this law was postponed to January 1, 2011. However, it has not been developed so far.

Similarly, according to the Law of Georgia on Ambient Air Protection (article 21), the rules of

minimum standard amount of air pollution observation stations, their location and functioning, as well as the list of standard methods of measuring the level of pollution should have been defined in accordance with the EU Directive 96/62/EC of 27 September 1996 on ambient air quality assessment and management. A relevant normative act – Order of the Minister of Environment Protection – should have been adopted before January 1, 2000. Owing to the amendments made to the Law on Ambient Air Protection in 2007, the adoption of this normative act was postponed to July 1, 2011. However, this order has not been adopted so far.

3.7 Ensuring public access to information and participation in decision-making process

The EU Member States have to inform the public of cases where the air quality alert thresholds are exceeded by means of television, radio and newspaper⁷; or consult with the relevant Member State on trans-boundary pollution, if the air pollution originates in another Member State. The EC Exchange of Information Decision⁸ defines the procedures for exchange and dissemination of information about ambient air quality.

The Law of Georgia on Ambient Air Protection (article 51) acknowledges that the information on the results of ambient air monitoring and on ambient air pollution with harmful substances is open and available to the public; however, this requirement is not realized. The information about real time ambient air pollution remains unavailable to the population. The population fails to regularly receive even those scarce data on air quality, which are collected by the National Environmental Agency in separate cities of Georgia. Such information should be easily and regularly available on the websites of the Agency or the Ministry. The National Environmental Agency periodically posts a monthly information bulletin on the website of the Aarhus Centre Georgia, <http://aarhus.ge>, "Short Review of Environmental Pollution in Georgia." The bulletin contains information about ambient air pollution in some Georgian cities (Tbilisi, Kutaisi, and Rustavi) by average monthly concentrations. Frequently, this bulletin is posted with a three-month delay. In

addition, the existence of this website is basically unknown to wide public.

3.8 Planning and implementation of ambient air protection measures

Local self-government bodies must play an important role in planning and implementation of ambient air protection measures. According to the Law on Ambient Air Protection (article 42), the local self-government executive bodies are authorized to develop and submit to the local self-government representative bodies for approval the coordination plans of measures to be implemented in the sphere of ambient air protection on their respective territories. We have no information about the existence of such plans in any cities or administrative units of Georgia. It is known that in 1999 the Tbilisi government adopted a decree on the measures of ambient air quality protection in the capital.

The Committee for Regulation of Environmental Protection and Natural Resources of Tbilisi was entrusted to control the fulfillment of the decree, which had to regularly deliver information to the government.

Because of absence of financial resources and relevant political will, most measures envisaged by the decree were not implemented. However, during the consequent years, although air pollution from motor transport has significantly increased, the Tbilisi government did not develop any concrete plan to settle this problem. The document Tbilisi Millennium Development Goals, which was developed by the Tbilisi Municipality with the support of UN Development Programme (UNDP) in 2007, notes that traffic movement will be regulated in the capital to protect ambient air. No other measures on improvement of ambient air quality in the capital are envisaged either by this or by another strategic document.

4. Conclusions and recommendations

4.1 Conclusions

The analysis presented in the previous chapters allows us to conclude that:

- There is no state vision and established strategy about how ambient air pollution should be

7 Convergence with EU Air Protection Policies – Short Guide for ENP Partners and Russia. J Ruta Landgrebe, at all. European Communities, 2008.

8 Exchange of Information Decision (97/101/EC).

prevented in Georgia. This problem especially concerns transport sector, which is the major polluter of ambient air in urban areas.

- Legal framework in the sphere of ambient air management is only partially developed. Some issues of ambient air management, including such priority issues, as air pollution from motor vehicles, remains unregulated.
- Although the Law on Ambient Air Protection declares the harmonization with the EU legislation as one of its major goals, no significant steps have been taken in this direction during past decade. Actually, many articles envisaging the harmonization with the EU legislation and norms were withdrawn from the law during past years.
- The amendments made to the Law on Ambient Air Protection during past years were not directed to the improvement of air quality management system; in most cases they reflected in the law those institutional changes and reshuffles, which took place in the Georgian government. Frequent institutional changes and making relevant amendments to the laws do not promote the respect and enforcement of the legislation on the part of the society, polluters and law enforcers.
- Ambient air quality mechanisms acting in Georgia are less effective in terms of protection against air pollution. Some mechanisms acting in the leading countries in the sphere of ambient air quality protection are not used in Georgia. For example, the approaches on defining the best available techniques are not used while granting environmental impact permits, as well as the norms of emissions from motor vehicles, taxes on emissions into ambient air, taxes on fuel in accordance with the content of hazardous substances, etc. The existing excise tax on motor vehicles encourages import of old cars (7-14 years) that further increases the problem of ambient air pollution.
- As a result of the reforms carried out at the Ministry of Environment Protection and Natural Resources in 2011, its territorial bodies were abolished that will further complicate obtaining of information about emission of hazardous substances from stationary sources. The reforms have significantly reduced the role of the Ministry of Environment Protection in terms of conducting state control (inspection) of environmental pollution. As a result of the same reforms, the functions of the Ministry of Environment Protection and the Ministry of

Energy and Natural Resources are overlapped in terms of carrying out state control in the sphere of emissions from stationary sources. In addition, human resources and technical capacities of the both institutions are extremely limited to conduct effective control.

- Lack of development of mechanisms regulating air pollution from motor vehicles as well as absence of the institutions responsible for the control represents one of the major problems of ambient air protection system in Georgia.
- Ambient air quality monitoring system is developed weakly; while the scarce information, which the National Environmental Agency collects in some Georgian cities about air quality, is not duly available to the public.
- Local self-government bodies do not have a political will and are not able to develop and implement ambient air protection plans.

4.2. Recommendations

- The Georgian Government should discuss whether it is expedient to transfer to the EU standards and norms at this stage and whether the country will be able to observe these standards in short-term and medium-term periods. To answer this question, the Government should conduct an analysis and develop a strategy; it is not a correct approach to neglect, withdraw or postpone the fulfillment of those articles of the law, which envisage harmonization with the EU legislation and norms.
- It is essential to strengthen the role and capacities of the Ministry of Environment Protection so that while issuing an environmental impact permit, the Ministry is able to define what particular technologies can be used by an entrepreneur to reduce ambient air pollution. To develop these capacities, the Ministry may receive relevant technical aid from the European Union, which has a relevant knowledge and multiyear experience in defining and using the Best Available Techniques.
- It is also important to define and separate the functions, rights and responsibilities of the controlling agencies at the Ministry of Environment Protection and the Ministry of Energy and Natural Resources in the sphere of controlling emissions of harmful substances in ambient air. It will be vital to compose the controlling agencies with highly skilled staff or to retrain and technically equip the existing staff so that

they are able to conduct inspection at a relevant level.

- To reduce air pollution from motor vehicles, it is expedient to change the structure of excise tax on import so that to encourage import of newer motor cars and more economic vehicles, in terms of fuel consumption. At the next stage, it is necessary to define the norms of emissions from motor vehicles and to prohibit the import of such vehicles, which fail to meet these norms. At the same time, the practice of compulsory inspection of emissions from motor vehicles should be resumed. It is also important to define an institution, which will be responsible for controlling emissions from motor vehicles in the country.

- It is essential to strengthen technical capacities of the National Environmental Agency under the Ministry of Environment Protection to conduct ambient air quality monitoring in the cities of Tbilisi, Rustavi, Kutaisi, Batumi, Zestaponi, etc. Information obtained as a result of monitoring on ambient air quality in these cities should regularly be delivered to the population or be immediately available on the websites of the Ministry of Environment Protection or the National Environmental Agency.

- The relevant local self-government bodies, in cooperation with the Ministry of Environment Protection, should develop and implement ambient air protection plans in those settlements, where this problem is extremely pressing. Finally, the development and implementation of such plans should have a decisive importance for the improvement of air quality management throughout the country.

The views expressed in this publication are those of the author, reflect Green Alternative's position and should not be taken to represent those of the Embassy of the Kingdom of Netherlands in Georgia.

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