

**Template for the submission of
examples of good practices with regard to air pollution
related policies, strategies and measures**

Background

1. The Executive Body, at its thirty-sixth session, adopted decision 2016/3 on Improving the effectiveness of reporting on strategies, policies and other measures to implement obligations under the Convention and its Protocols. This decision stipulates that *“the period for reporting the information referred to in article 5, paragraph 1 (a), of the 1994 Protocol on Further Reductions of Sulphur Emissions, article 7, paragraph 1 (a), of the Protocol on Heavy Metals, article 9, paragraph 1 (a), of the Protocol on Persistent Organic Pollutants and article 7, paragraph 1 (a), of the Protocol to Abate Acidification, Eutrophication and Ground-level Ozone (Gothenburg Protocol) is **at least once every four years**”*. As per this decision, the Executive Body also *“invites States and organizations referred to in article 14, paragraph 1, of the Convention that are not Parties to these four Protocols to provide information on strategies, policies and measures to abate air pollution at the sessions of the Working Group on Strategies and Review.”*

2. The enclosed template has been developed to facilitate the submission by Parties of examples of and good practices with regard to different regulatory, voluntary, economic and other measures relating to air pollution in advance of WGSR’s sixty-first session. The templates with information filled in should be sent to the secretariat at air_meetings@un.org by **1 August 2023**.

3. Delegations are invited to submit to the secretariat case studies/examples which could be of interest to other countries. A summary of submitted information will be made at the Working Group’s session. Parties that had not shared such information during the recent years are particularly invited to do so. An overview of the previous reporting at WGSR sessions since 2013 is available on the Convention website:

<https://unece.org/strategies-and-policies-abatement-air-pollution>

4. Examples could comprise, among others, economic measures such as financial incentives or disincentives (such as taxes, subsidies, set prices or caps/ceilings, payments, rebates), voluntary measures (such as voluntary agreements, programmes or contracts), regulatory or legislative measures or other measures (such as educational or informational measures). They can include policies, strategies and measures emanating from different sectors with positive effects on air pollution abatement (such as acts/laws on sustainable transport, sustainable agriculture/farming, energy, green building, biodiversity conservation and enhancement). A more detailed description of the implementation of your chosen policy, strategy or measure and related challenges and problems as well as solutions would be more useful than the presentation of many different examples. Furthermore, your examples could also be useful to other Parties even if they have not been successful by indicating why this was the case. You are thus also invited to submit experiences that cover such items as:

- a) A measure that was less effective than you anticipated and why;
- b) A measure that was actually more effective than you predicted;
- c) A measure that had particular implementation challenges – what were they and how did you address them;
- d) A measure that was either less expensive or more expensive than you had estimated. What caused the increased or decreased costs?
- e) Goals that were set and were met by innovative strategies.

Template to facilitate the submission of examples/good practices of strategies, policies and measures employed to implement obligations under any of the protocols to the Convention on Long-range Transboundary Air Pollution

Country: Georgia	Pollutant(s): <i>PM, NO₂, CO, NMVOC, PAHs</i>
Protocol(s): <i>Gothenburg Protocol</i>	Sector: <i>Transport</i>
Type of strategy, policy or measure and the level of implementation: <i>Legislation at the national level</i>	Method used for the current analysis: <i>Ambient air quality monitoring data from big cities and along the highways produced by National Environmental Agency, data on transboundary movement of vehicles and catalytic convertors collected by Customs Service, emissions of air pollutants from transport estimated by the Ministry of Environmental Protection and Agriculture, Statistics of vehicle technical inspection and administrative fines for commuting cars failed to pass the inspection collected by the Ministry of Internal Affairs have been used for baseline assessment.</i> <i>In addition, a cost-benefit analysis for the introduction of vehicles emission standards has been conducted in 2021.</i>
What is the main objective of the strategy, policy or measure? When has it been implemented/or will be implemented? <i>In order to renew and recover the existing vehicle fleet and reduce air pollution from transport, Georgia has implemented and initiated a numerous important regulatory activity in 2023. The activities include introduction of road inspection of vehicles, tightening sanctions for not passing mandatory periodic technical inspections, banning export of catalytic convertors and introduction of Euro 5 emission standards for vehicles. First three amendments entered into force in June, 2023, while the emission standards will enter into force from January 1, 2024 for passenger cars and minibuses and from January 1, 2025 for trucks and buses.</i> <i>Please describe briefly what the measure attempts to achieve or what has been the result of its implementation. Please also describe since when it is being employed or for when its implementation is foreseen. Please explain whether implementation is/was immediate or gradual. [150 words max]</i>	
Background and driving forces: <i>52% of the total emissions of nitrogen oxides, which is most problematic pollutant in big cities of Georgia, come from the road transport. Concentration of NO_x also exceeds limit values along with the highways. Road transport also contributes to the emissions of other harmful substances such as Particulate Matters that is another problematic pollutant in Georgia. The age and technical malfunctions of the Georgian car fleet as well as increasing number of cars are the main challenges, which leads to increased emission of nitrogen oxides and other pollutants.</i> <i>Mandatory technical inspection system is improper. Low sanctions for not passing technical inspection and also no alternative instrument for inspection cars commuting on the roads have less</i>	

deterrent effect for the prevention of violation of established norms, reduces efficiency of the inspection system and creates “one day clean vehicle” effect. Hundreds of thousands of fines are issued every year for not passing the inspections.

Also, it's a common negative practise of withdrawal of catalytic converter considering its high prices on the market. In 2015-2022 around 700 000 catalytic converters were exported from Georgia. Only vehicles imported after April 1, 2020 are obliged to have catalytic converters and present them during mandatory periodic inspections – once a year.

In addition, despite implementing tax reform that places tax burden on old vehicles, around 1/3 of imported cars are still more than 10 years old that in the long term further worsen technical condition of vehicles and prevents renovation of the existing car fleet in Georgia. Therefore, in the absence of vehicle emission standards and the ban on the import of cars that are old and do not comply with the relevant norms, the issue of renovation and recovery of the car fleet remains an important challenge.

Renovation and recovery of the Georgian car fleet is a main priority of air protection and climate change mitigation policies, hence relevant actions were included in 2021-2023 Action Plan of Georgia's 2030 Climate Strategy.

Please explain briefly why this strategy, policy or measure was implemented; mention the driving forces for its introduction e.g. policy development, legislation (EU, national), action plans, voluntary, incentive, or other [150 words max]

Description of the strategy, policy or measure:

In March 2023 sanctions were tightened for not passing mandatory periodic technical inspections of vehicles. In particular, amendments to the Code of Administrative Offenses imposed sanctions for repeated violation of requirement for undergoing a periodic technical inspection, which was not provided by the Code before. Higher sanctions will increase motivation of car owners to undergo inspection, hence application to technical inspection centers will be increased as well that will contribute to the improvement of the technical condition of motor vehicles and, accordingly, the quality of ambient air. The sanctions will be enforced through the smart cameras of the Ministry of Internal Affairs of Georgia, which will also develop relevant statistics and share with other line ministries.

In June, another amendment to the Code of Administrative Offenses was adopted by the Parliament of Georgia that envisages introduction of road control of the exhaust emissions from the vehicles. The road inspections will be carried out from September 2023 in 4 big cities of Georgia where transport flows are especially concentrated. The amendment also prescribes sanctions for the violators of the established emission norms. The competent authority which will enforce and monitor implementation of the new legislative requirements by patrolling through the cities will be Environmental Supervision Department. The control of vehicle exhaust fumes on the roads is additional instrument to check technical conditions of the car fleet that will provide further impetus for the improvement of technical conditions of vehicles in Georgia and contribute to curbing air pollution in urban settlements.

In June 2021 the Government of Georgia approved technical regulation determining the emission standards for vehicles. Based on the regulation Euro 5b emission standard will be introduced gradually until 2025 for M1, M2, M3, N1, N2 and N3 vehicles that also considers restrictions on the registration of vehicles with poor emission standards. In practice, this means limiting the import of cars produced before 2013 from countries having Euro 5 emission standard or produced before the introduction of Euro 5 emission standard from some countries, and forbidding any import from other countries having no Euro 5 emission standard unless importers present evidence

that relevant vehicle complies with Euro 5 emission standards. Such evidence can be Certificate of Conformity (CoC) or document issued by vehicle type approval authorities/technical service centers recognized by UNECE. The relevant regulation will be enforced by the Ministry of Internal Affairs, which also develops statistics on car registration in Georgia. The Ministry of Environmental Protection and Agriculture will be engaged in the process by considering CoCs and other documents on concordance of vehicles with the emission standards that will be mandatory for issuing exceptions. Introduction of Euro 5 emission standards for vehicles is an important step forward for the renovation of the car fleet in Georgia.

Furthermore, the Government of Georgia approved amendment to the list of waste allowed for transboundary movement in June 2023. Based on the amendment the export of the auto catalysis converter was banned for three years that will reduce a widespread negative practice of intentional removal of catalytic converters from vehicles and will also contribute to the reduction of ambient air pollution from car exhaust fumes. The amendment as well as other requirements of the regulation will be enforced by the Customs Department of Georgia.

Please explain briefly how the strategy, policy or measure works and why it has been chosen compared to other policies/measures. Please also explain how its implementation is being monitored. [200 words max]

Costs, Funding and Revenue allocation:

The costs of public sector include state funding for purchasing hybrid cars and necessary equipment for control of vehicle exhaust fumes on the roads as well as enhancement of human capacities of Environmental Supervision Department to carry out control measures. In total, additional 2 190 000 GEL (800 000 USD) were allocated from the state budget in 2023.

State budget will benefit from the revenue received through administrative fines issued for not undergoing a periodic technical inspection repeatedly, emission of exhaust fumes on the road exceeding the norms, etc.

The main investments to implement updated legislation regarding technical inspections will be allocated by vehicle holders that includes fines and funds for repairing faulty cars. Also, import of vehicles will be slightly reduced by forbidding cars having poor emission standards that might affect on the revenues of the car importers.

Please state how much the implementation of the measure costs including its monitoring and how it is funded (national budget, industry, taxes, etc.) If the measure is creating revenue, please also explain how this revenue is being allocated and collected. [200 words max]

Effect and impacts on air pollution abatement:

As a result of legislative changes and proactive inspection and control of vehicles, emissions of air pollutants from road transport will decrease that ultimately means improved quality of ambient air in the urban areas. The effects of the new requirements will be monitored by existing air quality monitoring network as well as by using all the methods that was used baseline analysis.

Please explain briefly the effect of the policy, strategy or measure and how it has impacted the abatement of air pollution. If impacts are known, please quantify, if possible. Please highlight also other effects of the implementation of the measure e.g. with regard to compliance, the acceptance of the measure or its transposition (e.g. from a voluntary to a regulatory or another type of measure). [150 words max]

References/Further information:

Amendment to the Code of Administrative Offences of Georgia (2023) -
<https://matsne.gov.ge/ka/document/view/5740606?publication=0>

Amendment to the Code of Administrative Offences of Georgia (2023) -
<https://matsne.gov.ge/ka/document/view/5856597?publication=0>

Resolution of the Government of Georgia N238 of 28 June, 2023, on the approval of the technical regulation - on the implementation of the maximum allowable norms of emission from various types of transport and other mobile-mechanical vehicles polluting the ambient air with harmful substances in the territory of Georgia, provided for by the European Union legislation -
<https://matsne.gov.ge/ka/document/view/5845990?publication=0>

Amendment to the Resolution of the Government of Georgia N259 of 9 June, 2016, On the approval of the list of waste allowed for import into the territory of Georgia, for export from the territory of Georgia and for transit through the territory of Georgia (2023) -
<https://matsne.gov.ge/ka/document/view/5841709?publication=0>

Cost-Benefit Analysis of Applying a Euro 5a Emissions Policy on Imports of Car (2021) -
<http://environment.cenn.org/downloads/cost-benefit-analysis-of-applying-a-euro-5a-emissions-policy-on-imports-of-car/>

Please provide most relevant sources for information such as references for web links, books, other resources.

Contact: *Please insert your contact details below.*

Name: Noe Megrelishvili

Country: Georgia

Organization: The Ministry of Environmental Protection and Agriculture of Georgia

Address: Tbilisi, Marshal Gelovani Avenue 34

Telephone: +995595119735

Email: Noe.megrelishvili@mepa.gov.ge

Additional comments: *Please include any additional information you may wish to provide here.*