

Lusaka Agreement (2008) - Southern African Development Community (SADC) Regional Policy Framework on Air Pollution

Participants from the 14 Southern African Development Community (SADC) countries, representing governments, industry, non-governmental organizations (NGOs), civil society, international organizations and academia, attended the Southern Africa Sub-Regional Policy Dialogue on Air Pollution in Lusaka, Zambia, during 5-6 March 2008 to develop the following Regional Policy Framework on Air Pollution in SADC that was subsequently adopted by SADC Ministers at the Ministerial Session held on 7 March 2008.

Considering:

- The significant and increasing impacts that air pollutants can have on health, crops, natural ecosystems, man-made materials and visibility, and their socio-economic consequences for SADC countries.
- The most relevant indoor and outdoor air pollutants, that cause significant damage locally, nationally and in a transboundary context, in the SADC region are particulate matter (PM – the most health damaging components characterised as PM_{2.5}); sulphur dioxide (SO₂); nitrogen dioxide (NO₂); ammonia (NH₃); volatile organic compounds (VOCs); persistent organic pollutants (POPs), such as dioxins and furans; heavy metals, such as arsenic (As), cadmium (Cd), mercury (Hg) and lead (Pb); and fluorides.
- The strong linkages between emissions of air pollutants and greenhouse gases and the co-benefits of reducing air pollution in all sectors for greenhouse gas emission reductions, reducing congestion etc.
- The linkages to the production of secondary pollutants, such as ozone, that can have significant impacts on health and crop yield and quality.

Recognizing that:

- Air pollution takes a high toll on the health, environment and economies of African countries, and that the transport sector in particular is responsible for rapidly increasing vehicle emissions from the use of high sulphur fuels and older motor vehicles, especially of particulate matter – a major global health concern.
- In African cities more than 50% of all trips are non-motorized, mainly on foot and on bicycle, and this combined with inadequate public transportation, lack of infrastructure for non-motorised transportation and poor urban planning

make African roads the world's most dangerous, and a situation that is becoming worse.

- There are increased emissions from the industry and power generation sector particularly SO₂, NO₂, particulate matter and heavy metal emissions with impacts on health, ecosystem services and visibility.
- Ammonia emissions mainly from the agricultural sector have impacts on health (mainly through the generation of particulate matter), ecosystem services and visibility.
- The high emissions from open burning including vegetation fires and waste burning contribute to environmental and health effects related to particulate matter, VOCs, POPs and heavy metals.
- Indoor air pollution caused by cooking with solid fuels leads to the exposure of women and children, in particular, to high levels of particulate matter and toxic gases.

Recalling:

- The SADC Treaty that calls for achievement of sustainable utilization of natural resources and effective protection of the environment.
- The recommendations made to the SADC member states in the Harare Resolution of 1998 (Annex 1a) and the Maputo Declaration of 2003 (Annex 1b).
- The Ministerial recommendations that emerged from the Regional Conference on Better Air Quality in Sub-Saharan Cities in 2006 (Annex 2).

Taking note of:

- The success of the actions by Sub-Saharan Africa to phase out leaded gasoline as per the agreed Dakar Declaration of 2001 (Annex 3) and the Partnership for Clean Fuels and Vehicles campaign in 2008.
- The international Treaties signed by SADC countries relevant for air pollution on Biodiversity, Climate Convention, Kyoto Protocol, Desertification, Hazardous Waste, Ozone Layer Protection and Ship Pollution (Annex 4).
- SADC targets for Environment and Sustainable Development as outlined in the Regional Indicative Strategic Development Plan (RISDP).
- The aspiration of SADC to produce an environmental protocol that covers air pollution issues.

Agree to the following actions:

1 Multilateral Co-operation

- 1.1 Endeavour to work together for the preparation of a multilateral agreement with flexible and differentiated obligations for the control and ultimate reduction of agreed air pollutants.
- 1.2 Consider synergies and co-benefits of taking joint measures against emissions of air pollutants and greenhouse gases.
- 1.3 Harmonize among the States as far as it is practical, national legislation and air quality standards, monitoring procedures and air quality data management procedures.
- 1.4 Promote exchange of information, education and research within the SADC region.

2 Transport Sector

Cleaner Fuels

- 2.1 Enact regulations to reduce sulphur levels in fuels to 500 ppm (parts per million) by end of 2010, as an intermediate step for countries that import refined fuel.
- 2.2 Enact regulations to reduce sulphur levels in fuels to 50 ppm from 2010 onwards for both refining and importing countries.
- 2.3 Promote the harmonization of fuel standards.
- 2.4 Complete the phase out of leaded gasoline; and phase out the use of other harmful metallic additives.
- 2.5 Enforce regulations against procurement, sale and use of fuels not meeting current fuel specifications.
- 2.6 Carry out scientific assessments of energy economics, environmental and socio-economic consequences before shifting to significant use of bio-fuels.

Cleaner Vehicles

- 2.7 Enact regulations to require that all used vehicles imported into the region from 2010 onwards should be equipped with a functional catalytic converter.
- 2.8 Enact regulations to require that all new vehicles imported into or manufactured in the region should meet a regionally agreed minimum emissions standard by the end of 2010.

- 2.9 Enact regulations to restrict the age of vehicles imported into the region to a maximum of 10 years.
- 2.10 Enact regulations for vehicle emissions testing, maintenance and inspection to ensure that vehicles comply with the agreed emissions standards.
- 2.11 Implement cleaner vehicle technologies, for example compressed natural gas or diesel retrofits, in large fleets.
- 2.12 Enact regulations to require that all diesel powered on-highway trucks and buses that are more than 10 years old are equipped with diesel retrofit devices.
- 2.13 Require that vehicles crossing international borders for goods or passenger conveyance comply with these regional emission standards.

Urban planning

- 2.14 Support land use planning policies for sustainable mobility.
- 2.15 Plan for and promote safe, attractive and affordable public and non-motorised transport that is interconnected.
- 2.16 Allocate an equitable share of road development funds and investments for non-motorised transport.
- 2.17 Consider controlling passenger car use through appropriate measures like road pricing, congestion charging and parking management.

3 Industry

- 3.1 Encourage regional cooperation to address national and transboundary air pollution issues, through harmonization of legal frameworks for air quality management of industrial emissions across SADC, including specific criteria and procedures for point source emission permitting and monitoring.
- 3.2 Promote the use of best available technology for new industrial plants so as to meet requirements of the harmonised legal frameworks.
- 3.3 Maximise the synergies and co-benefits of air pollution and climate change mitigation projects.
- 3.4 Enact regulations that require industry to undertake environmental impact assessments and audits in line with the requirements from the harmonised legal frameworks.
- 3.5 Enact regulations that require industry to retro-fit old plants with necessary equipment so as to comply with the requirements of the harmonised legal frameworks, or alternatively to phase out obsolete plants over appropriate timescales.

4 Open Burning

Vegetation fires, uncontrolled burning and deforestation

- 4.1 Support investigations into the frequency and impacts of natural fires in the African savannah and forests.
- 4.2 Enact regulations to prevent and control human initiated vegetation wild fires.
- 4.3 Develop and implement fire early warning systems and fire management strategies.
- 4.4 Promote reforestation programs in damaged landscapes.

Waste Management

- 4.5 Develop and implement integrated waste management systems.
- 4.6 Enact regulations to prevent uncontrolled combustion of waste.

5 Indoor Air Pollution

- 5.1 Promote the use of more efficient, cleaner burning and safer energy appliances.
- 5.2 Promote the use of cleaner fuels, where feasible, for social, cultural, economic and other reasons.
- 5.3 Formulate recommendations and guiding principles for domestic indoor air quality.
- 5.4 Formulate recommendations and emission standards for combustion appliances.
- 5.5 Formulate recommendations and guiding principles for construction of properly ventilated, energy efficient houses.
- 5.6 Formulate indoor air quality standards for public and commercial facilities.
- 5.7 Support establishment of sustainable supply of cleaner burning appliances.
- 5.8 Support financing of indoor air quality improvement.
- 5.9 Enact legislation to prevent smoking in indoor public places, and outdoor gathering locations.

6 National Environmental Governance

- 6.1 Develop policies, laws and regulations with respect to air quality management, integrated with relevant Conventions and Treaties.
- 6.2 Create or enhance national environmental agencies, to include air quality management divisions.
- 6.3 Create or enhance an inspectorate branch to enforce air quality and emissions regulations.
- 6.4 Develop and maintain surveillance and data systems for recording air pollution impacts on public health, crops, materials and ecosystems, using harmonised regional approaches.
- 6.5 Develop and maintain national emissions inventories for main pollutants and green house gases, and assess the impact of different policies and measures on these emissions.
- 6.6 Establish at least one air quality monitoring station per country, using harmonised regional instrumentation and protocols, and link this with modelling efforts in the region.
- 6.7 Enact regulations for industry to monitor their emissions and provide the data and calibration certificates to regulatory agencies as required.
- 6.8 Facilitate the harmonisation of air pollution standards within the SADC region.
- 6.9 Carry out periodic reviews to benchmark regional national air quality standards against best international practice.
- 6.10 Carry out periodic state-of-atmospheric environment reports to determine if standards and targets are being attained.
- 6.11 Harmonise policies and management strategies that impact the atmospheric environment across key governmental agencies, for example departments of energy, health, agriculture, planning, finance and transportation.

7 Public Awareness

- 7.1 Increase public awareness on air pollution issues using all formal and informal communication channels.
- 7.2 Enhance public participation on air pollution issues by capacity development (education and training) in governmental, educational, and civil society organisations.
- 7.3 Engage civil society and other stakeholders on collaborative air pollution projects.

- 7.4 Promote accessibility to information on air pollution issues and exchange of information, education and research on air pollution.
- 7.5 Develop effective communication strategies on air pollution impacts on human health and the environment.
- 7.6 Promote advocacy, public awareness and participation concerning indoor air quality and domestic energy management.

8 Research, development and capacity building

- 8.1 Promote and establish regional training centres on air quality management and related issues.
- 8.2 Promote and establish regional centres of excellence on air quality management research and related issues.
- 8.3 Promote and support regional post-graduate training and student exchange programmes within the region and with international partners on air quality management and related issues.
- 8.4 Promote and support the inclusion of air pollution in environmental impact studies and socio-economic assessments in collaboration with local and international academic institutions.
- 8.5 Promote and establish initiatives for reducing air pollution in collaboration with international organizations (such as Global Atmospheric Pollution Forum, United Nations Environment Programme (UNEP), United States Environment Protection Agency, World Health Organization, World Meteorology Organization, World Bank) and other regional air pollution networks.
- 8.6 Support the application of harmonized emissions inventories, monitoring and modelling, impact assessment, mitigation options and policy framework approaches through organisations such as the Air Pollution Information Network for Africa (APINA) in collaboration with international partners.
- 8.7 Establish a regional air quality information system.
- 8.8 Conduct economic analysis to develop and optimise alternative scenarios and options, which include air pollution, to guide development policies consistent with sustainability.
- 8.9 Continue the regional dialogue on transboundary transport of air pollution and urban air pollution through the Air Pollution Information Network for Africa (APINA), with appropriate logistic and financial support.

Implementation of these provisions is to be realised over time subject to the stage of development and economic circumstances of each of the member countries.

Annex 1a. The Harare Resolution 1998

The Harare Resolution on the Prevention and Control of Regional Air Pollution in Southern Africa and its Likely Transboundary Effects

Participants of the Harare policy dialogue:

Acknowledging:

Concern in the region that air pollution and its potential increase in Southern Africa is an issue, which demands more attention.

Reiterating:

The provisions of Agenda 21, Principle 2, which states that: 'States have, in accordance with the Charter of the United Nations and the principles of international law, the sovereign right to exploit their resources pursuant to their own environmental and developmental policies, and their responsibility to ensure that activities within their jurisdiction or control do not cause damage to the environment or other states or of areas beyond the limits of national jurisdiction'.

Noting:

The existence of the Southern African Development Community (SADC) Policy and Strategy for Environment and Sustainable Development, which highlights the problem of transboundary air pollution.

Recalling:

The opportunity afforded by existing regional co-operation through the SADC Environment and Land Management Sector (SADC ELMS) and its mandate to co-ordinate regional initiatives on environment and land management.

Recognizing:

The following impacts on:

- human health in Southern Africa with associated economic consequences, particularly to the less privileged in society and to government health services;
- managed ecosystems on which people in Southern Africa depend, involving agriculture, forestry, fisheries and wildlife utilization;
- cultural heritage, materials, buildings and infrastructure through corrosion, which may cause large economic losses due to increased maintenance costs and loss of value;

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- climate change and biodiversity in Southern Africa, including important flora and fauna of the region;
- forests, woodlands and savannah which may lead to localized vegetation loss, land degradation and even desertification.

Recognizing:

Also the following constraints that:

- there is limited capacity in terms of funding, equipment and human resources to measure, assess, control and mitigate air pollution;
- information on air pollution and its impacts is inadequate, often inaccessible and diffuse;
- as a result of limited public awareness, there is currently inadequate concerted pressure, action and participation to influence policy and practice on air pollution;
- policy and legislation on air pollution, both at national and regional level, are not harmonized, and that enforcement of existing legislation is limited;
- the potential for conflict exists between economic development and environmental protection both at national and regional levels.

Recognizing:

Further the following opportunities:

- the intent of countries in the region to develop sustainably increased public, media and business awareness of air pollution and climate change;
- early awareness of these issues enables countries to consider development options and to acquire the necessary information on which to make informed decisions about investment in clean development technologies;
- current co-operation within SADC countries provides an opportunity for harmonizing legislation and other policy instruments on air pollution within the region.

Recalling:

The international agreements that have successfully addressed air pollution in industrialized regions, such as the United Nations Economic Commission for Europe (UN-ECE) Convention on Long-range Transboundary Air Pollution (LRTAP), which might provide useful guidance for developing appropriate legislation for Southern Africa.

Noting:

Examples of existing legislation in Southern Africa that has resulted in some improvement in air quality, there are opportunities for wider rationalization and effective application of such legislation.

Conscious of:

The existence, internationally, of a range of cleaner production technologies and efficient end-use technologies that reduce emissions.

Being aware of:

The availability of international financial mechanisms to support the transfer and sharing of technologies including those promoting cleaner production.

Recognizing that:

Current initiatives within the Southern African power pool provide opportunities for reductions in regional air pollution.

Recognizing:

Also the availability of regional scientific and technical expertise within universities, research institutions, industry and government, and the considerable opportunity for further collaboration among themselves.

Recognizing:

Further the importance of achieving the following goal: 'to reduce the incidence and the impact of air pollution in Southern Africa without compromising regional economic development'.

We hereby **resolve** to request the SADC Council of Ministers, through SADC ELMS, to develop a Protocol on Regional Air Quality and Atmospheric Emissions, taking into account the following issues:

- The need for harmonized and strengthened legislation.
- The importance of creating appropriate incentive structures.
- The advantages for developing strategies for increasing awareness and education.
- The benefits accruing from improved information availability and accessibility to information that can promote understanding.
- The importance of encouraging the use and development of improved technologies.
- The need for further co-operation to enhance regional capacity to assess and analyse the origin and causes, nature, extent and effects of local and regional air pollution, using the in-house expertise in identified institutions, universities, colleges, etc.

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- The need to identify appropriate financial resources required to carry out the programmes, strategies and projects.
- The importance of developing, through SADC ELMS, a structure with required linkages in Southern Africa, to carry out co-ordinated programmes in building up and applying standardized methodologies to monitor emissions, concentrations, depositions and impacts.
- The importance of engaging stakeholders (industry, academic institutions, NGOs, communities, media etc.) in these efforts and activities.

We further **resolve** that we shall continue to assist the policy process through mutual consultation in efforts to implement national and regional action plans and protocols based on an improved understanding of transboundary air pollution issues.

Annex 1b The Maputo Declaration 2003

The Maputo Declaration on the Prevention and Control of Regional Air Pollution in southern Africa and its likely Transboundary Effects.

Recognizing:

The potential for increased air pollution and consequential phenomena in southern Africa caused by emissions from:

- The industrial sector such as thermal power stations, smelters, cement factories, chemical industry;
- The transport sector;
- Forest/Savannah fires;
- Domestic fuel use;
- Waste burning;

Recognizing:

The impacts of air pollution on the following:

- Human health, including those individuals whose immunity has been compromised by HIV/AIDS, with associated socio-economic consequences, particularly to the less privileged in society and to government health services;
- Ecosystems on which people in southern Africa depend, involving water resources, agriculture (crops, livestock etc), forestry, fisheries and wildlife;
- Materials, buildings, infrastructure, historical sites and monuments through corrosion, which may cause large economic losses due to increased maintenance costs and loss of value;
- Climate change and biodiversity in southern Africa;
- Forests, woodlands and savannah which may lead to localized vegetation loss, habitat fragmentation, land degradation and even desertification.

Acknowledging:

The disproportionate impacts of indoor air pollution on the health of women and children in southern Africa;

Recognizing:

The existence of trans-boundary air pollution, as shown by studies that have been carried out in the region on emissions and transport of air pollutants;

Realizing:

That air pollution will increase and its transboundary effects accumulate in the absence of national and regional measures to abate and prevent its occurrence;

Reiterating:

The provisions of Agenda 21, Principle 2, which states that: 'States have, in accordance with the Charter of the United Nations and the principles of international law, the sovereign right to exploit their resources pursuant to their own environmental and developmental policies, and their responsibility to ensure that activities within their jurisdiction or control do not cause damage to the environment or other states or of areas beyond the limits of national jurisdiction;'

Reiterating:

The provisions of the Johannesburg Declaration on Sustainable Development from the World Summit on Sustainable Development (WSSD), which states that "sustainable development requires a long-

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term perspective and broad-based participation in policy formulation, decision-making and implementation at all levels"

Recognising:

That the Southern African Development Community (SADC) is currently developing a protocol on environment;

Recognising:

The existence of the African Ministers Conference on Environment (AMCEN) as an important body through which issues of air pollution can be discussed at a Pan-African level;

Noting:

The recognition by New Partnership for African Development (NEPAD) of the importance of reversing environmental degradation;

Recognising:

The recognition of SADC of the importance of the Air Pollution Information Network for Africa (APINA) through a memorandum of understanding (MOU), as in Annex 1, as a channel and stakeholder on scientific information to formulate policy on air pollution;

Noting:

The 1998 Harare Resolution on the prevention and Control of Regional Air Pollution in southern Africa and its likely Transboundary Effects (Annex 2);

Recognising:

The need for constant study and monitoring of the trends in air pollution with a view to understanding the extent of potential damage to the environment and health in the member countries to:

- Take mitigation measures,
- Strengthen the need to build such capacity;

Stressing:

The need for sustainable development and economic growth that will improve the quality of life of all the people of the entire region, in particular the poorer sections of the population;

and

Drawing from the experience of co-operation in the region in socio-economic matters and also from the experience in other regions such as Europe, the Americas and Asia

We, the participants of the Second Regional Policy Dialogue, Maputo representing Botswana, Malawi, Mozambique, South Africa, Tanzania, Zambia and Zimbabwe, recommend to SADC member states to initiate and implement among others programmes to:

1. Assess and analyse the origin and causes, nature, extent and effects of air pollution, using identified institutions, universities, colleges etc., building up or enhancing capacities in them where required.
2. Develop and/or adopt strategies to prevent and minimize air pollution which are based on regional studies that justify such actions and knowledge of local and regional conditions.
3. Co-operate in building up standardized methodologies to monitor pollutants of concern (sulphur dioxides, carbon monoxide, nitrogen oxides, ozone, particulate matter, volatile organic carbons, persistent organic pollutants, lead and other heavy metals) and analyze their impacts.
4. Encourage economic analysis that will help to arrive at optimal results and the development of alternative scenarios to identify trends and options to guide development policies consistent with sustainability.

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5. Engage stakeholders to stimulate broad participation by citizens of the region in the prevention of air pollution.
6. Encourage the integration of scientific information in the national /regional air pollution policy decisions.
7. Harmonize among the states as far as it is practical, national legislation and air quality standards, monitoring procedures and air quality data management procedures.
8. Establish mechanisms and procedures for a shared regional atmospheric emissions inventory for natural and anthropogenic sources.
9. Use African multilateral and national institutions to enhance and develop the capacity needed to implement national and regional air quality programmes, and to encourage the sharing of educational materials, resources and opportunities.
10. Work towards securing assistance from national, bilateral and multilateral sources to implement these programmes.

We, the participants, also declare that we shall:

- Endeavor to promote national reporting systems and strengthen scientific and academic effort in the understanding and tackling of air pollution issues.
- Continue this process in a coordinated manner and in stages with mutual consultation to draw up and implement national and regional action plans and protocols based on a fuller understanding of transboundary air pollution issues.
- Endeavor to promote the philosophies and practices of cleaner production, waste management to enhance sustainable development in the region.

In pursuit of the above, we shall evolve, as appropriate, institutional structures at the national and regional level, including networking, both for the purposes of policy and the technical requirements, and we shall use the good offices of regional, international bilateral and multilateral agencies in this.

***Annex 2* Summary of Ministerial Session at BAQ 2006 Nairobi, July 2006**

Recommendations

1. Policy and Strategic Issues

- (i) Policy makers should spearhead Better Air Quality (BAQ) management in their countries and BAQ should be addressed in the context of economic development;
- (ii) There is need to develop legal and regulatory frameworks to address BAQ in SSA cities;
- (iii) There is need to mainstream BAQ management in poverty reduction and growth strategies (such as PRSPs);
- (iv) It is important to address air quality issues jointly among countries as air pollution is trans-boundary;
- (v) There is need to lower sulphur levels in fuels. However, more information regarding the costs and ramifications of lowering sulphur levels should be made available to facilitate an agreement on specific targets and timeframe at sub-regional level, similar to the preparations for the lead phase out agreement.
- (vi) Transport demands will continue to increase in the region, thus the need for mass transport and better municipal and town planning, including greening of cities to address BAQ. In particular, a majority of people in SSA live in unplanned settlements, commonly referred to as slums, which also have specific issues of air pollution that need to be addressed from a policy perspective and with strategic planning;
- (vii) BAQ cannot be separated from other sectors of the economy such as health, industry, transport, finance and urbanization.

2. Institutional arrangements, capacity and implementation

- (i) It is important to manage the quality of vehicles being imported into the region to control vehicle emissions. It is also important to have in place mechanisms for testing, inspection and maintenance of existing vehicle fleets to achieve BAQ.
- (ii) Issues of indoor air pollution are important in the region when dealing with BAQ.
- (iii) There are key areas that would need to be encompassed in air quality management such as burning of solid waste and plastic waste, industrial air pollution and mining activities.
- (iv) There is need for capacity to monitor and assess the present state and impacts of air pollution in the countries in Sub-Saharan Africa.

3. Public awareness, information and education

- (i) It is important to raise the issue of BAQ to the public and government agencies through various schemes including education and information communication technology.
- (ii) It is important to link information awareness to health impacts in the region.
- (iii) It is important to share information on successful programs and projects undertaken in the region.
- (iv) There is need to prepare the way forward for reduction of sulphur in fuel.

4. Cooperation and Partnerships

- (i) It is important to link the outcomes of the BAQ conference to the climate change negotiations at the UNFCCC conference to be held in Nairobi in November 2006.
- (ii) There is need to support and develop partnerships between government, civil society, the private sector and the international and bilateral organizations – including UNEP and the World Bank.

***Annex 3* The Dakar Declaration on the Phasing-out of Leaded Gasoline in Sub-Saharan Africa**

REGIONAL CONFERENCE ON THE PHASING-OUT OF LEADED GASOLINE IN SUB-SAHARAN AFRICA

Declaration of Dakar

The participants from 25 Sub-Saharan African countries, representing governments, industry and civil society, and from international organizations attending the Regional Conference on the Phasing Out of Leaded Gasoline (Dakar, June 26 – 28, 2001), considering:

- The recommendations and resolutions of WHO, WB and UNEP stating the high priority of lead phase out worldwide,
- That surveys on blood lead levels in SSA city populations show that in many cases WHO guidelines are exceeded, bringing in particular at risk children's development and intellectual performance.
- That delays to start using unleaded gasoline are precluding the introduction of vehicles equipped with catalytic converters and thus the development of urban clean air policies in growing cities of SSA.
- The support expressed by the oil industry and the NGO community in favor of a prompt government action phasing out leaded gasoline.

agree to:

1. Join efforts to accelerate the formulation and implementation of programs to completely phase out leaded gasoline in all SSA countries as soon as possible, latest by 2005.
2. Recommend governments to reduce the lead content in gasoline - currently 0.8 g/l in most SSA countries - to average not more than 0.4 g/l by 2002 and to an average not more than 0.2 g/l by 2003.
3. Encourage countries with independent import facilities to accelerate their respective lead phasing out programs.
4. Harmonize the gasoline norms in all sub-regional markets, in order to foster intra-regional trade and traffic; and request IPIECA, in collaboration with national and international oil companies and representatives from the automobile industry, to assist in the formulation of a complete set of fuels technical specifications.
5. Complete the sub-regional action plans within the next 12 months framing the respective national clean air programs.
6. Request the oil supply chain operators to improve their production, storage and distribution facilities in accordance with the target lead phase out frame.
7. Request WHO, UNEP, WB and bilateral environmental agencies such as USEPA to support SSA stakeholders in developing the capacity to implement the lead phase out programs within air quality management.
8. Develop an appropriate public information campaign with an active participation of NGOs community.
9. Request the WB and other international donor agencies to give a high priority to lead phase out in economic policy dialogues with the SSA governments and to continue supporting required technical assistance programs and assisting in the financing of viable investments.
10. Request OAU and other regional organizations (ECOWAS, WAEMU, SADCC, CAEMU, etc.) to endorse the phasing out of leaded gasoline in their priority programs and to contribute to the harmonization of standards and technical specifications.

Annex 4 Participation off SADC countries in International Treaties and Conventions relevant to air pollution

Country	Biodiversity	Climate Convention	Kyoto Protocol	Desertification	Hazardous Wastes	Ozone Layer Protection	Ship Pollution
Angola	x	x		x		x	
Botswana	x	x	x	x	x	x	
DR of Congo	x	x	x	x	x	x	
Lesotho	x	x	x	x	x	x	
Madagascar	x	x	x	x	x	x	x
Malawi	x	x	x	x	x	x	x
Mauritius	x	x	x	x	x	x	x
Mozambique	x	x	x	x	x	x	x
Namibia	x	x	x	x	x	x	
Seychelles	x	x	x	x	x	x	x
South Africa	x	x	x	X	x	x	x
Swaziland	x	x		X	x	x	
Tanzania	x	x	x	X	x	x	
Zambia	x	x	x	X	x	x	
Zimbabwe	x	x		X		x	