



Enabling the Implementation of Haze Pollution Solutions in Southeast Asia

The EANET Seminar on the Particulate Matter Problem
including Haze in Southeast Asia

20 December 2024

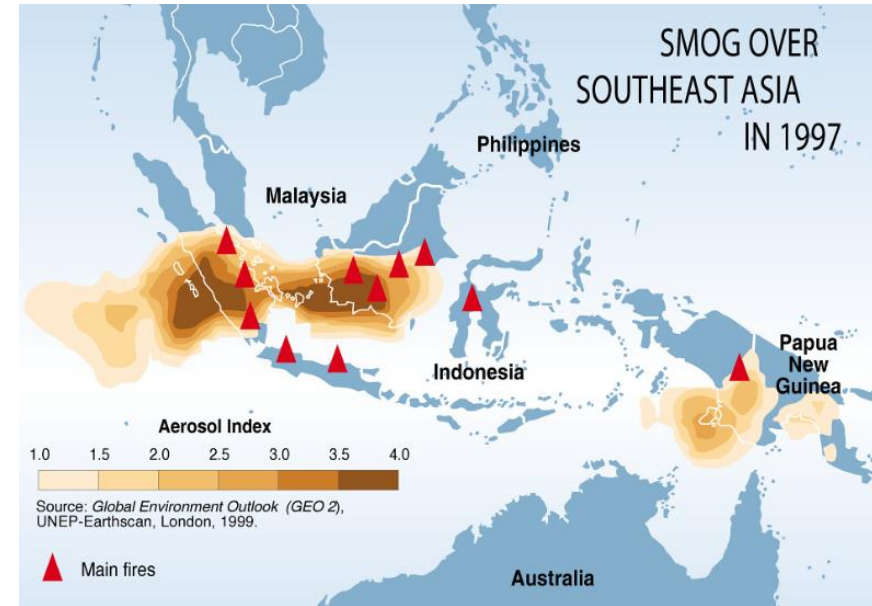
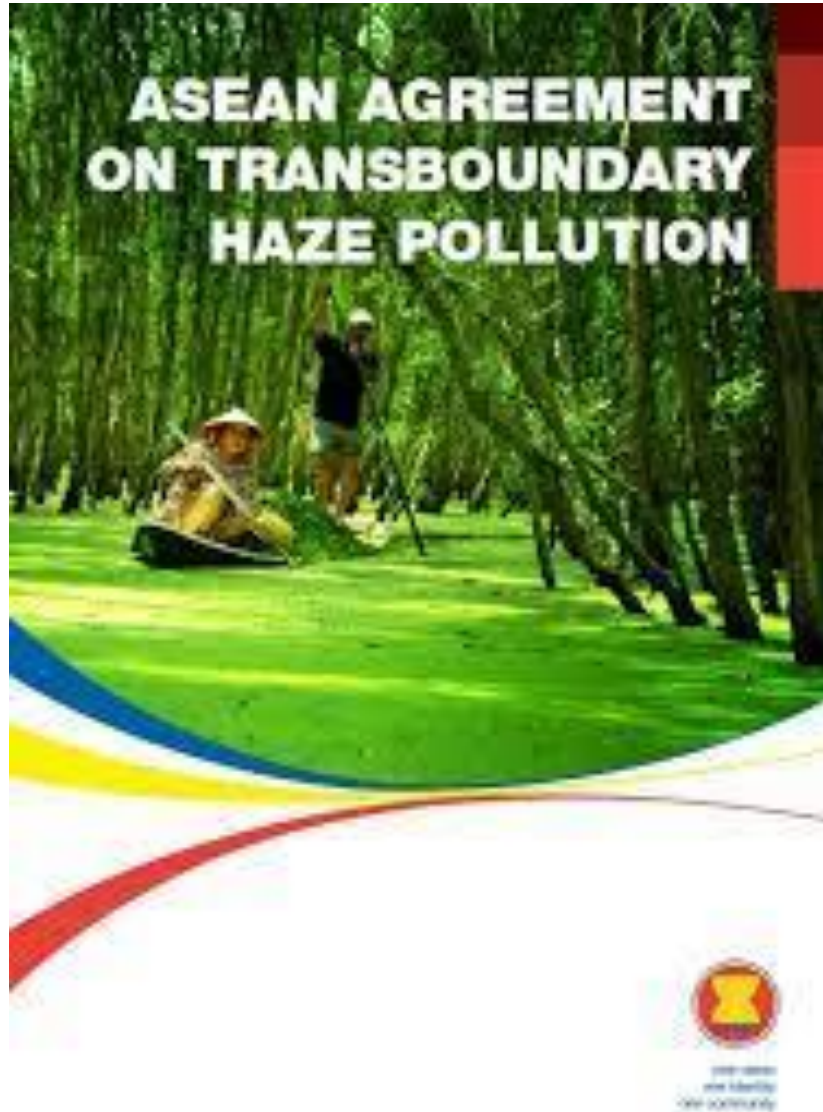
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Transboundary Haze in ASEAN: A Recurring Challenge



Setting the Context: History of the Roadmap

June 2002: AATHP signed by all AMS

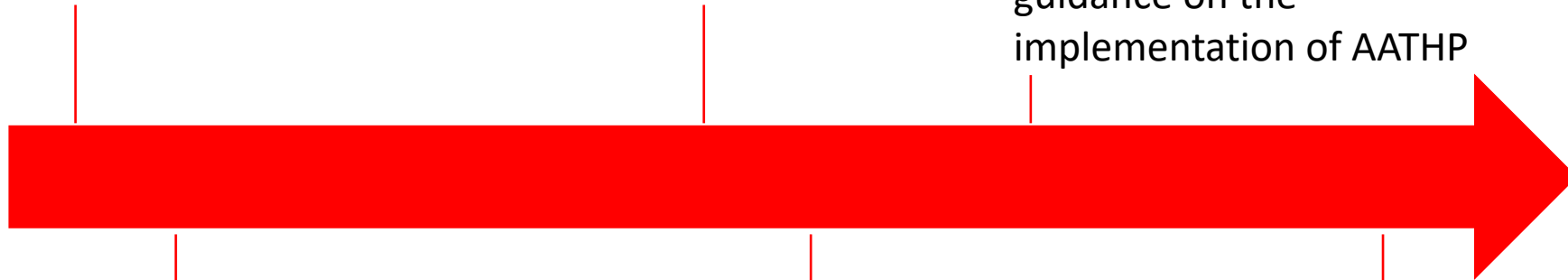
January 2015: AATHP ratified by all AMS

August 2016: Haze-Free Roadmap (2016-2020) adopted at COP-12 in Kuala Lumpur, with aim of providing guidance on the implementation of AATHP

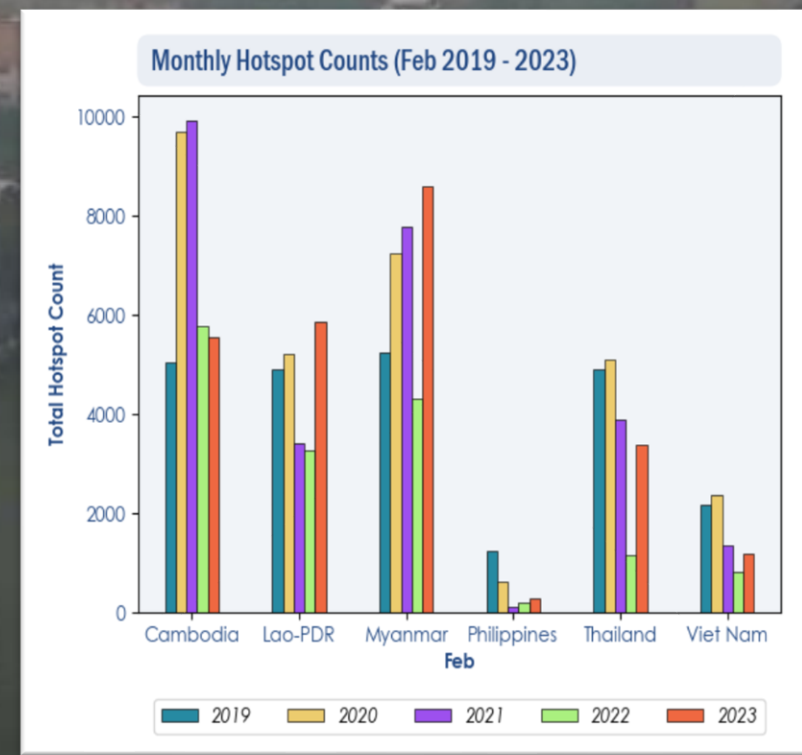
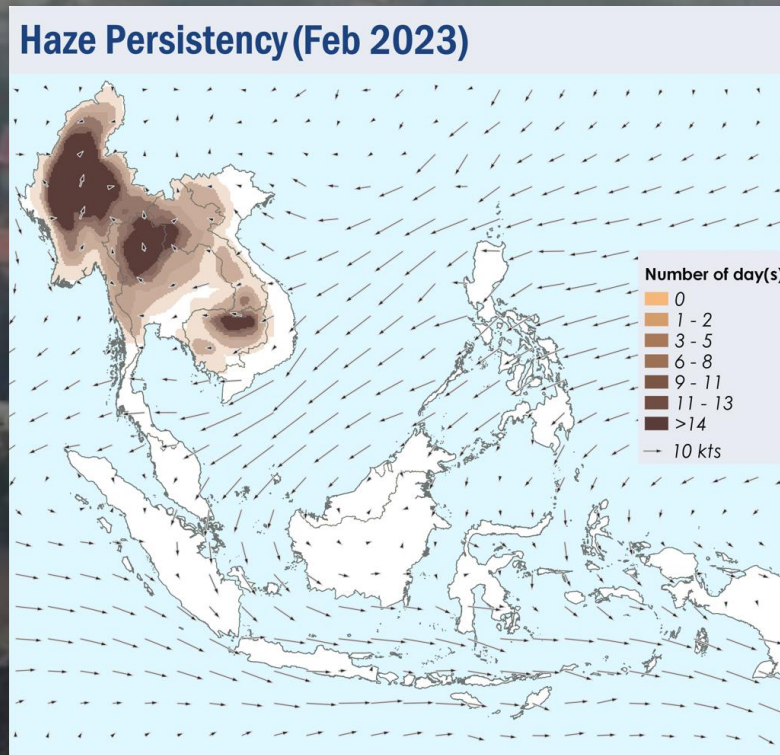
November 2003: AATHP entered into force following ratification of 6 signatory countries

October 2015: agreement to develop Haze-Free Roadmap at 11th Meeting of Conference of the Parties (COP) held in Hanoi

February 2022: ASEC circulates call for development of next Haze-Free Roadmap (2022-2030)



Recent crises suggest we still face a big question: How to achieve a Haze-Free ASEAN?



Nine Strategies for New Roadmap



Key Feature: New Headline Target on PM2.5

1. By 2030, there will a significant and sustained reduction in the number of haze pollution episodes in ASEAN
1. By 2030, AMS significantly reduce the contribution of haze resulting from land and/or forest fires to achieve national PM2.5 air quality targets (with a view toward achieving WHO interim targets 3 for PM2.5)

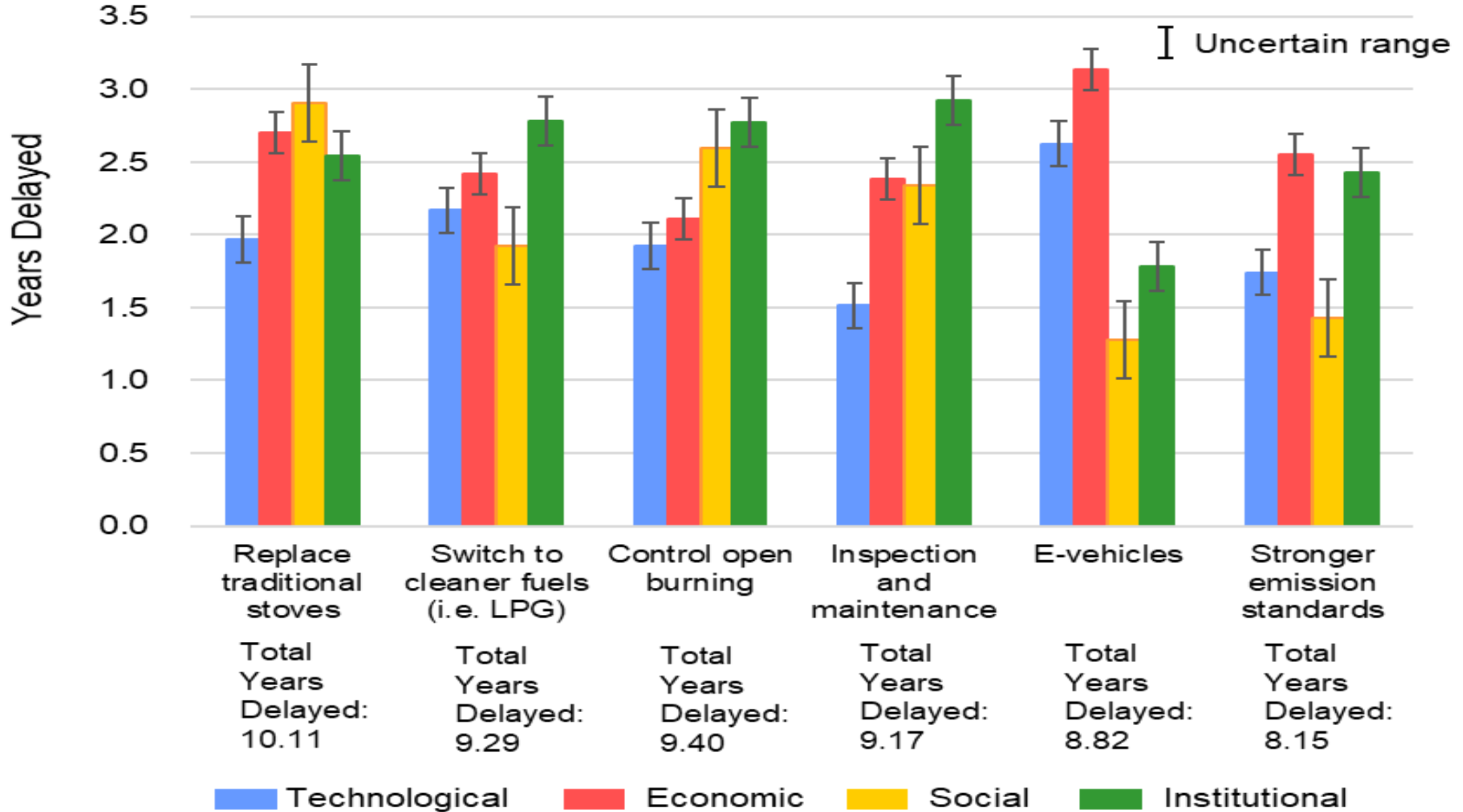
New Additions to the New Roadmap

- 1. Science-Based: A Goal Focusing on Strengthening Implementation with Science-Based WHO Targets**
- 2. Instrument Mix: New Economic Instruments**
- 3. Integrated Development View: Climate, SDGs, and ASCC Blueprint**
- 4. Multi-Level, Multi-Stakeholder: Strengthening Local Action, Empowering Communities, Bringing in Business**
- 5. Subregional Reach: A New Subregional Strategy**
- 6. Interlinked and Networked: Links with Climate, Biodiversity, and Air Pollution Agreements**

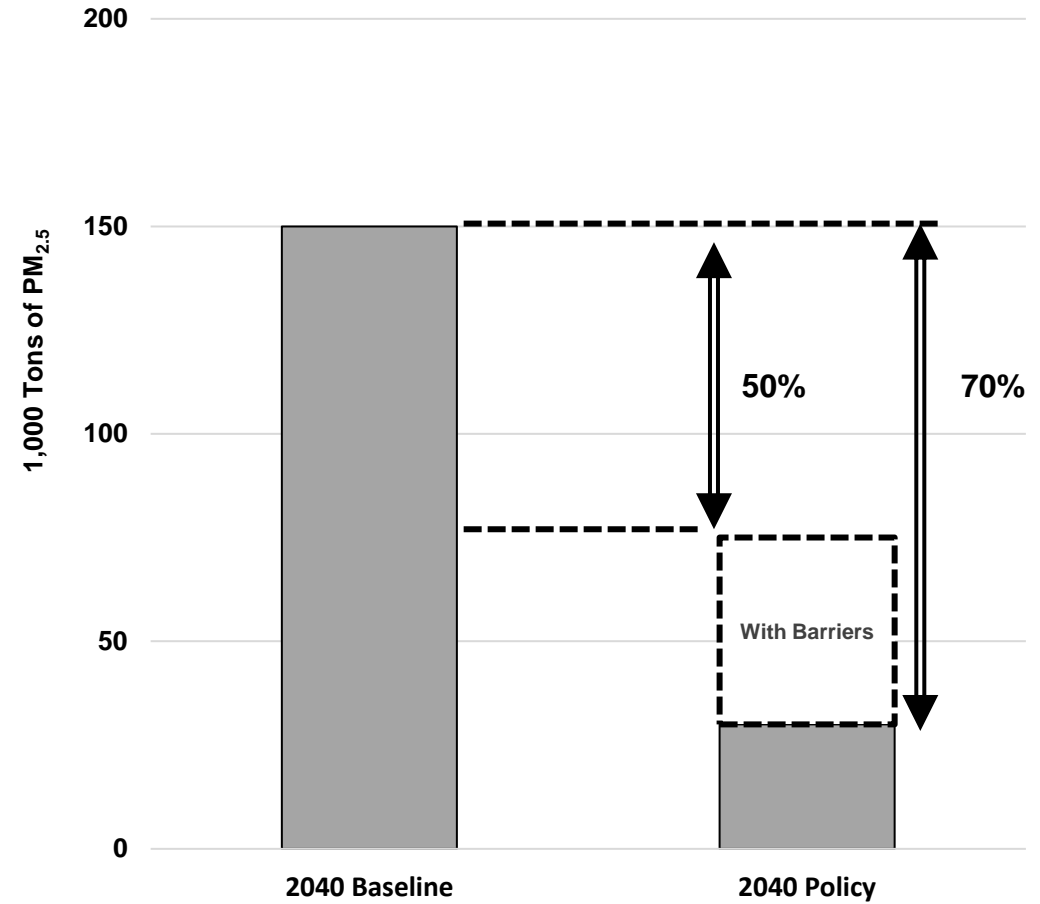
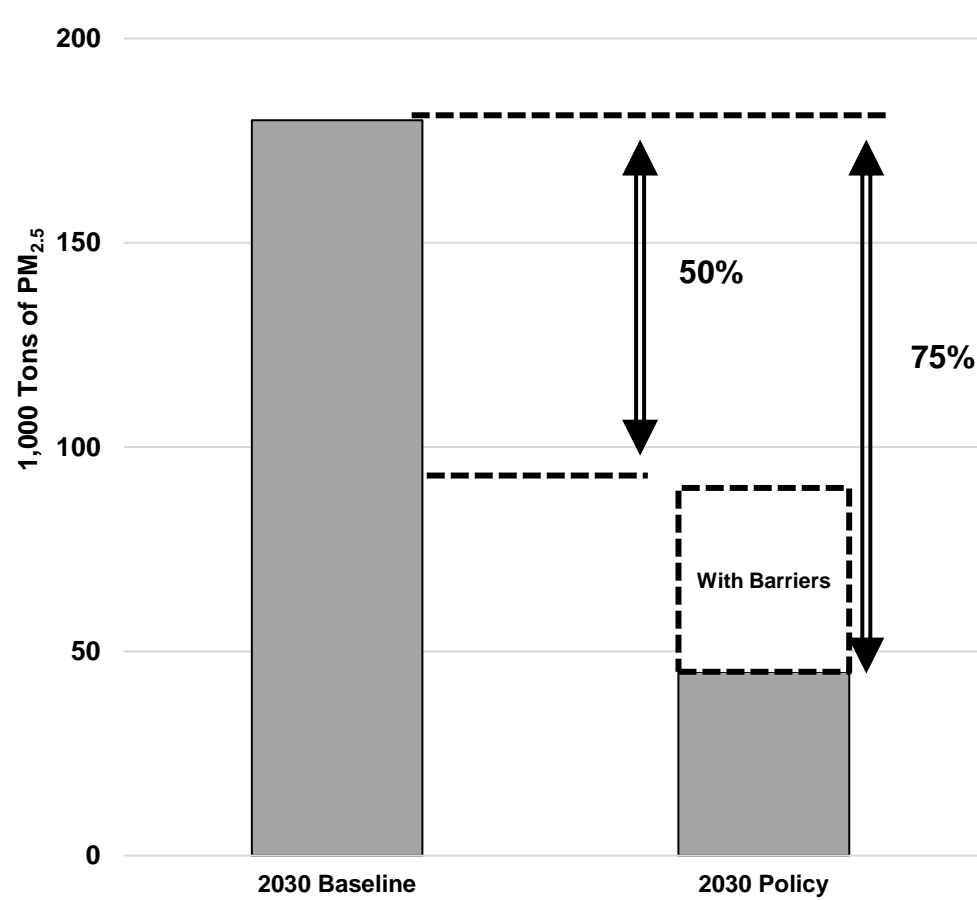
There may be challenges to implementing these solutions

Technological	Refers to lack of access to cleaner technology or fuels as well as technologies or infrastructure that would support the options implementation (i.e. for electric vehicles this would include charging stations).
Economic	Refers to high cost of cleaner technology or fuels as well as policies (i.e. subsidies) that keep the prices of less clean alternatives artificially low.
Institutional	Refers to lack of coordination between and capacity within relevant agencies as well as limits on policies promoting cleaner options.
Social	Refers to lack of acceptance or limited awareness of the benefits of the cleaner alternatives as well as lack of mechanisms that can raise awareness or support engagement/participation in selecting cleaner alternatives.

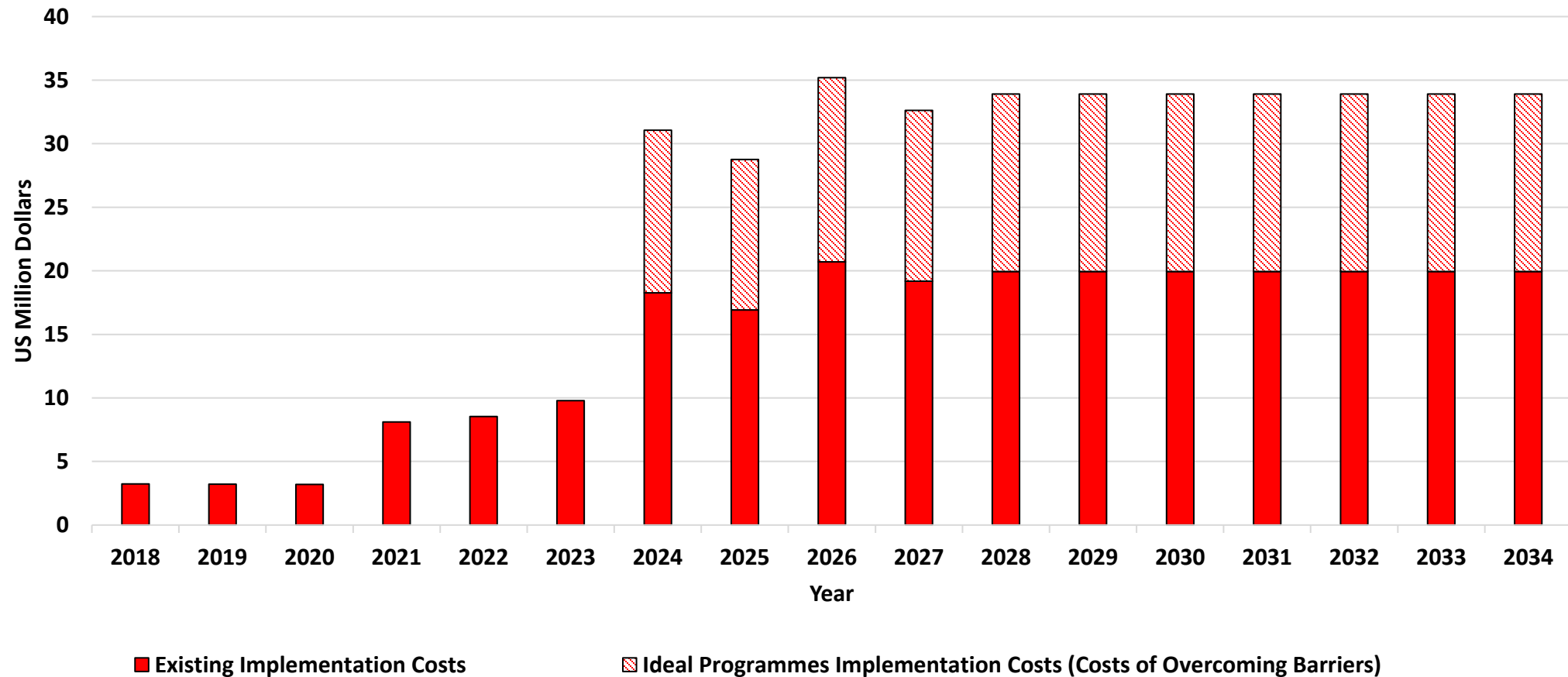
Social and Institutional Barriers Can Slow the Implementation of those Solutions



Barriers can result in lost emission reductions



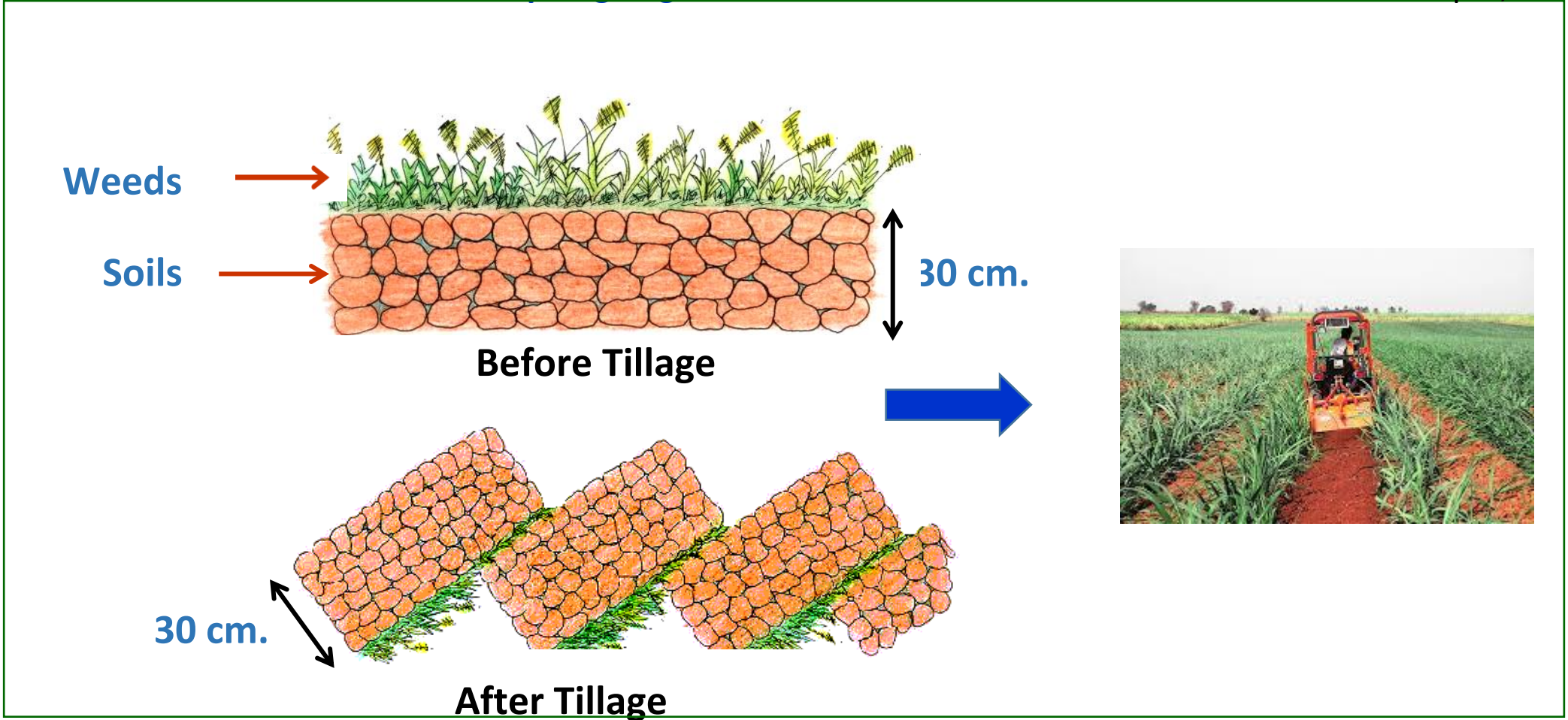
Key question 2: how much does it cost to overcome these barriers for open burning in Thailand?



Many “Technical” Solutions to Open Burning

Stubble ploughing in rice cultivation

Source: Supat, 2021



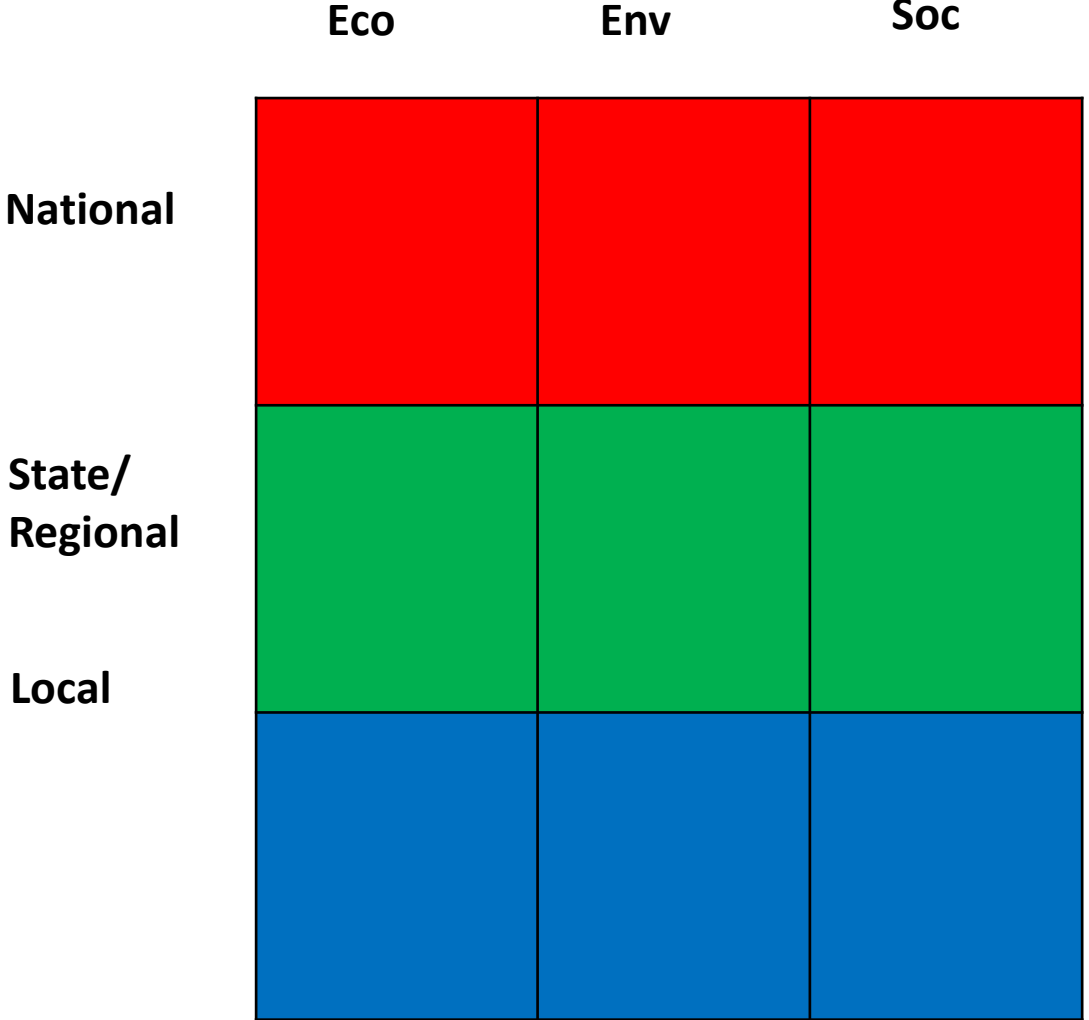
Some Solutions Focus on Using Crop Residues for Other Purposes

- Producing organic fertilizer – Organic compost
- Use as animal fodder
- Other purposes: soil mulching material in vegetable production

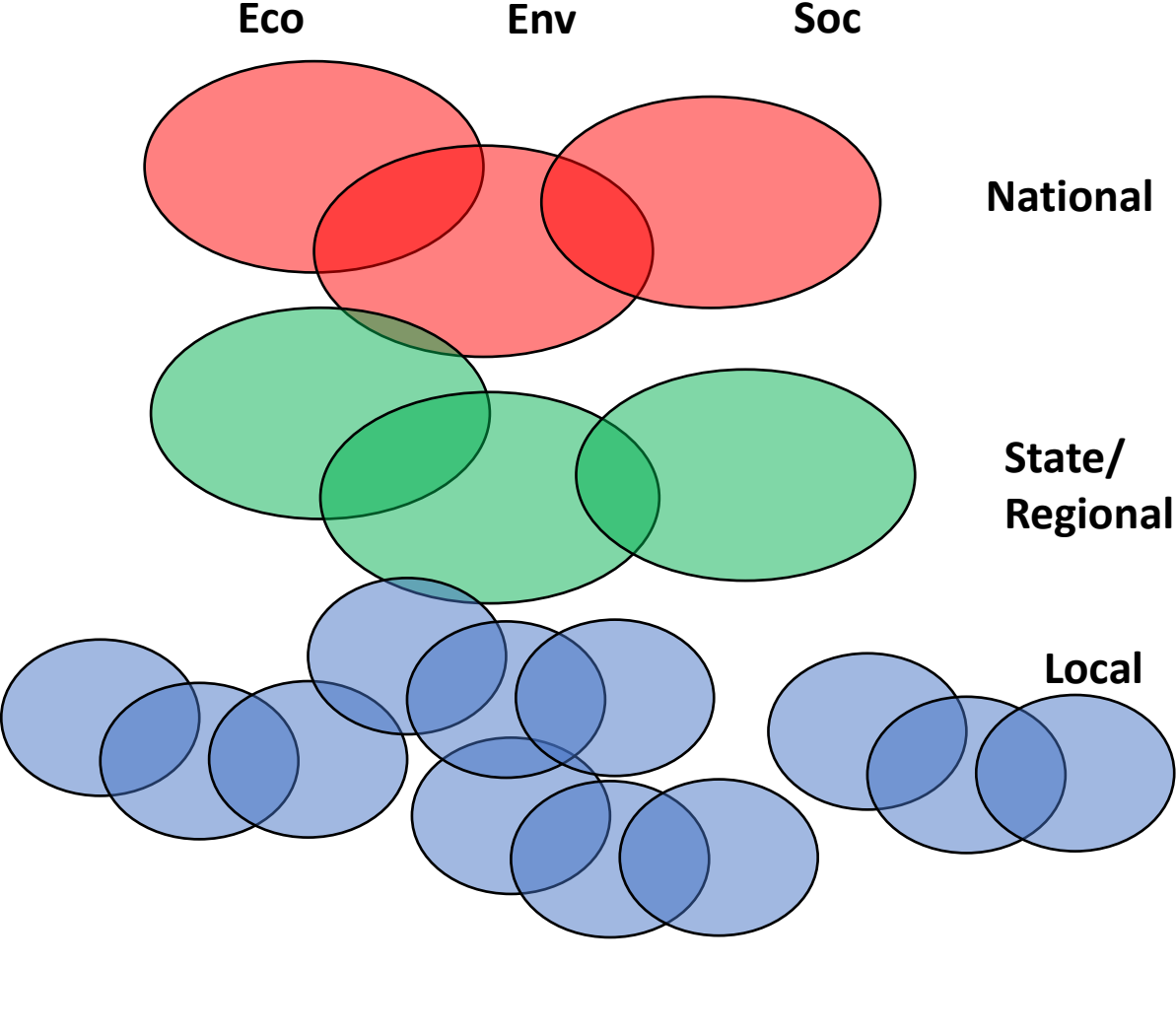


Different Forms of Governance Can Help Overcome These Barriers

Multilevel Governance



Polycentric Governance



Asian Co-benefits Partnership



Launched at BAQ conference in 2010

- initial and consistent operational funding from the Ministry of Environment, Japan
- created to enable a variety of stakeholders to work together on co-benefits
- support the mainstreaming of co-benefits into decision-making processes in Asia

Major Functions of ACP

- serves as a regional platform to promote co-benefits
- facilitates information sharing and knowledge management
- supports co-benefits policies and projects in Asia
- strengthen of regional cooperation to promote co-benefits



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