Air pollution in Jamaica comes mainly from industrial activities and motor vehicles. The main industries that contribute to air pollution in Jamaica are: bauxite/alumina, electricity and steam generation, cement and lime manufacturing, chemical processing, and petroleum refining. The rapid growth in motor vehicle fleets has also contributed to the obvious deterioration in air quality in urban areas, particularly in the Kingston Metropolitan Region (KMR) where the refinery and cement plants and some electricity and steam generating plants are located.

**IMPORTANT FACTS**

Did you know that the motor vehicle fleet in Jamaica doubled from 171,000 in 1993 to 348,000 in 1999 and gasoline consumption also doubled from 2 to 4 million barrels between 1989 and 1996?

**A volatile organic compound (VOC) is a compound that contains carbon and hydrogen and has a low boiling point.**

The estimated emissions from vehicles in 1993 was 65,416 tonnes of CO, 11,230 tonnes of NOx, 9,867 tonnes of VOCs and 156.8 tonnes of lead.

**IMPLICATIONS OF AIR POLLUTION ON HEALTH**

There has been ongoing concern in urban areas about air pollution and also from communities that are located near specific facilities such as bauxite alumina plants and the sulphuric acid plants. There are reports of increased incidences of respiratory diseases in urban areas as well as in the vicinity of bauxite alumina plants in Jamaica. Mobile sources emit nitrogen oxides (NOx), volatile organic compounds (VOCs), carbon monoxide (CO) and particulate matter into the atmosphere. In the presence of sunlight VOCs and NOx undergo photochemical and thermal reactions that result in the formation of photochemical smog. VOC emissions from mobile sources include organic compounds such as benzene that are called carcinogens. The particulate matter emissions from vehicles can enter the human respiratory tract and these are sometimes carcinogenic and toxic.
Air Quality monitoring is not currently conducted routinely in Jamaica. As a result, ambient air quality monitoring data are limited. With the advent of the NRCA in 1991, ambient air quality standards were developed and measures were initiated to monitor air quality.

NEPA now has six (6) air quality monitoring equipment that will be utilised for the establishment of a monitoring network to commence the collection of air quality data.

**NEPA’S ROLE**

As the lead agency responsible for environmental management, the National Environment and Planning Agency (NEPA) has a responsibility to implement programmes that will ensure the control of air pollution. Some of these programmes are the development of standards and regulations, development of an air quality network and conducting air quality monitoring throughout the island.

These programmes are implemented in collaboration with the Environmental Health Unit (EHU) of the Ministry of Health, The Jamaica Bauxite Institute (JBI), Jamaica Public Service Company (JPSCo), Petroleum Corporation of Jamaica, Meteorological Services and Transport Authority.

**STANDARDS AND REGULATIONS**

Some standards and regulations have been developed to ensure the decrease and ultimate prevention of deteriorating air quality. Some of these are:

- Ambient Air Quality Standards (gazetted August 1996)
- Vehicle Emissions Standards (May 1996)
- Stack Emission Standards (October 1996)
- Draft Ambient Air Quality and Stack Emission Regulations (September 1999)

**Vehicle Emission Standards /Regulations**

This was proposed for heavy duty vehicles, light duty vehicles and light duty trucks. The proposed regulations include Inspection and Maintenance Programmes whereby visual inspections will be undertaken. Such programmes will include checks for:

- Leaks in the exhaust system
- Presence and integrity of emission control systems (catalytic converter)
- Presence and integrity of fuel cap
- Integrity of evaporative emission control system
- Integrity of exhaust gas recirculation system

Currently the programme involves visual inspection of vehicles in that, once a vehicle is discharging emissions that obscure visibility the plate is removed and a ticket issued for the vehicle to be repaired.
This would be a good place to insert a short paragraph about your organization. It might include the purpose of the organization, its mission, founding date, and a brief history. You could also include a brief list of the types of products, services, or programs your organization offers, the geographic area covered (for example, western U.S. or European markets), and a profile of the types of customers or members served.

It would also be useful to include a contact name for readers who want more information about the organization.

This story can fit 175-225 words.

If your newsletter is folded and mailed, this story will appear on the back. So, it’s a good idea to make it easy to read at a glance.

A question and answer session is a good way to quickly capture the attention of readers. You can either compile questions that you’ve received since the last edition or you can summarize some generic questions that are frequently asked about your organization.

A listing of names and titles of managers in your organization is a good way to give your newsletter a personal touch. If your organization is small, you may want to list the names of all employees. If you have any prices of standard products or services, you can include a listing of those here. You may want to refer your readers to any other forms of communication that you’ve created for your organization.

You can also use this space to remind readers to mark their calendars for a regular event, such as a breakfast meeting for vendors every third Tuesday of the month, or a biannual charity auction.

If space is available, this is a good place to insert a clip art image or some other graphic.

Caption describing picture or graphic.