



GUAPO

Global Urban Air Pollution Observatory (GUAPO)



GUAPO: some background information



At the [international summit “Cities for air”](#) held in Paris in 2017, the [Mayor of Paris](#) and the [President of the Greater Paris Metropolis](#) launched the Global Urban Air Pollution Observatory GUAPO with the support of the [World Health Organization](#).

Why create GUAPO?

GUAPO aims to build a [platform](#) to address the [global, transboundary challenge of air pollution](#). Areas often documented separately are centralized and made accessible for an [holistic approach on air quality](#):

- Air quality data
- Health impacts of pollution
- Mitigation measures taken locally

With the mission of promoting [Local Governments as front-line actors in the fight for a better air quality](#).

The global platform for multilateral cooperation



Seoul



EAST ASIA AND PACIFIC

Background data

- Geographical context >
- Population >
- Mobility >
- Waste management >
- Other polluting activities >

Air quality monitoring

- Emissions inventory >
- Evolution of air pollutants concentrations >
- Measuring stations network >
- Organisation of monitoring >
- Pollution peaks >

Actions implemented

- Emissions reduction >
- Communication, awareness-raising and acceptability >

<https://www.guapo-air.org/en/masque-de-saisie/seoul>

City profiles are created using data collected through the repository developed by GUAPO and filled by Member Cities

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Seoul

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Organisation of monitoring

Pollution peaks

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Emissions reduction

Communication, awareness-raising and acceptability

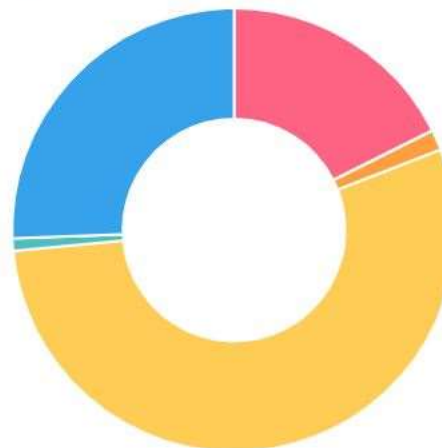
The equipment rate in Seoul has been increasing over the period 2003-2012, due to the combined effect of population decline and the rising number of registered passenger cars (304,374 additional vehicles over the period).

Furthermore, the road ratio (share of road area per urbanized area) has also slightly increased over the period, from 21.53% in 2004 to 22.24% in 2012.

This must be compared with the parallel increase of the sidewalk area (+25.5%) and bicycle paths (+21.6%), which indicate efforts on the part of local authorities to increase the share of soft mobility. The bicycle path to road ratio has thus been fluctuating from 6.1 in 2001 to 8.2 in 2012, with a peak in 2010 (total bicycle path length having been reduced since then).

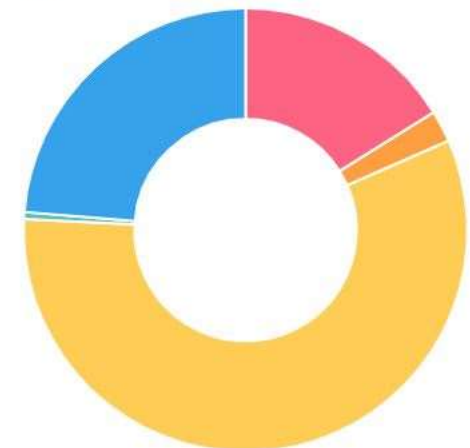
Modal share

Walking (%) Cycling (%) Public transport (%)
Powered two-wheelers (%) Individual vehicles (%)



Modal split in the Inner city (year t-10)

Walking (%) Cycling (%) Public transport (%)
Powered two-wheelers (%) Individual vehicles (%)



Modal split in the Inner city (present)

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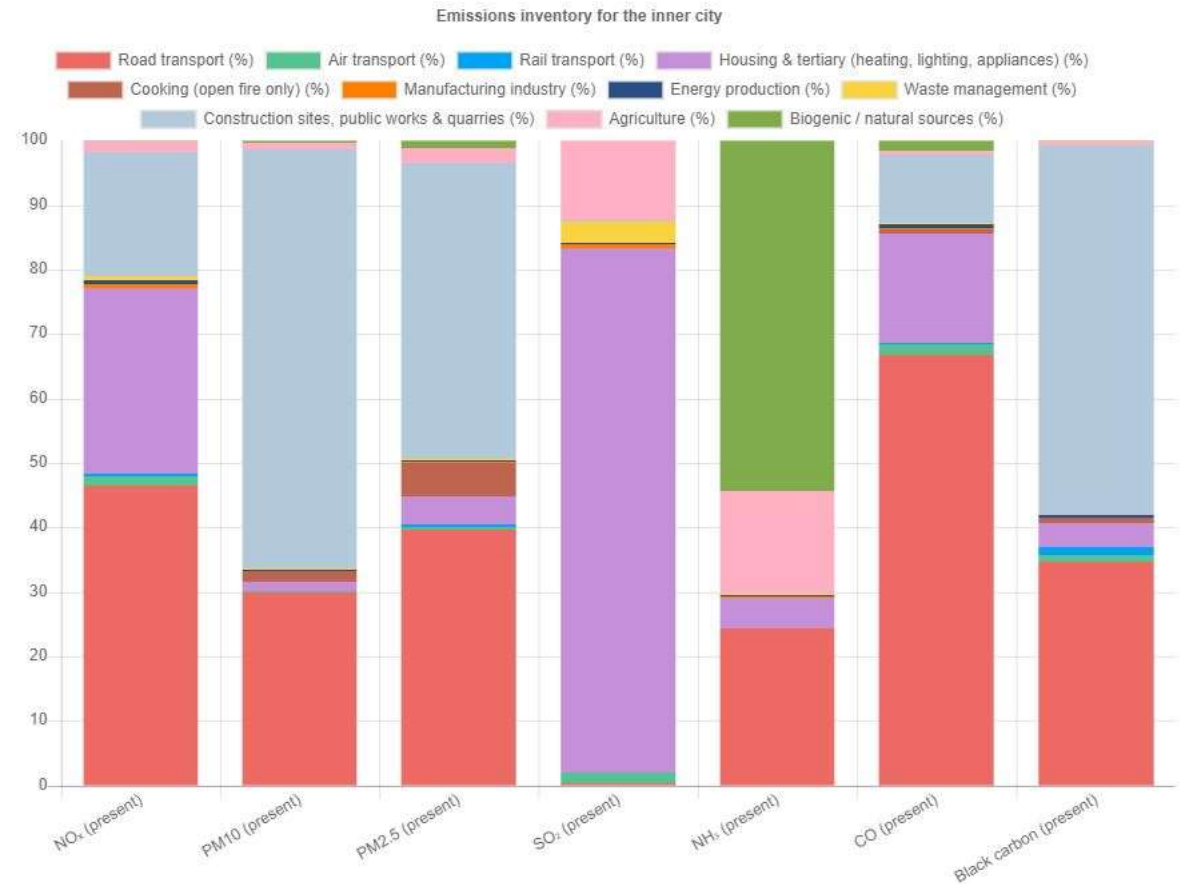
Seoul

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EAST ASIA AND PACIFIC

Emissions by sources and pollutants, brought down to 100%



Atmospheric pollutants emissions inventory for the city of Seoul, 2015. Source: Seoul Metropolitan Government

Emissions inventory for the greater city

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EAST ASIA AND PACIFIC

Emissions reduction

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- Construction sites and public works:

The construction sector is a major contributor to air pollution in Seoul. Local authorities have thus implemented a range of measures targeting the construction sector. In January 2018, local authorities adopted a general guideline providing that 70% of construction companies' equipment must be eco-friendly. They also enforced require that the environmental impact assessments carried out prior to construction include a segment on construction dust control.

- Road traffic:

The city of Seoul has put in place a series of measures to reduce transport-related emissions: promotion of electric taxis, conversion of 100% of the bus fleet to natural gas, requirement to install emission control devices on diesel vehicles and scrapping premium for the most polluting vehicles...

The authorities have also developed a transport demand management strategy to reduce the use of private cars and increase the use of public transport: carpooling incentives, flexible or staggered office hours, congestion charging around the Namsan Tower, parking space restrictions and fare increases... At the same time, the public transport network has been expanded and intensified.

Member-Cities

- Paris
- Greater Paris Metropolis
- Seoul
- Abidjan
- Besançon
- London
- Madrid
- New-York
- Tokyo
- The Hague

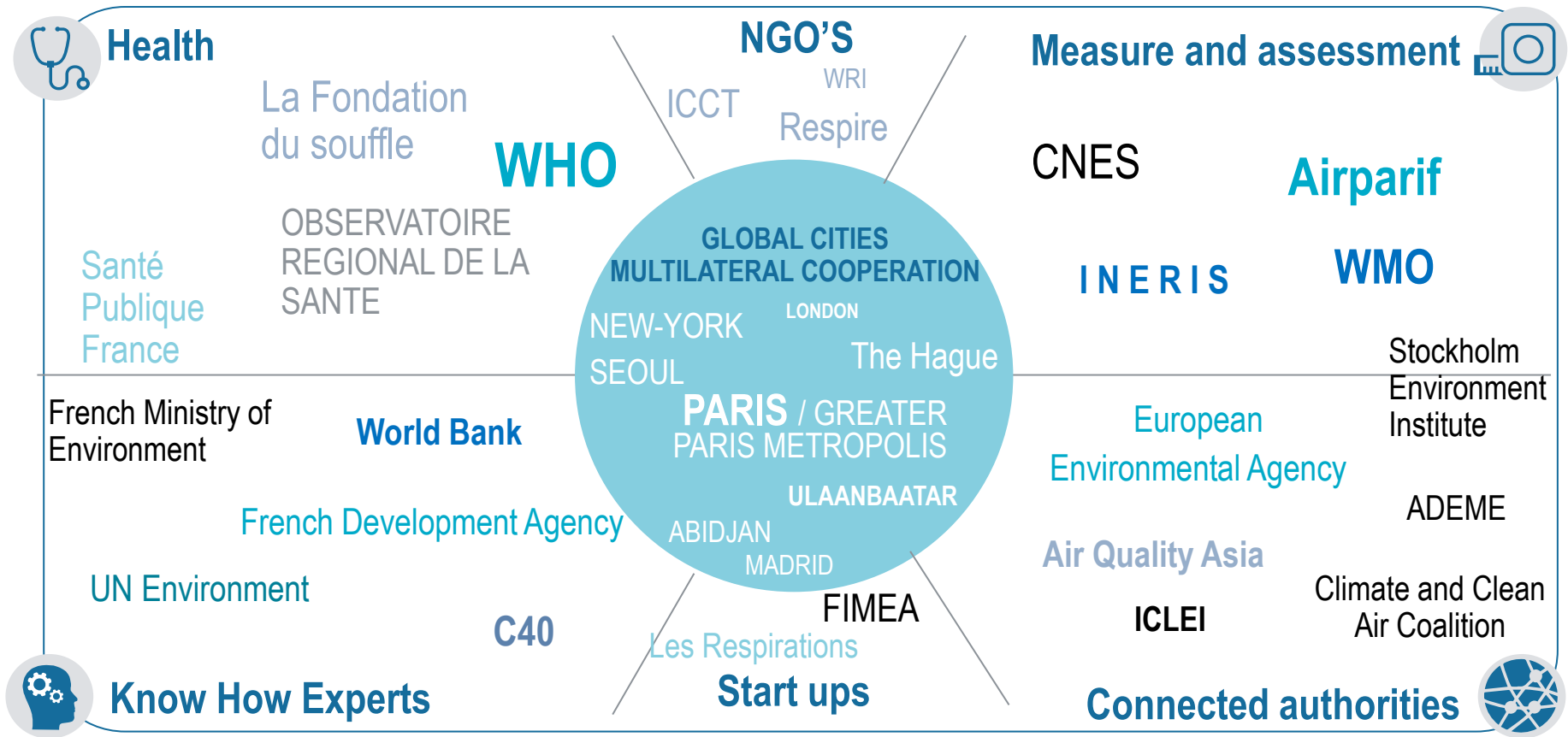
Candidates

- Amritsar
- Beirut
- Sofia
- Ulaanbataar
- Valencia

Global cities network gathering partners to tackle air pollution



First range of interested partners



With 2 objectives

I- SHARE INFORMATION

II- PROMOTE SOLUTIONS

Centralize and make accessible data on air quality

- Up-to-date and curated information about technological innovations, regulatory developments and policies implemented at urban level
- Promoting concrete actions to strengthen air quality: communication campaigns, citizen initiatives, tax-based mechanisms...

Foster exchanges between Member cities

- Experience feedbacks and best practices sharing
- Capacity building and promotion of local partnerships

Technical support

- Provide cities with a pool of experts specialized in the various fields of air quality management and improvement
- Organize training programs and thematic workshops with cities facing similar issues
- Supporting cities to apply for loans or funds

Organization of events by large geographical area

Technical visits associated with **trainings** and **expert meetings** are offered to member cities wishing to **strengthen** their **capacities** in the field of **air quality monitoring**:

2019: West Africa

2020: East Asia and Eastern Europe



Google Map

▼ Member cities ▼ Candidate cities

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Expertise mission in Fall 2019:

- Mapping of the existing monitoring network
- Training on maintenance and calibration on the monitoring devices

Workshop in Paris in December 2019 with West African cities:

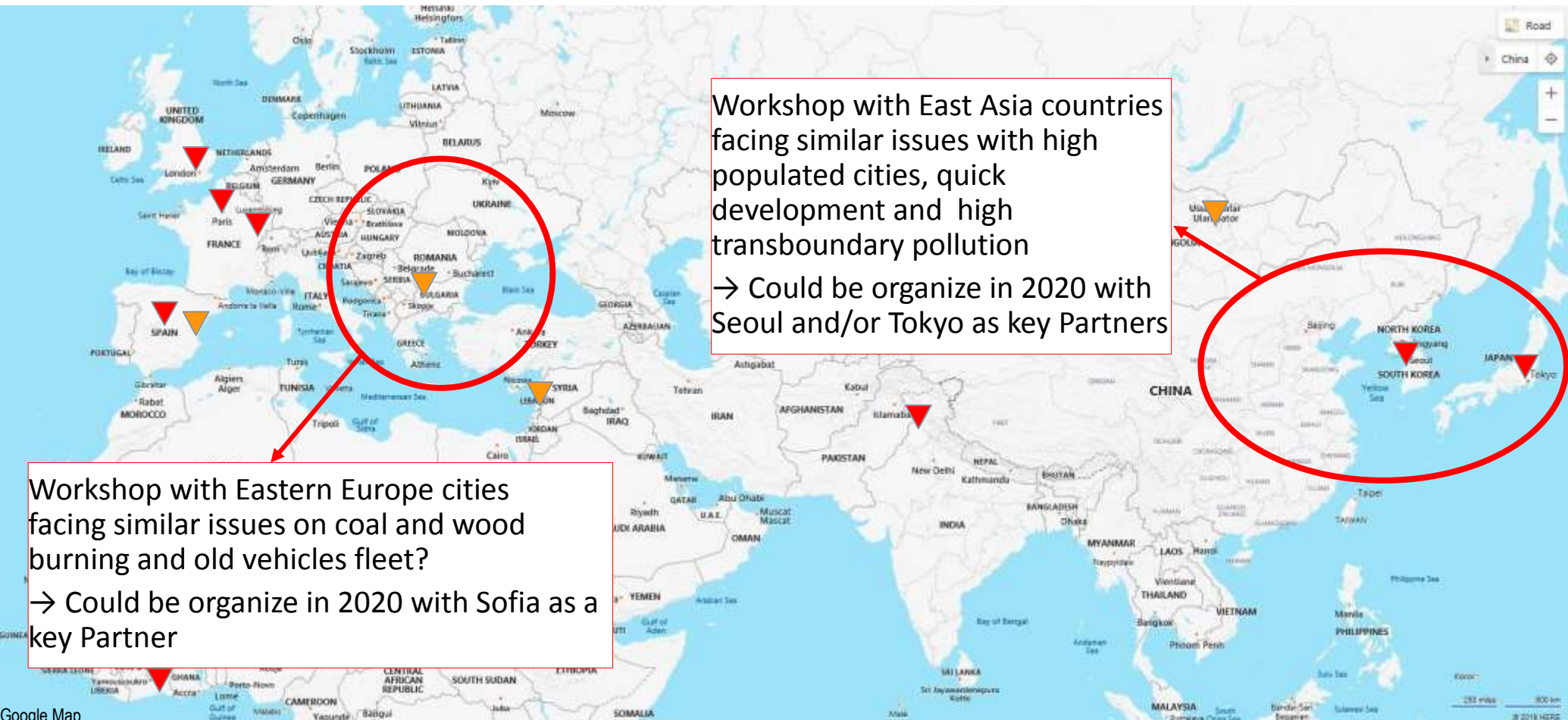
- Mapping of knowledge and needs of the participating cities
- Presentation of the data available, research program and research gaps by the French and African academics
- Meeting with the stakeholders from the private sector with solutions for Air Quality improvement
- Definition of new partnerships and work programs

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Contacts

Elsa MARTAYAN

Directrice

elsa.martayan@guapo-air.org

01 79 35 32 45

Sophie MOUKHTAR

Adjointe à la directrice

sophie.moukhtar@guapo-air.org

01 79 35 32 44

Juliette LAURENT

Chargée de mission

juliette.laurent@guapo-air.org

01 79 35 32 42

Bureaux :

Fondation du Souffle

66 bd Saint Michel

75006 Paris

www.guapo-air.org

@GuapoAir