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MESSAGE FROM THE EXECUTIVE DIRECTOR AND CHAIRS

Air quality is back on the policy and development agenda in Asia. The landmark Global Burden of Disease study recently published in *The Lancet* documented that over 3.2 million people died prematurely from outdoor air pollution in 2010, with over two-thirds of those occurring in the developing countries of Asia. This devastating toll, combined with recent high pollution episodes across Asia has, appropriately, focused renewed attention on air pollution and health and underscored the importance of our work together to pursue sustainable solutions to this Asia-wide problem.

In that sense the opportunities for Clean Air Asia have never been greater...or more compelling. More than ever before, governments and cities need our support to turn this renewed commitment to tackle air pollution into effective policies and solutions in all of Asia’s cities. We need to combine this with climate change, clean energy, sustainable transport and urban development and ensure that important areas previously overlooked are included, such as trucks, diesel generators, walking and cycling.

Clean Air Asia has risen from an initiative within the Asian Development Bank to Asia’s premier independent regional network and a credible voice for better air quality and livable cities in Asia. The Better Air Quality conference in Hong Kong was the highlight of 2012 and also marked a breakthrough in the maturation of Clean Air Asia and the air quality and climate community in Asia as a whole.

The year 2013 marks a year of transition. Sophie Punte, Clean Air Asia’s Executive Director, has stepped down this August after a long and successful tenure. A new leader will take charge of an organization and partnership that is ready to take on this challenge and will continue to advance the clean air agenda to improve the health and well-being of millions of Asians.

We count on you to continue to be part of Clean Air Asia’s hard work for clean air and livable cities!
6 people die prematurely every minute from outdoor air pollution in Asia.

Air pollution impact on health:

- Respiratory illness and cardiovascular illness may result from exposure to dirty air.

Source: Global Burden of Disease Study 2010 (GBD 2010); World Health Organization (2012)
MORE PEOPLE ARE EXPOSED TO AIR POLLUTION AS ASIAN CITIES GROW

44 MILLION PEOPLE ADDED TO ASIAN CITIES EVERY YEAR

120,000 PEOPLE EVERY DAY

THIS MEANS MORE VEHICLES, MORE FUELS, MORE ELECTRICITY AND MORE POLLUTION IF WE STAY BUSINESS AS USUAL.

HOW CLEAN IS THE AIR IN DEVELOPING ASIA

*PM 10 ANNUAL AVERAGE CONCENTRATION μg/m³

Source: Air Quality in Asia: Status and Trends, Clean Air Asia (updated 2012)
Note: The study covers 309 Asian cities (251 developing and 58 developed cities)
*Particulate matter (PM) are solid or liquid particles in the air. PM10 are microscopic particles harmful to humans. Health effects from PM10 exposure include damage to lung tissue, cancer, and premature death.
EXPOSURE ZONE MOST HIGHLY AFFECTED BY TRAFFIC EMISSIONS 500 METERS FROM HIGHWAY AND MAJOR ROAD

IN BEIJING
76% OF THE POPULATION ARE WITHIN 500 METERS OF A FREEWAY; 50 METERS OF A MAJOR ROAD

IN NEW DELHI
55% OF THE POPULATION ARE WITHIN 500 METERS OF A FREEWAY; 50 METERS OF A MAJOR ROAD

Powerpoint slides on Estimates of Population Exposure to Traffic-Related Air Pollution in Beijing, China and New Delhi, India, Health Effects Institute (2010)
TOTAL NUMBER OF VEHICLES IN DEVELOPING ASIA
GROWING AT AVERAGE RATE OF 11.5% EVERY YEAR (2002-2010)

2002: 192,960,000
2010: 460,410,000

Source: Accessing Asia: Air Pollution and Greenhouse Gas Emissions from Road Transport and Electricity, Clean Air Asia (2012)
ROAD TRANSPORT CO₂ EMISSIONS IN DEVELOPING ASIA
GROWING AT AVERAGE RATE OF 10% EVERY YEAR (2002-2010)

- 2002: 587,000,000 TONS
- 2010: 1,268,000,000 TONS

Source: Accessing Asia: Air Pollution and Greenhouse Gas Emissions from Road Transport and Electricity, Clean Air Asia (2012)
ROAD TRANSPORT FUEL CONSUMPTION

(kt OF OIL EQUIVALENT)

Source: Accessing Asia: Air Pollution and Greenhouse Gas Emissions from Road Transport and Electricity, Clean Air Asia (2012)
ELECTRICITY GENERATION CO₂ EMISSIONS
GROWING AT AVERAGE RATE OF 8% EVERY YEAR (2000-2009)

1,898,000,000 TONS

2000

4,259,000,000 TONS

2009

Source: Accessing Asia: Air Pollution and Greenhouse Gas Emissions from Road Transport and Electricity, Clean Air Asia (2012)
AIR QUALITY AND CLIMATE CHANGE PROGRAM

People in seven out of ten cities in developing Asian countries breathe air that is dangerous to their health and detrimental to global climate. Several air pollutants, such as black carbon (a component of particulate matter or soot), methane, and ground-level ozone, can contribute to global warming. Developing countries and cities in Asia still struggle to address air pollution.
2012 HIGHLIGHTS

Clean Air Asia strengthened the capacity of Asian cities to manage air quality especially in China and India, and advocated for policies to address the most serious of air pollutants, PM2.5. It holds one of the most extensive databases of ambient air pollution levels in Asian cities.

- Cities and provinces within the priority regions and city clusters of air pollution control identified by the State Council of China actively participated in the 8th China City Air Quality Management Workshop co-organized with Ministry of Environmental Protection of China which focused on PM2.5 pollution control.
- Clean air reports developed for a province and two cities in China provide a more comprehensive picture of the status of air quality management.
- The Yangtze River Delta Clean Air Forum increased collaboration on air quality management among Shanghai, Jiangsu and Zhejiang provinces and 9 key cities in YRD.

- Clean Air Scorecard was applied to three cities in Guangdong Province to identify air quality management priorities, bringing to 13 the total number of Asian cities assessed using the Clean Air Scorecard.
- Six cities in India trained on integrated air quality management.
- Philippine PM2.5 National Ambient Air Quality Guideline Values approved and guidelines to reduce air pollution from thermal degradation of used tires drafted.
- Emissions inventory and air quality monitoring conducted in two Philippine cities as bases for Clean Air Plans.
REGIONAL AND GLOBAL EFFORTS

- In 2012, Clean Air Asia expanded the benchmarking of air pollution levels from 310 cities in 2011 to 407 in 2012, and began benchmarking of air quality monitoring systems of 10 cities, with the purpose of developing a good practice guide and setting up twinning arrangements between cities to help them improve monitoring.

- Engaged as Coordinating Lead Author for the atmospheric environment chapter in UNEP’s flagship assessment - Global Environment Outlook 5 - which provides a comprehensive analysis of the state, trend and outlook of the global environment.

- Joined the Climate and Clean Air Coalition supporting reduction of short-lived climate pollutants.

- Launched the ‘Hairy Nose Campaign’ calling for action to reduce air pollution.
2013-2016 PROGRAM

AIR QUALITY AND CLIMATE CHANGE

- Develop a Road Map for Better Air Quality in Asian Cities linking air pollution with climate change
- Establish a regional system for knowledge management and capacity building
- Support cities in management of air pollution and greenhouse gas emissions
DON’T ADAPT TO AIR POLLUTION

www.cleanairasia.org/hairynose
Asia is urbanizing fast. In China alone, 350 million people will be added to existing and new cities in the next two decades. As a result, vehicle numbers, energy use, and emissions are rising steadily. To decouple emissions increase from urban growth, we need better planning that integrates land use with sustainable transport modes and clean energy, combined with policies and measures to reduce air pollution and greenhouse gas emissions from all sources.
2012 HIGHLIGHTS

Through innovative tools, Clean Air Asia demonstrated the rationale for low emissions transport and urban development. Among these innovations are Asia’s first walkability App, and a tool for rapid assessment of city emissions from transport and buildings. Clean Air Asia also developed one of the most comprehensive air pollution and greenhouse gas indicators for road transport and electricity in Asia.

- The Rapid Assessment of City Emissions (RACE) tool quantified potential reductions of CO2 and PM emissions of 15 to 68% for Year 2030 compared to business-as-usual in Ahmedabad, Colombo and Ho Chi Minh from better urban planning and transport systems and clean energy

- Clean Air Asia published “Accessing Asia: Air Pollution and Greenhouse Gas Indicators from Road Transport and Electricity” covering 13 Asian countries to support improved access to and reliability of data for policy development and investment decisions

- Developed Asia’s first App on walkability which allows mobile users to report on the walkability of a street and share results on social networks, and launched walkability media campaign reaching more than 110,000 people

- Clean Air Asia provided on-the-ground support to cities for transport planning through an air quality and health assessment of planned Cebu Bus Rapid Transit System, and drafted and piloted in three cities a Transport Toolkit for Local Governments
REGIONAL AND GLOBAL EFFORTS

- Surveyed 900 Asian cities and found that only 3% have climate change plans, and climate change is not mainstreamed into urban development plans

- Actively participated in the Technical Working Group Meetings for the UN Secretary General’s High Level Council on Sustainable Transport

- Collaborated with ASEAN transport ministries and experts to develop long-term action plan for low carbon transport

- Submitted a Voluntary Commitment on cycling as part of the Rio+20 conference
2013-2016 PROGRAM

LOW EMISSIONS URBAN DEVELOPMENT

- Mainstream low emissions transport strategies in policy and investment decisions
- Improve knowledge management and exchange on land use, transport, and energy
- Bring walkability higher on the development agenda of cities, governments, and development agencies
CLEAN FUELS AND VEHICLES PROGRAM

The vehicle population in Asia will exceed one billion in 2035. Fuel consumption and CO2 emissions will grow by 400% compared to 2005. The achievements in curbing particulate emissions will be offset by vehicle growth. Asia needs tighter vehicle emission and fuel quality standards that go beyond light-duty vehicles, and that are supplemented with fuel economy standards, policies and programs for in-use vehicles and vehicle fleets.
2012 HIGHLIGHTS

Clean Air Asia partnered with government and the private sector to develop roadmaps for cleaner fuels and vehicles, introduce clean fleet programs, and increase knowledge on inspection and maintenance (I&M) for in-use vehicles.

- Clean Air Asia consulted stakeholders on a national road map for fuel and vehicle emissions standards in Pakistan and prepared a discussion paper on economic instruments to promote cleaner fuels to guide transport and environment ministries in Pakistan.
- Conducted stakeholder dialogues on fuel economy standards in Indonesia, Philippines and Vietnam. In Indonesia, our country network led a cost benefit analysis of proposed standards.
- Assessed potential fuel and CO2 emission reductions from state owned bus fleets in Bangalore and Chennai using the Bus Clean Fleet Management Toolkit, and held a national roundtable with stakeholders to discuss challenges for fuel efficiency and design a framework for a national Clean Bus Fleet Program.
- Launched ‘I’M Blue campaign with Honda Philippines and Philippine Business for Environment to reach 1 million drivers through the eco-safe driving campaign. It is estimated that eco-safe driving by 1 million drivers by 2020 would result in US$ 170 million in fuel savings and 5% reduction in PM10 and CO2 emissions per vehicle.
REGIONAL AND GLOBAL EFFORTS

• In 2012, Clean Air Asia conducted a comprehensive review of vehicle I&M programs to understand barriers and how these were overcome. The survey will be used to support Asian transport ministries and implementing agencies to make their I&M programs more effective and lead to emission reductions from in-use vehicles.

• As the UNEP Transport Unit’s Regional Partner for Asia, Clean Air Asia reported on the status, trends, opportunities and challenges of making low sulfur fuels and cleaner vehicles available in Asia.

• Clean Air Asia represented the region in global stakeholder meetings of the United Nations Environment Program’s Partnership for Clean Fuels and Vehicles.

• It keeps track and reports on the status of fuel economy programs and policy developments in Asia, being the Asia partner of the Global Fuel Economy Initiative.
2013-2016 PROGRAM

CLEAN FUELS AND VEHICLES

- Facilitate adoption of tighter standards for cleaner fuels and vehicles by Asian countries
- Strengthen policy frameworks for effective management of in-use vehicles
- Introduce clean fleet management programs for public and private fleet operators
GREEN FREIGHT AND LOGISTICS PROGRAM

Freight now accounts for 35% of the world’s transport energy use, and is growing more rapidly than passenger transportation. In Asia, freight movement is expected to grow from 1 billion to 8 billion ton-kms between 2000 and 2050. Trucks make up as little as 5% of national vehicle populations, yet they generate around 60% of transport emissions.

Most countries do not have effective national programs or policies, financing mechanisms, data, and standard methodologies to support the private sector in improving fuel efficiency and reducing emission intensity across the supply chain. As the freight sector is highly fragmented and covers multiple modes, governments and the private sector need to collaborate nationally and regionally.
2012 HIGHLIGHTS

Clean Air Asia continues to pioneer green freight programs in Asian countries.

- The China Green Freight Initiative (CGFI) was launched by China Road Transport Association together with Clean Air Asia and Research Institute of Highway and covers three components: green freight management (logistics), green technologies and green driving. A Steering Committee of six key ministries led by the Ministry of Transport guides the program development and an Expert Group provides technical advice. Clean Air Asia organizes the annual CGFI Seminar, with high-level international representation from the USEPA and other governments and organizations.

- In Wuhan, China, incorporated best practices of logistics designs in a development plan for the new Lanyan Logistics Base to reduce carbon emissions, air pollution, traffic congestion and operating costs.

- Clean Air Asia supported the development of green freight programs through seminars in Indonesia, Korea and Taiwan, China and explored the feasibility of a program in India with private sector stakeholders.

- Clean Air Asia trained truck operators in Thailand, Vietnam and Laos on clean fleet management and designed a demo project with a technologies pilot; eco-driving for freight companies; and capacity building of transport associations. Government officials visited Guangzhou and Hong Kong SAR to observe green freight practices including technologies and logistics management in freight terminals and ports.
**REGIONAL AND GLOBAL EFFORTS**

- A Voluntary Commitment on “Promoting Green Freight in Europe and Asia,” as part of the Rio+20 conference to scale up sustainable transport, was submitted by Clean Air Asia, the Secretariat for Green Freight Europe, and the Green Transformation Lab (formerly SSCCAP).

- Clean Air Asia announced the development of a Regional Agreement on Green Freight in Asia to collectively address freight issues under the framework of the Regional Environmentally Sustainable Transport (EST) Forum in Asia. Clean Air Asia is preparing a position paper, and will conduct consultations with Asian transport and environment ministries.

- Clean Air Asia built momentum for the Green Freight Asia Network (GFAN) of shippers, carriers and logistics providers by carrying out green freight studies, developing a methodology framework, participating in green freight events and developing a long-term strategy for GFAN.
GREEN FREIGHT AND LOGISTICS

- Establish regional and national green freight programs or initiatives
- Mobilize a Green Freight Asia network of private sector companies and associations
- Improve knowledge and data on the road freight sector to inform policies, programs, or initiatives
BETTER AIR QUALITY 2012

BAQ is Asia’s leading air quality event since 2002. BAQ 2012, held from 5-7 December at the Hong Kong Polytechnic University, gathered about 600 participants from 30 countries representing government, civil society, research institutes, development agencies, and the private sector. It was co-organized by the Clean Air Asia Partnership, Hong Kong Environmental Protection Department and Hong Kong Polytechnic University, in partnership with the Asian Development Bank and World Bank and supported by 21 partner organization and 15 corporate sponsors. BAQ 2012 was held in parallel with the Motor Vehicle Emissions (MoVE) workshop organized by Hong Kong EPD, Hong Kong PolyU and the China Ministry of Environmental Protection.

With 112 presentations, 19 pre-events, 10 Country Roundtables and 6 site visits, the theme “Growing Cities, Healthy Cities” reflects a critical challenge for developing Asian cities: creating livable cities with blue skies and a low carbon footprint in the face of increasing urbanization in Asia, and ensuring that people’s health is no longer affected by poor air quality. From BAQ it clearly emerged that the focus of Asian governments’ response to air pollution control is progressing from awareness, political commitment, to implementation of concrete actions. What is really needed is better collaboration between all stakeholders to work together to fight air pollution.
2012 HIGHLIGHTS

- 600 participants wearing a Hairy Nose as part of a Clean Air Asia campaign urging people in Asia: Do Not Adapt to Air Pollution!
- Keynote speeches by Christine Loh, Under Secretary for the Environment, on Hong Kong’s efforts to clean the air, and by Christian Gaebler, Berlin’s State Secretary for Transport and Environment, on how Berlin takes a different approach to city development and transport management
- Mukesh Sharma is winner of the Kong Ha Award for Excellence in Air Quality Management 2012 for his contribution to air quality management policies in India through academic research.
- Global media coverage by more than 25 newspapers including Hong Kong Strait Times, China Daily, Wall Street Journal and New York Times, and televised and radio interviews with BBC World, Al Jazeera and local stations
CONTINUING TO BUILD A STRONGER ORGANIZATION

Clean Air Asia was established in 2001 as the premier air quality network for Asia by the Asian Development Bank, World Bank, and USAID. Its mission is to promote better air quality and livable cities by translating knowledge to policies and actions that reduce air pollution and greenhouse gas emissions from transport, energy and other sectors.

Since 2007, Clean Air Asia is a UN recognized partnership of almost 250 organizations in Asia and worldwide and 8 Country Networks (China, India, Indonesia, Nepal, Pakistan, Philippines, Sri Lanka, and Vietnam), and is supervised by a Partnership Council. The Partnership successfully organized the Better Air Quality 2012 conference in Hong Kong. Partnership members reached 245 in 2012 from 231 in 2011.

The Clean Air Asia acts as the Secretariat of the Clean Air Asia Partnership and is a registered non-stock non-profit organization headquartered in Manila, and with offices in Beijing and Delhi. The Clean Air Asia is governed by its Articles of Incorporation, By-laws and Operations Manual approved by its Board of Trustees.
BOARD OF TRUSTEES, MEMBERS AND ADVISORS

Clean Air Asia Board of Trustees. Front: Robert O’Keefe; Back (L-R) David Guerrero, Sophie Punte, He Kebin, Mary Jane Ortega, Francis Estrada, Cornie Huijzenga, and Shreekant Gupta (not in photo)
BOARD OF TRUSTEES

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Vice President
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Vice-Chair
Cornie Huizenga
Convener
Partnership on Sustainable Low Carbon Transport

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BBDO Guerrero/Proximity
Philippines

He Kebin
Deputy Dean of Graduate School
Tsinghua University

Mary Jane Ortega
Secretary-General
Regional Network of Local Authorities for the Management of Human Settlements – CITYNET

Shreekant Gupta
Associate Professor
Delhi School of Economics
University of Delhi

Sophie Punte
Executive Director
Clean Air Asia

ADVISORS

H. K. Parwana
Former Senior Official
Punjab Pollution Control Board, India

Sarath Guttikunda
Affiliate Assistant Professor
Desert Research Institute

Tang Dagang
Director
Vehicle Emissions Control Center
Ministry of Environmental Protection, China

Yan Peng
Regional Director
C40
PARTNERSHIP COUNCIL

CITIES
Mary Jane Ortega, CITYNET (Chair)
Mayor Ir. H. Eddy Santana Putra, Palembang City, Indonesia

NATIONAL GOVERNMENT AGENCY
Elly Sinaga, Ministry of Transport, Indonesia

NON-GOVERNMENT ORGANIZATIONS
Wing-tat Hung, Conservancy Association
Hong Kong

PRIVATE SECTOR
Klaus Burger, MAHA
Maschinenbau Haldenwang GmbH & CO., KG
Germany

DEVELOPMENT AGENCY AND FOUNDATIONS
Roland Haas, GIZ
Choudhury Rudra Charan Mohanty, United Nations Centre for Regional Development

Clean Air Asia Partnership Members by Sector
THE TEAM

CLEAN AIR ASIA CENTER
Manila, Philippines

Sophie Punte
Executive Director

Glynda Bathan-Baterina
Deputy Executive Director

Art Docena
Finance & Admin Manager

May Ajero
Air Quality & Climate Change Program Manager

Kaye Patdu
Air Quality & Climate Change Program Manager

Robert Earley
Transport Program Manager

Alvin Mejia
Low Emissions Urban Development Program Manager

Sudhir Gota
Technical Manager Transport

Ritchie Anne Roño
Program Officer

Mylene Cayetano
Air Quality Specialist

Kathleen Dematera
Transport and Environment Researcher

Gianina Panopio
Executive Assistant

Jerey Estrada
Finance and Admin Officer

Catherine Hita
Administrative Assistant

Raffy Madriaga
Accountant

CLEAN AIR ASIA INDIA OFFICE
Delhi, India

Partha Bosu
India Director and South Asia Liaison

Sameera Kumar Anthapur
Transport Researcher

INDONESIA CLEAN AIR FORUM

Dollaris Suhadi
Swisscontact Indonesia Foundation

Ahmad Safrudin
Indonesian Lead Information Center

Fitri Harwati
Ministry of Environment, Indonesia

PAKISTAN CLEAN AIR NETWORK

Saadullah Ayaz
Coordinator

Ahmad Saœed
Advisor

CLEAN AIR NETWORK NEPAL

Anjila Manandhar
Coordinator

PARTNERSHIP FOR CLEAN AIR

Victoria Segovia
Executive Director

Rene Pineda
President

CLEAN AIR SRI LANKA

Ruwang Weerasooriya
President

VIETNAM CLEAN AIR PARTNERSHIP

Pham Ngoc Dang
President

Phan Quynh Nhu
Secretary General
FINANCIAL OVERVIEW

For the year 2012, support and income revenues for the Clean Air Asia Center amounted to US$2,034,300 (US$1,408,500 in 2011), which includes deferred grants from 2011 realized in 2012 and excludes grants received in 2012 applicable to future periods. Of this amount, US$1,945,100 (96%) constituted grants, including US$428,400 for the BAQ 2012 conference, and US$88,100 (4%) membership contributions.

Grant expenses amounted to US$1,542,100 (US$991,300 in 2011), including US$ 1,156,000 (75%) expenses associated with projects of the Center and US$386,100 for BAQ 2012.

Total general and administrative expenses amounted to US$417,000 (US$399,200 in 2011) and represents 20% of the total revenues for 2012 (23% in 2011). Expenses increased in 2012 due mainly to office expansions in China and India. Excess of revenues over expenditures amounted to US$75,200. This increased the fund balance to US$99,600 as of 31 December 2012.

The Center’s 2012 financial statements were audited by SGV&Co., an independent auditing firm in the Philippines and a member firm of Ernst & Young Global. SGV&Co. issued an unqualified opinion on the financial statements as of and for the year ended 31 December 2012, which are presented in accordance with Philippine Financial Reporting Standards (using accrual basis of accounting) adopted from pronouncements issued by the International Accounting Standards Board. Our audited financial statements are available on www.cleanairinitiative.org/portal/annualreport
DONORS IN 2012

Asian Development Bank (ADB) | AECOM | China
Road Transport Association (CRTA) | Civic Exchange
| ClimateWorks Foundation | DHL/IKEA/UPS | Energy Foundation
Fredskorpsen Norway | Fu Tak Lam Foundation
| German International Cooperation (GIZ) | Institute for
Global Environmental Strategies (IGES) | Institute for
Transport Policy Studies (ITPS) | Institute for Transportation
and Development Policy (ITDP) | MAHA | Pilipinas Shell
| Rockefeller Brothers Fund | Shakti Foundation | Shell
Foundation | Sida | United Nations Centre for Regional
Development (UNCRD) | United Nations Environment
Program Partnership for Clean Fuels and Vehicles (UNEP
PCFV) | UNEP DTIE | UN Habitat | USAID | World Bank

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CORNING
## STATEMENT OF SUPPORT, INCOME, EXPENDITURE AND FUND BALANCE

For year ended 31 December 2012

<table>
<thead>
<tr>
<th>SUPPORT AND INCOME</th>
<th>Unrestricted /a</th>
<th>Restricted /b</th>
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<th>EXCESS OF SUPPORT AND INCOME OVE EXPENDITURES</th>
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<th>Restricted /b</th>
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<tr>
<td></td>
<td>$75,219</td>
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</table>

| FUND BALANCE AT BEGINNING OF YEAR | $24,386 | - | $24,386 |

| FUND BALANCE AT END OF YEAR | $99,605 | - | $99,605 |

/a Unrestricted funds are those without donor-imposed restrictions and can be used for general operating expenses of the Center.

/b Restricted funds are projects undertaken under grants and support with donor-imposed restrictions. The Center is restricted from using the fund for purposes other than its intended use.
SUPPORT AND INCOME REVENUES

(IN THOUSANDS) - TOTAL IS US $2,034 MILLION

- GRANTS 95.6% ($1,945.3)
- MEMBERSHIP DONATIONS 4.3% ($88.1)
- OTHER INCOME 0.04% ($0.9)
SUPPORT AND INCOME RECEIVED BY DONOR IN 2012

(IN THOUSANDS) - TOTAL IS US $ 2.282 MILLION

- Bilateral development agencies ($922.7) 40%
- Development Banks ($326.6) 14%
- Foundations ($473.2) 21%
- Other donors ($236.8) 10%
- Private Sector ($286.7) 13%
- United Nations ($35.6) 2%
GRANT EXPENSES FOR PROGRAMS AND PROJECTS
(IN THOUSANDS) – TOTAL IS US$ 1.542 MILLION

- REMUNERATION AND BENEFITS ($754.9) 48.9%
- TRAININGS, SEMINAR AND WORKSHOPS ($399.0) 25.9%
- SUB-GRANTS TO THIRD PARTIES ($178.2) 11.6%
- TRAVEL AND PER DEIM ($146.5) 9.5%
- THIRD PARTY SERVICES ($44.3) 2.9%
- MISCELLANEOUS ($19.1) 1.2%
GENERAL ADMINISTRATIVE EXPENSES
(IN THOUSANDS) - TOTAL IS US$ 0.417 MILLION

- REMUNERATION AND BENEFITS ($126.3) 30.3%
- TRAVEL AND PER DIEM ($55.2) 13.3%
- OFFICE RENTAL AND UTILITIES ($99.3) 23.8%
- THIRD PARTY SERVICES ($67.9) 16.3%
- SUPPORT TO COUNTRY NETWORKS ($16.6) 4.0%
- TRAININGS, SEMINARS AND WORKSHOPS ($11.0) 2.6%
- DEPRECIATION AND AMORTIZATION ($6.8) 1.6%
- MISCELLANEOUS ($33.8) 8.1%
Our new name signifies the organization’s transition from an initiative to an established and credible voice for air quality and climate change in Asia. Our new logo represents a cloud with the blue as “better air quality” and the green as “livable cities” in line with our mission; the cloud is open signifying that air has no boundaries; the cloud suggests the shape of a heart for the health impacts of air pollution and the passion with which we work.