Our India office developed and tested the first Bikeability Index in Delhi, a concept adopted from the widely applied Walkability Index Tool which is available for download via android or apple devices.

Our China office’s work on regional air quality management led to closer collaboration between local authorities and cities in the Yangtze River Delta and Pearl River Delta as well as channeling regional needs to the Chinese Ministry of Environmental Protection.

We convened senior government officials for the 1st Clean Fuels and Vehicles Forum in the ASEAN Region, which was hosted by Singapore’s National Environment Agency, to discuss policies and strategies aimed towards low sulphur fuels, fuel economy standards and cleaner vehicles (both new and in-use).

We developed the “Tool for Rapid Assessment of Mobility” (TRAM) together with UN-Habitat and ITDP, enabling cities with scarce resources to collect and analyze transportation data in aid of sustainable transport policy evaluation.

The theme of this Annual Report is “The Way Ahead”, which not only focuses on past achievements but looks forward to opportunities and challenges on the road to better air quality. There are definitely some exciting initiatives and times ahead for reinvigorated, vibrant and agile Clean Air Asia. We are going to continue to build on our strengths but also focus even more on the impact and real change we can achieve across our programs and with our members, national networks, partners and founders.

Clean Air Asia has come a long way since its inception in 2001 as the premier air quality network for Asia by the Asian Development Bank, World Bank and USAID. We have been specializing in what have become our core programs: air quality and climate change, clean fuels and vehicles, low emissions urban development and green freight and logistics.

Work across the four program areas in 2013 have had very significant impact with some of the highlights being:

The Clean Air Scorecard Tool, which was developed by Clean Air Asia, was introduced to China by the Asian Development Bank. Designed to assess a locality’s air pollution levels, air quality management capacity, and clean air policies, the scorecard’s successful application in China and in several other countries spurred plans to scale up its application Asia-wide to promote impact, knowledge exchange and cooperation.

Together with partners, we put Green Freight onto the world stage by initiating a Global Green Freight Action Plan program under the Climate and Clean Air Coalition’s Diesel Emissions Initiative.
**WHO WE ARE**

Clean Air Asia leads efforts to enable Asia’s

**1,000+ CITIES**

to reduce both air pollution and CO2 emissions, and thereby contribute to more livable and healthy cities with blue skies and low carbon footprint. We help to reduce emissions through policies, plans, programs, and concrete measures that cover air quality, transport and industrial emissions and energy use.

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**WHAT WE AIM FOR**

Decision-makers use reliable analyses, knowledge, data and effective tools to understand the problem and identify solutions.

Policies and programs are in place that are science-based, stakeholder-inclusive and effective.

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**WHY WORK WITH CLEAN AIR ASIA?**

Clean Air Asia continues to welcome partners who share our vision for a future with clean air. We offer our partners the following:

- **Actionable guidance** for administrators and policymakers to reduce air pollution and greenhouse gases at the city, national and regional levels.
- **High-level expertise** in air quality management across the region including China and India.
- An ethos of partnerships, collaboration and cooperation as key drivers for meaningful and lasting change.

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**ABOUT CLEAN AIR ASIA**

Clean Air Asia is an international NGO that was established in 2001 as the premier air quality network for Asia by the Asian Development Bank, World Bank and USAID. Our 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.

Clean Air Asia became a UN-recognized partnership in 2007, our network spanning 250 organizations in 31 countries in Asia and worldwide, with 8 Country Networks: China, India, Indonesia, Nepal, Pakistan, Philippines, Sri Lanka and Vietnam. It is headquartered in Manila and has offices in Beijing and Delhi.
**THE 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. Our 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 more than 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. Partnership members reached 246 in 2012 from 231 in 2011. Clean Air Asia acts as the Secretariat of the Clean Air Asia Partnership and is a registered non-profit organization headquartered in Manila, and with offices in Beijing and Delhi. Clean Air Asia is governed by its Articles of Incorporation, By-laws and Operations Manual approved by its Board of Trustees.

**Organizational structure**

Clean Air Asia is an integrated and agile organization with a strong core team that operates with partner organizations and experts, and with staff supporting work across the region and our offices independently of which office they are based at. The organization includes:

- A 9-member Board of Trustees with oversight over the Clean Air Asia and also comprises Board committees.
- The Executive Director and the Deputy Executive Director manage Clean Air Asia and the relations with the Partnership, Country Networks, and other partners and advisors. The Finance and Administration Manager, the China Director, India Director and program managers form the senior management team.
- Program Managers are involved in planning and management of programs and projects, including the

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**THE TEAM 2013**

**CLEAN AIR ASIA CENTER**

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<tr>
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<td>City Government NGOs</td>
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<td>Air Quality &amp; Climate Change Program Manager</td>
<td>Kaye Potsu</td>
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<td>Air Quality &amp; Climate Change Program Manager</td>
<td>Robert Earley</td>
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**BOARD OF TRUSTEES**

**Clean Air Asia Center**

- Executive Director
- Deputy Executive Director
- Finance and Admin Manager

**Clean Air Asia Center**

- Country Directors
- Program Managers
- Specialists, Researchers, Staff

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**COUNTRY NETWORKS**

- China
- India
- Indonesia
- Nepal
- Philippines
- Sri Lanka
- Vietnam

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**THE WAY AHEAD**

Program Officers

- Ritchie Anne Roño - Clean Fuels and Vehicles Program Officer
- Mylene Cayetano - Air Quality Specialist
- Kathleen Dematera - Transport and Environment Researcher
- Tanya Gaurano - Environment Researcher
- Candy Tong - Environment Researcher
- Gianina Panopio - Executive Assistant

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- Prashanta Khanal - Clean Air Network Nepal, Nepal pkhanal@clean.org.np
- Phan Quynh Nuh - Clean Air Network Vietnam, Vietnam phan@cleanairasia.org

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- Phan Quynh Nuh - Clean Air Network Vietnam, Vietnam phan@cleanairasia.org
THE BETTER AIR QUALITY CONFERENCE

About the Better Air Quality Conference

The BAQ Conference is the flagship event of Clean Air Asia covering the key sectors of transport, energy, and industry, with a particular emphasis on government policies and measures. Policy makers, practitioners and industry leaders meet at BAQ to network, innovate, learn and share experiences. The biennial event was first held in 2002 and since then attracts close to a thousand participants from Asia and the rest of the world.

BAQ 2014 will be held alongside the Intergovernmental 8th Regional Environmentally Sustainable Transport Forum in Asia (ESTFIA) at the Bandaranaike Memorial International Conference Hall (BMICH) in Colombo, Sri Lanka from 19-21 November.


The theme for this year’s Integrated Conference is the “Next Generation Solutions for Clean Air and Sustainable Transport – Towards a Livable Society in Asia”.

Recognizing that clean air and sustainable transport are essential to a livable society in Asia, we call for innovative and smart solutions (policy, institutional, technology and financing) that significantly reduce air pollution and greenhouse gases from energy, industry, transport, and area sources, and ensure a safe, equitable, environment and people-friendly transport system by accelerating the shift towards more environmentally sustainable transport (ESTI) in Asian cities and countries.

THE KONG HA AWARD

In 2008, the Clean Air Asia Partnership established the Kong Ha Award for Excellence in Air Quality Management to honor the memory of the late Kong Ha, who served as the Chairperson of the Clean Air Initiative for Asian Cities (Clean Air Asia) from December 2004 to April 2007.

The Kong Ha award is handed out by the Clean Air Asia Partnership in conjunction with the Better Air Quality (BAQ) conferences of which Kong Ha, together with Wing-tat Hung (Hong Kong Polytechnic University) and W.C. Mok of Hong Kong EPD were the founding fathers.

The award serves as a tribute to persons who have excelled in the formulation of air quality management related policies and their day-to-day implementation in Asia. This, in the view of the Clean Air Asia Partnership, is the best way to honor Kong Ha, who through his deep commitment and knowledge, relentless enthusiasm, and strong sense of partnership was a key person in shaping and overseeing the implementation of mobile source emission reduction policies in Hong Kong, China.

The Kong Ha Award consists of a cash prize of US$10,000 and a commemorative plaque and is handed out once every two years at the BAQ Conferences. The entire air quality community can nominate candidates.

KONG HA AWARDEES

Shin Han Min (2008)

Ahmad Safrudin (2010)

Dr. Mukesh Sharma (2012)

Sophie Punte succeeds as the new Executive Director of the CAI-Asia Center. Robert O’Keefe of the Health Effects Institute becomes the new Chair of the Board in June 2009.

CAF-Asia expands its activities beyond air quality to include climate change. It adopts a new mission: “to promote better air quality and livable cities by translating knowledge to policies and actions to reduce air pollution and greenhouse gas emissions from transport, energy, and other sectors.”

CAI-Asia marks 10 Years of Partnership.

CAI-Asia becomes “Clean Air Asia,” establishes four core programs: Air Quality and Climate Change, Low Emissions Urban Development, Clean Fuels and Vehicles, and Green Freight and Logistics.
AIR QUALITY AND CLIMATE CHANGE PROGRAM

Today, people in 7 out of 10 cities in developing Asian countries breathe air that is both dangerous to their health and detrimental to the environment. Several air pollutants, such as black carbon (a component of particulate matter or soot), methane, and ground level ozone, can also contribute to global warming. Unfortunately, the current state of air quality management in Asian cities varies widely and has not developed quickly enough to respond to the changing urban landscape and evolving challenges in reducing air pollution.

We will resolutely declare war against pollution as we declared the war against poverty.” - Chiu Premier Li Keqiang, 2014

2013 PROGRAM HIGHLIGHTS

Clean Air Asia successfully advocated for the strengthening of air quality monitoring in Asia. In order to manage air quality effectively, it must be measured using appropriate monitoring systems. Unfortunately, a large number of Asian cities are still unable to report air quality due to limited air quality monitoring capacity. In 2013, Clean Air Asia and the ADB developed a Practice Guidance on Improving Air Quality Monitoring Systems in Asian Cities which describes the essential characteristics of a good air quality monitoring system, including examples of international guidelines and good practices of selected Asian cities. It is intended to help users compare their own monitoring systems against international guidelines and identify potential challenges in meeting them.

Clean Air Asia helped cities establish sound, science-based policies for clean air. Clean Air Asia provided support to cities in enhancing their air quality management capacity to develop science-based policies and plans to achieve better air quality. Cities such as Davao City (Philippines) and Cagayan de Oro received direct support through capacity building activities. In Davao City and Baguio city, the support included trainings on air quality monitoring and an assessment of the city’s monitoring system as well as recommendations for developing their own air quality index system. Clean Air Asia also assisted Iloilo and Cagayan de Oro in conducting a city-level capacity building activities.

Clean Air Asia facilitated regional collaboration among Chinese cities, Clean Air Asia and Ministry of Environmental Protection of China organized its 8th annual China City Air Quality Management Workshop and provinces within the priority regions and city clusters to discuss priority areas, feasible approaches and next steps for each key region and city cluster, based on their specific needs and on international and China experiences. In support of the 12th Five Year Plan for Regional Air Pollution Control.

Clean Air Asia helped the Philippines manage particulate matter levels by supporting its development of new PM2.5 guideline values. Clean Air Asia provided support to the Department of Environment and Natural Resources (DENR) in its development of PM2.5 guideline values. PM2.5 are fine particles with diameter of 2.5 microns and smaller which are known to enter the lungs leading to adverse health effects.

A DENR Department Administrative Order (DAO) set National Ambient Air Quality Guideline Values (NAAQGV) for PM2.5 at 75 micrograms per normal cubic meter (µg/Ncm) in annual average, 2.5 µg/Ncm in the short term and 35 µg/Ncm for an average of one year long term. The DAO will be in effect until 31 December 2016. On 1 January 2016, a more stringent NAAQGV will be in place, with values at the short and long terms at 50 and 25 µg/Ncm, respectively.

Clean Air Asia contributed to country strategies for clean air by developing Clean Air Management Profiles for ASEAN countries—the latest addition. In order to develop and adopt effective policies, the documentation of ASEAN countries’ air quality management systems is needed in order to equip cities with relevant information on the country’s legal framework and state of air quality. Developed under the Clean Air for Smaller Cities in the ASEAN Region Project implemented by the German International Cooperation in cooperation with the ASEAN Secretariat, Clean Air Asia and GIZ published online country profiles for Indonesia, the Philippines, and Thailand.

In 2013, we developed the latest Clean Air Management Profile for Myanmar, which provided comprehensive status of air quality management in the country and identified recommendations for potential emerging air pollution problems in key cities.

Clean Air Asia increased access to air pollution data through the CitiesACT database which now provides air quality monitoring information. The CitiesACT database is an online database which allows users to access data on air quality, climate change, energy and transport. In 2013, it was improved to include air quality monitoring information from several Asian cities. The revised CitiesACT database along with Clean Air Reports, air quality indexes and apps—among the tools Clean Air Asia uses to communicate air quality, health and co-benefits information to government, other organizations and the public. For more information, visit http://citiesact.org/

The Way Ahead

In 2013, air quality became a case for worldwide concern when severe episodes of air pollution occurred in Beijing, Delhi as well as other cities, such as those affected by the Southeast Asian haze. Compelling images circulated in the media, depicting people living in cities darkened by a backdrop of thick, grey air pollution.

These episodes in 2013, along with recent research findings on the health impacts of air pollution sparked public discourse and put pressure on governments to act on the problem, which also opened more opportunities for the Air Quality and Climate Change Program of Clean Air Asia. Clean Air Asia’s Air Quality and Climate Change Program will be responding to international calls for action on air pollution with a stronger engagement of other sectors, especially the health sector. We will also work with and support existing initiatives at the regional and national levels to strengthen and prioritize addressing air pollution in a collaborative and integrated approach, especially in areas where the burden of air pollution is high.

We will focus more on opportunities for building capacity for stakeholders in air quality management. One such training program is the Train-for-Clean-Air, a regional training system for air quality management established under the Clean Air for Smaller Cities in the ASEAN region project. We will continue rolling out the Clean Air Scorecard tool in cities alone along with other forms of support to cities, with the aim of expanding support for regional air quality management.

Significantly, we will lead the development of the Guidance Framework for Better Air Quality in Asian Cities, an authoritative regional guidance document for the implementation of the long-term vision for better air quality in Asia—this document will be presented at the 5th Governmental Meeting on Urban Air Quality in Asia in 2014. The Guidance Framework builds on Clean Air Asia’s experience in air quality and climate change—an experience that spans more than a decade of work across the region.

What are the essential characteristics of a good air quality monitoring (AQMt) system?

This Clean Air Asia and ADB document quantifies in its Good Practice Guidance on Improving Air Quality Monitoring Systems in Asian Cities five key criteria:

1. Ability to properly plan and implement AQMt network to a compatible international standard.
2. Ability to plan and implement a quality assurance and quality control process.
3. Ability to disseminate AQMt data and analytical results to stakeholders.
4. Ability to utilize the AQMt results to improve air quality control policy.
5. Ability to provide manpower and financial resources to sustain the AQMt system.
Low Emissions Urban Development (LEUD) Program

Asia is urbanizing fast. In China alone, 300 million people will be added to existing and new cities in the next two decades. As Asian cities grow in the coming years, both in size and income capacities, this same growth will mean an increasing demand for moving around goods, services and people. Rapid motorization, inadequate transport systems and poor urban planning have reduced the use of public transport, walking, and cycling, creating a context where the use of private vehicles is deemed a necessity—rather than an option—to get to where one needs to be. As a result, vehicle numbers, energy use and emissions are rising steadily along with the growth of cities.

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.

**2013 PROGRAM HIGHLIGHTS**

**Clean Air Asia strengthened cities’ capacity to curb transport emissions through tools and training.** Rapid Assessment of City Emissions (RACE) is a strategic planning tool that can guide and give alternative options to the government in the development and/or enhancement of low emission development strategies which call for long-term and context-specific approaches designed to reduce greenhouse gas emissions.

Clean Air Asia and Chreod, Ltd., who jointly developed the RACE tool through funding from ADB, also provided technical assistance to the City Government of Batangas in the application and use of the RACE policy toolkit with support from USAID. The team also provided training to city authorities and stakeholders in implementing the methodology and concepts behind the RACE tool. To date, four cities have applied RACE – Ho Chi Minh City, Colombo, Ahmadabad, and Batangas.

**Clean Air Asia helped ASEAN envision a low emissions region.** Backcasting is a process that begins with defining a desirable future and then working backwards, identifying policies and programs needed to connect the present to that desirable future. Clean Air Asia, working with partners in the Study for Long-Term Transport Action Plan for ASEAN, developed two major tools that will aid in long-term CO2 mitigation analysis for the transport sector. A Visioning Tool was developed to integrate key societal factors in the determination of long-term policy packages for mitigating transport CO2 emissions. A Backcasting Tool was also developed as the primary tool for simulating the baseline CO2 emissions as well as the impacts of transport CO2 mitigation policy packages.

Through the Visioning Tool, stakeholders were able to identify their ideal image of the transport sector in their societies by the year 2050. After appropriate policy packages were matched with countries, the Backcasting Tool was used to estimate CO2 mitigation impacts. Policy roadmaps were developed based on the results of the backcasting exercise.

**Clean Air Asia strengthened cities’ capacity to craft transport policies that address local challenges.** Clean Air Asia’s LEUD Program produced the Environmentally Sustainable Transport Toolkit for Local Government Units in the Philippines, a policy toolkit that was applied to the three pilot cities of Baguio, Iloilo, and Cagayan de Oro. The toolkit assisted these cities in developing sustainable transport policies and strategies at the local level to reduce greenhouse gas and air pollutant emissions from the urban transport sector.

**Clean Air Asia supported low-emission transport projects through the assessment of emission impacts through the TEEMP tool.** “Transport Emissions Evaluation Models for Projects” (TEEMP) is a set of tools developed for the rapid and sound assessment of the emission impacts of transport projects using readily available data.

In 2013, Clean Air Asia was commissioned by the World Bank in support of its Highways Program. The TEEMP Tool was also developed as the primary tool for simulating the baseline CO2 emissions as well as the impacts of transport CO2 mitigation policy packages.

**Clean Air Asia has begun building the framework for sustainable transport in cities through the implementation of pilot projects on non-motorized transport.**

**The Way Ahead**
Tools and credible data are needed to craft sound policy and investment decisions in transport. The biggest opportunity for Clean Air Asia to promote LEUD is making data publicly available online and through its publications, such as Accessing Asia.

We will continue to work with governments and cities on the policy side, also on integrating “avoid-shift-improve” strategies into policy and investment decisions and in urban master plans. The introduction of campaigns such as Car Free Days, supplemented with surveys, awareness raising and efforts to increase investments and improve policies for walking and cycling will be continued. Work on LEUD projects in China is also being explored for the coming years.

There is a lot of interest from partners in the further development and application of emissions analysis tools such as the RACE and TEEMP. Higher visibility for our LEUD comprehensive toolbox is also imperative; technological platforms for rolling out advocacy, methodologies and tools in the future of mobile apps, and interactive platforms will also be explored.
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.

2013 PROGRAM HIGHLIGHTS

Clean Air Asia study showed the potential for reduced emissions from improving fuel efficiency for buses in India. Clean Air Asia led the development of a roadmap to improve fuel efficiency of buses in India. This stems from a study completed by Clean Air Asia in February 2013 which covered over 500 buses of city and intercity operations of 3 leading bus corporations in India: Bangalore Metropolitan Transport Corporation (BMTC), Karnataka State Road Transport Corporation (KSRTC) and State Express Transport Service Corporation (SETC) of Tamil Nadu. The study showed that minor interventions to improve bus fuel efficiency can substantially reduce the cost of fuel for state road transport corporations. A dedicated session on bus fuel efficiency was organized by Clean Air Asia India Office during the 6th Urban Mobility Forum held in Delhi.

Clean Air Asia contributed to reducing health and environmental impacts of black carbon emissions in Bangladesh and Vietnam. The Diesel Emissions Initiative is an initiative supported by the Climate and Clean Air Coalition to Reduce Short-Lived Climate Pollutants (CCAC). Through policy interventions, the program aims to steadily reduce sulphur in diesel fuel, clean up existing fleets, clean up ports and marine transport and develop a global Clean Freight Initiative.

In 2013, Clean Air Asia, as UNEP Transport Unit’s regional partner for Asia, established partnerships for the project with Bangladesh through its Department of Environment and Forests (DOE-MOEF) and Vietnam through its Ministry of Transport to reduce black carbon emissions from heavy-duty diesel vehicles.

Clean Air Asia elevated the discussion on cleaner fuels and vehicle standards on the regional agenda, resulting in higher coordination among government leaders in the ASEAN. Drawing from our experience in working with national governments to promote cleaner fuels and vehicles in Asia, Clean Air Asia convened senior government officials for the 1st Clean Fuels and Vehicles Forum in the ASEAN Region, co-organized with the Singapore National Environment Agency, GIZ and UNEP Transport Unit and supported by private sector partners namely Shell, Asian Clean Fuels Association and MAHA.

The forum allowed countries to discuss policies and strategies aimed towards low sulphur fuels, fuel economy standards and cleaner vehicles (both new and in-use), and pushed the agenda towards a) the enabling of support for in-country implementation of policies and strategies; b) the facilitation of learning from peers and experts of emerging issues and topics of concern in the region; and c) promoting the harmonization of policies and standards at the regional level.

The forum is designed for ASEAN senior officials from the environment, energy and transport ministries to gain wider access to policy strategies for cleaner fuels and efficient vehicles. This forum is also aligned with the Brunei Action Plan and the Bangkok Declaration 2020 implementation and is envisioned to support the efforts of the ASEAN working groups on Land transport, Environment, and Energy.

The development of a harmonized roadmap for cleaner fuels and vehicles, including fuel economy policies, will be raised officially at the relevant ASEAN working groups.

Clean Air Asia, as GFEI’s strategic partner in Asia, coordinates Asia’s response to the global call for achieving fuel efficiency goals. The Global Fuel Economy Initiative (GFEI) is a movement which aims to double fuel efficiency worldwide by 2050. Under the GFEI framework, Clean Air Asia works closely with Indonesia, Philippines, Thailand and Vietnam in a broad range of projects such as baseline analysis, policy research and information-sharing.

In June 2013, the second global meeting of the GFEI network was held in Paris. Clean Air Asia presented the Asian context of fuels and vehicles at a gathering of representatives from over 25 countries. The Way Ahead

For the first time, senior government officials convened to discuss policies and strategies aimed towards low sulphur fuels, fuel economy standards and cleaner vehicles (both new and in-use) in the 1st Clean Fuels and Vehicles (CFV) Forum in the ASEAN Region. This was a key step in the goal of cleaner fuels and vehicles in Asia, where an integrated approach is imperative.

In the following years, Clean Air Asia will support countries in the development, strengthening and implementation of fuel quality, vehicle emissions and fuel economy standards. The high motorization rate for Indonesia, China’s policy process for low-sulphur fuels and India’s auto-fuel roadmap development are trends and opportunities that place those countries in a priority focus.

Additionally, in order to fast track and harmonize standards across Asia and clean up in-use vehicles, Clean Air Asia is working to create a regional platform, the ASEAN Forum for Clean Fuels and Vehicles, capitalizing on the current political momentum to work together and learn from countries that are further advanced. This is in line with building on the gains of the 1st CFV Forum in the ASEAN Region, which opened doors to work closely with the ASEAN Secretariat to advance policies at the regional level.

The regional platform, while created primarily for governments, should also be able to bring stakeholders to the table, especially the private sector, development agencies, investors and civil society. A collaborative approach will be taken inspired by the approach that was successfully applied in the preparation of the Roadmap for Cleaner Fuels and Vehicles in Asia. The clean fleet toolkit for vehicle fleets and tailored tools for buses and trucks will be promoted to government and private sector fleet operators.

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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.

The freight and logistics sector, hidden in urban industrial districts and in the last-mile delivery hours, is rarely encountered by urban residents and has been largely ignored by planners and policy makers. Yet this sector, booming along with Asia’s growth, is responsible for up to 60% of transport emissions in Asia, and a large component of transport energy consumption. Greater freight and logistics infrastructure, equipment, policies and practices are essential to protecting the health, safety and climate security of Asia’s residents, while maintaining the competitiveness of the region’s economies.

Clean Air Asia led the development of Green Freight programs in Asia. In 2013, Clean Air Asia, together with partners, implemented the CCAC Green Freight initiative which has developed a Global Green Freight Action Plan. This initiative brings together countries, corporations, experts and NGOs to implement best practices in countries around the world to reduce energy use and black carbon emissions from the freight sector. Clean Air Asia leads the development of national green freight programs in Asia.

Clean Air Asia provided thought leadership on a future Green Freight Agreement across the region. Clean Air Asia has continuously supported the Regional Environmentally Sustainable Transport forum process, with an emphasis on describing the rationale for Green Freight and the need for and steps towards the development of a regional cooperation agreement on Green Freight.

Clean Air Asia along with other institutional partners supported an intergovernmental consultation process led by UNCRED and UNESCAP to settle upon core elements of a framework agreement including international and sub-regional Green Freight programs; plans, policies and regulations; a standard set of indicators; and a regional collaboration framework. Clean Air Asia supported the UNCRED and UNESCAP through intellectual leadership, as well as a series of consultations with countries on Green Freight in 2013.

Clean Air Asia worked to reduce GHG emissions across the Greater Mekong subregion. We serve in an advisory role to the ADB Greater Mekong Subregion (GMS) Environmental Operations Center on implementation of Green Freight programs in Thailand, Vietnam and Laos. Increased freight activity in the GMS East-West Economic Corridor—which connects Laos, Thailand, and Vietnam—has increased trade and economic growth in the subregion. Interventions targeting key provinces across the three countries in the GMS will increase access to financing for green technologies and truck fleet upgrades, improve logistics management to reduce empty running and improve driver behavior to be more fuel efficient.

Under a 2013 contract to drive forward the Green Freight initiatives and programs in the GMS, Clean Air Asia acted as a regional expert in Green Freight and Logistics to facilitate exchange between national programs and link Green Freight projects across Asia and the Pacific such as the China Green Freight Initiative and Green Freight Asia. Clean Air Asia will also be part of steering groups at the national level to direct the projects, record progress and monitor effectiveness in reducing fuel use and carbon emissions.

The Way Ahead

When Clean Air Asia helped initiate the Global Green Freight Action Plan under the Climate and Clean Air Coalition’s Diesel Emissions Initiative, the agenda of Green Freight and logistics entered the world stage. Clean Air Asia has taken a central role in both defining the global conversation on green freight, as well as ensuring that Asia is an integral part of that conversation. It is incumbent upon us to continue to utilize this position to develop and lead green freight logistics concepts and projects on-the-ground in Asia.

Green Freight and Logistics is only in its early stages, especially in non-OECD countries. APEC, ASEAN, major corporations and other organizations are increasingly interested in what efficient freight and logistics mean for the environment and for business. World Bank, ADB, GIZ and CCAC will continue to play important roles in supporting work in this sector.

There is also opportunity in China, which is working towards global leadership in freight tracking, cargo security and energy and resource efficiency technology and practice. Clean Air Asia will continue to introduce and advocate for Green Freight policies and programs in Asia. We will continue to support the implementation of the China Green Freight Initiative, while working with other governments to design and establish their own national Green Freight programs.

To gain traction, a Regional Cooperation Agreement on Green Freight in Asia will continue to be discussed with Asian countries in cooperation with UNCRED and UNESCAP and other partners, agencies, investors and civil society.

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### CHINA OFFICE

2013 Highlights

Clean Air Asia fostered dialogue through regional platforms among cities and provinces and among international and domestic experts. Clean Air Asia adopted a bottom-up approach to promote regional air quality management (AQM) collaboration in the Pearl River Delta (PRD) and Pearl River Delta (PRD) since 2010. In 2013, a “Regional Air Quality Management and Collaboration” themed workshop was organized, bringing not only YRD and PRD representatives, but also city representatives in the north and western regions together to address the needs and challenges of regional AQM in China. Our efforts have led to closer collaboration between local authorities and cities in YRD and PRD as well as channeling regional needs to China Ministry of Environmental Protection.

Clean Air Asia equipped Chinese cities with tools to identify the challenges and solutions to better air quality. City self-diagnosis of AQM capacity supported by Clean Air Management Assessment Tool (CAMAT) was applied to 6 Chinese cities in 2013 (Hangzhou, Jinan, Guangzhou, Zhejiang, Tianjin, and Chongqing) to help them comprehensively assess their capacity for air quality and GHG emissions management. CAMAT was developed by Clean Air Asia and introduced to China through Asian Development Bank (ADB) and has been applied in 20 cities in Asia.

Clean Air Asia played a pivotal role in strengthening communication between the China’s Government and the general public with the Clean Air Report. Clean Air Asia assisted Beijing and Jiangsu province in informing the public with comprehensive air quality management information through Clean Air Reports, and encouraged dialogues between the public and policy-makers to build trust.

Clean Air Asia spearheaded various Green Freight initiatives in China. 2013 was the first year of the China Green Freight Initiative (CGFI) implementation after it was officially launched in April 2012. Key developments were the drafting and piloting of Green Freight Enterprises Standard and Green Freight Vehicle Standard, and the China Green Freight Initiative Seminar. Under the U.S. – China climate change working group initiative in 2013, CGFI has been selected to promote green freight policies with technical assistance provided by USEPA with the view of reducing emissions from heavy-duty and other vehicles.

In partnership with the World Bank, Clean Air Asia completed the China Green Freight Policy and Institutional Analysis Report, which analyzes current institutions and policies of green freight, identifies gaps between the current China and international experiences, and provides recommendations for the further development of green freight in China.

Aside from traditional media, Clean Air Asia China uses social network Weibo and WeChat to widen the reach of our advocacy. Connect with Clean Air Asia China’s WeChat account through the QR code provided.

Clean Air Asia worked towards low sulfur fuel in China. The China State Council set a clear roadmap of fuel quality upgrade in China in February, 2013, which is reiterated under the China Action Plan for Air Pollution Prevention and Control released in September, 2013. With the aim of promoting low sulfur fuel development in China, Clean Air Asia, Vehicle Emission Control Center–Ministry of Environmental Protection and CETC organized the International Workshop on Motor Vehicle Fuel Desulfurization with the participation of city-vehicle emission control authorities, relevant ministries, industries, and experts.

The Way Ahead

Clean Air Asia’s China Office will ensure an even deeper focus on Air Quality Management and Green Freight work, putting emphasis on impact and real change by building on the work conducted and trust built over the past nine years in China. An exciting new future development will be the launch of our annual tracking report, something to look forward to in the coming years.

### INDIA OFFICE

2013 Highlights

Clean Air Asia revitalized discourse in the rethink and redesign of public spaces for inclusive and sustainable mobility. For the first time, Clean Air Asia introduced a demonstration project to improve non-motorized transport (NMT), accessibility and security issues at a dense commercial area, the Nehru Place in Delhi, supported by Shakti Foundation and UN Habitat.

Clean Air Asia used its own Walkability app and Bikelicity Index to introduce walking and cycling conditions in the neighborhood. With results showing below average ratings on both modes, as well as on security and accessibility for the disabled, Clean Air Asia and its partners, ICLEI SA, iTrans, Sandeep Gandhi Architects are now seeking to implement the Nehru Place Demonstration Project in South New Delhi as ‘proof of concept’ for a process of transformation towards a more socially inclusive city.

For 2013, a series of reports were prepared by Clean Air Asia, which includes a ‘Promoting NMT in Asian Cities: Policymakers’ Toolkit’ of successful non-motorized transport, focal points and measures of cities and countries all over Asia, targeted at policy makers, and practitioners of urban development. The report covers the basic elements and varying opportunities for strengthening non-motorized transportation policies in Asia, and a guide on how to go about the planning processes with the help of proven tools and success stories.

Clean Air Asia promoted the understanding of mobility issues faced by communities and how to solve them—by making available the Tool for the Rapid Assessment of Urban Mobility, pilot-tested in Nashik, India. The Tool for the Rapid Assessment of Urban Mobility (TRAM) was developed with the support of ITDP and UN-Habitat, with the main objective of orienting key stakeholders, authorities and decision makers on the pressing mobility issues in their city. It is intended to be a benchmarking tool for urban mobility and includes both participatory and analytical components and helps derive mobility indicators. The knowledge gained will serve as a basis for sustainable transport and land use interventions.

Clean Air Asia worked with the freight sector to bring about a significant change in India. Clean Air Asia has forged partnerships with GIZ and the European Business and Technology Centre (EBTC) to work the private sector to drive efficiency from road freight. We launched the Green Trucks Toolkit (GTT) – India, customized for India from the earlier version for other Asian countries. The tool provides strategies on fuel savings and helps shippers evaluate their fleet and adopt suitable interventions. A‘Green Freight Working Group’ has also been launched with a cross section of stakeholders, researchers, corporate, academia, and development agencies. The group will help steer India’s Green Freight activities towards a sustainable future, improving the profitability and efficiency of the sector.

The Way Ahead

Apart from its strong expertise and focus on transport and sustainable mobility, one of Clean Air Asia’s strengths in India is in its ability to solve the public and the media in discourse, networking and partnerships. Keeping abreast of recent trends, developments, and community movements—Clean Air Asia India provides the country with apps, the newest information or the most relevant to the movement for better sustainable transport facilities in their cities. The Walkability App is a FREE App which allows you to audit the streets or paths you walk on and contrib- ute invaluably to supporting improvements. So now you can use your own eyes, walk, but also contribute with your feedback towards improving the pedes- trian infrastructure! The audit uses GPS data so the ratings will be reflected on a web-based map directing improvements where they are needed!

The Walkability App was rated top 3 urban app in the world at the AppMyCity! Contest in 2013 at Sao Paulo, Brazil and a finalist at the mBillionth mobile awards Asia in 2014 in New Delhi, India. New versions of the app will be released soon, in Android, iOS and Windows.

Walkability App Wins Awards!

Clean Air Asia, with the support of Shakti Foundation, developed a mobile app that enables pedestrians to assess the conditions of walking facilities in their cities. The Walkability App is a Free App which allows you to audit the streets or paths you walk on and contribute invaluably to supporting improvements. So now you can use your own eyes, walk, but also contribute with your feedback towards improving the pedestrian infrastructure! The audit uses GPS data so the ratings will be reflected on a web-based map directing improvements where they are needed!

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**FINANCIAL OVERVIEW**

For the year 2013, support and income revenues for the Clean Air Asia Center amounted to US$1,864,000 which includes deferred grants from 2012 realized in 2013 and excludes grants received in 2013 applicable to future periods.

Grant expenses amounted to US$1,284,400. Total general and administrative expenses amounted to US$540,000 and represents 29% of the total revenues for 2013 (26% comparative figure 2012). Expenses increased in 2013 mainly due to higher administration costs incurred during the Executive Director transition. Excess of revenues over expenditures amounted to US$39,700.

Clean Air Asia’s 2013 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 2013, 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

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**Statement of Support, Income, Expenditures and Fund Balance**
For year ended 31 December 2013

<table>
<thead>
<tr>
<th>SUPPORT AND INCOME</th>
<th>Unrestricted /a</th>
<th>Restricted /b</th>
<th>Total</th>
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</thead>
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<td><strong>FUND BALANCE AT THE END OF THE YEAR</strong></td>
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<td>-</td>
<td>$139,264</td>
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</tbody>
</table>

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

Chair: Robert O’Keefe is the Vice President of the Health Effects Institute (HEI), which assesses the health impacts of air pollution in developing countries. A long-time environmental regulator, he also serves as a member of the USEPA’s National Clean Air Act Advisory Committee and has been a Woodrow Center Scholar on the Hill.

Vice-Chair: Cornie Huizenga was instrumental in setting up Clean Air Asia and was the Clean Air Asia Center’s first Executive Director until December 2008. He currently is the Secretary General of the Partnership on Sustainable Low Carbon Transport.

Treasurer: Francis Estrada is the former Chairman of De La Salle University in the Philippines and former President of the Asian Institute of Management. For over thirty years, Francis has been a prominent international investment banker, financial adviser and financial entrepreneur, specializing in Asia-related financial operations. He has set up several Asia-related financial institutions and commercial enterprises around the world.

Dr. Shreekant Gupta is Associate Professor at the Delhi School of Economics, University of Delhi and adjunct faculty at the Lee Kuan Yew School of Public Policy, National University of Singapore. He was Director of the National Institute of Urban Affairs at New Delhi, India.

Sophie Punte was the Executive Director of Clean Air Asia from 2009 up to mid-2013 and developed the organization into Asia’s leading network on air quality and climate change. She previously led an energy and climate program at UNEP and was senior manager with accounting firm KPMG.

Vice-Chair: Cornie Huizenga was instrumental in setting up Clean Air Asia and was the Clean Air Asia Center’s first Executive Director until December 2008. He currently is the Secretary General of the Partnership on Sustainable Low Carbon Transport.

Mary Jane Ortega is Special Advisor and the former Secretary-General of the Regional Network of Local Authorities for the Management of Human Settlements – CITYNET. She is also the Vice President of the Global Executive Committee of ICLEI. She served as the Mayor of San Fernando City of the Province of La Union, Philippines for three terms from 1998 to 2007 and was a member of the steering committee of the UN Habitat and United Nations Institute for Training and Research (UNITAR) as well as United Nations Advisory Committee of Local Authorities (UNACLA).

Prof. He Kebin is a Professor of the Department of Environmental Science & Engineering at Tsinghua University. He specializes in air quality management with over 25 years experience. He sits on various committees to advice government and organizations on air quality and emissions management.

David Guerrero is the Chair & Chief Creative Officer of the BBDO Guerrero / Proximity Philippines. The agency is part of BBDO Worldwide and a member of Omnicom Group Inc., a global advertising, marketing and corporate communications company. His office is ranked as one of Asia’s Top 10 Creatives by Campaign Brief Asia.

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PARTNERSHIP MEMBERS AND DONORS

CITIES:
- Mary Jane C. Ortega, Regional Network of Local Authorities for the Management of Human Settlements (CITYNET)

GOVERNMENT:
- Elly Sinaga, Ministry of Transport, Indonesia

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- Dr. Wing-Tat Hung, Hong Kong Polytechnic University and Conservancy Association

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

DEVELOPMENT AGENCIES AND FOUNDATIONS:
- Roland Haas, GIZ

DONORS IN 2013
- Asian Development Bank (ADB)
- AECOM
- China Road Transport Association (CRTA)
- ClimateWorks Foundation
- Shakti Foundation
- DHL/IKEA/UPS
- Energy Foundation FIA Foundation
- Fredskorpset Norway
- Fu Tak Lam Foundation
- German International Cooperation (GIZ)
- The International Council on Clean Transportation (ICCT)
- Institute for Global Environmental Strategies (IGES)
- Institute for Transportation and Development Policy (ITDP)
- MAHA
- Nissan Global
- Rockefeller Brothers Fund
- Shell Foundation/Shell Philippines
- Sida
- United Nations Centre for Regional Development (UNCRD)
- United Nations Environment Program Partnership for Clean Fuels and Vehicles (UNEP PCFV)
- UN Habitat
- USAID
- World Bank
- Wuppertal

Clean Air Asia Board of Trustees.
Front: Robert O’Keefe; Back (L-R) David Guerrero, Sophie Punte, He Kebin, Shreekant Gupta, Mary Jane Ortega, Francis Estrada, Cornie Huizenga

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