2015 ANNUAL REPORT

CLEAN AIR ASIA
Since 2007, Clean Air Asia has provided direct support to 199 cities in Asia.
BY DEVELOPING POLICY AND PRACTICE, PROVIDING TRAINING, AND IMPLEMENTING PILOT PROJECTS – AN AVERAGE OF 25 CITIES PER YEAR
<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
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<tbody>
<tr>
<td>ADB</td>
<td>Asian Development Bank</td>
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<tr>
<td>ASEAN</td>
<td>Association of Southeast Asian Nations</td>
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<td>BAQ</td>
<td>Better Air Quality conference</td>
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<td>CANN</td>
<td>Clean Air Network-Nepal</td>
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<tr>
<td>CCAC</td>
<td>Climate and Clean Air Coalition to Reduce Short-Lived Climate Pollutants</td>
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<td>CCAP</td>
<td>Cities Clean Air Partnership</td>
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<td>CGFI</td>
<td>China Green Freight Initiative</td>
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<td>CleanAirSL</td>
<td>Clean Air Sri Lanka</td>
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<td>COP21</td>
<td>21st Session of the Conference of the Parties</td>
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<td>CRTA</td>
<td>China Road Transport Associations</td>
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<td>DMC</td>
<td>Developing Member Country</td>
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<td>DOTC</td>
<td>Department of Transportation and Communications</td>
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<td>DRVN</td>
<td>Directorate for Roads of Vietnam</td>
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<td>EMB</td>
<td>Environmental Management Bureau</td>
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<td>FUBI</td>
<td>Forum Udara Bersih Indonesia</td>
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<td>GFEI</td>
<td>Global Fuel Economy Initiative</td>
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<td>GFIWG</td>
<td>Green Freight India Working Group</td>
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<td>GIZ</td>
<td>Deutsche Gesellschaft für Internationale Zusammenarbeit</td>
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<td>IBAQ Programme</td>
<td>Integrated Programme for Better Air Quality in Asia</td>
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<td>INDCs</td>
<td>Intended Nationally Determined Contributions</td>
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<tr>
<td>NGO</td>
<td>Non-governmental organization</td>
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<td>NITI Aayog</td>
<td>National Institution for Transforming India</td>
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<td>PCA</td>
<td>Partnership for Clean Air</td>
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<td>PCAN</td>
<td>Pakistan Clean Air Network</td>
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<td>SLCPs</td>
<td>Short-Lived Climate Pollutants</td>
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<td>SLoCaT</td>
<td>Partnership on Sustainable Low Carbon Transport</td>
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<td>T4CA</td>
<td>Train-For-Clean-Air</td>
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<td>UNEP</td>
<td>United Nations Environment Programme</td>
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<td>UNFCCC</td>
<td>United Nations Framework Convention on Climate Change</td>
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<td>USAID</td>
<td>US Agency for International Development</td>
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<td>USEPA</td>
<td>US Environmental Protection Agency</td>
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<td>VCAP</td>
<td>Vietnam Clean Air Partnership</td>
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<td>WHO</td>
<td>World Health Organization</td>
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Clean Air Asia is an international non-governmental organization leading a regional mission for better air quality and healthier, more livable Asian cities, with the aim of reducing air pollution and greenhouse gas emissions in 1000+ cities throughout Asia. We were established in 2001 by the Asian Development Bank (ADB), World Bank and USAID as Asia’s premier air quality network. 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.

We work directly with energy, environmental, health and transport ministries, cities, the private sector, development agencies, academia and civil society to provide leadership and technical knowledge in the following areas: Air Quality and Climate Change, Low Emissions Urban Development, Clean Fuels and Vehicles, and Green Freight and Logistics. Clean Air Asia’s approach is one of science-based, actionable guidance combined with an ethos of partnerships and collaboration to ensure our work has meaningful and sustainable impact.

We are an active member of multiple regional and international committees and forums, including being the Asia representative to the Partnership for Clean Fuels and Vehicles, the Global Fuel Economy Initiative, the Air Quality Technical Working Group of the Regional Forum on Environment and Health, the ASEAN Working Group on Environmentally Sustainable Cities, the Asian Co-benefits Partnership, the Climate and Clean Air Coalition, the Global Atmospheric Pollution Forum, the Asia LEDS Partnership, the Global LEDS Transport Working Group, the Partnership on Sustainable, Low Carbon Transport, the Urban Electromobility Initiative, and the International Working Group on Transport MRV.

Our Better Air Quality Conference, a biennial event first held in 2002, brings together close to 1,000 policymakers, practitioners and industry leaders in developing solutions for cleaner air and livable cities. It is Asia’s largest and most prestigious air quality gathering.

In 2007, Clean Air Asia became a United Nations-recognized partnership comprised of 261 organizations in Asia and internationally, with seven Country Networks (Indonesia, Malaysia, Nepal, Pakistan, the Philippines, Sri Lanka and Vietnam).

Clean Air Asia is a registered non-stock, nonprofit organization headquartered in Manila, Philippines, with offices in Beijing, China, and New Delhi, India.
OUR MISSION

Clean Air Asia leads efforts to enable Asia’s 1,000+ cities to reduce both air pollution and greenhouse gases, particularly CO₂ emissions, and thereby contribute to more livable and healthy cities with blue skies and a low carbon footprint. We help to reduce emissions through policies, plans, programs, and concrete measures that improve air quality and reduce emissions from transport, industry, energy and other sources.

OUR APPROACH

- Actionable guidance for policymakers to reduce air pollution and greenhouse gases at city, national and regional levels
- High-level expertise in air quality management across Asia
- An ethos of partnership, collaboration and cooperation

OUR AIMS

- Decision-makers have the knowledge, data and tools to understand and address their air pollution challenges
- Improved cooperation among city, national and regional-level stakeholders
- The development and implementation of effective science-based and stakeholder-inclusive policies and programs
The Asia region has the highest number of air pollution-related deaths globally. Air pollution is responsible for 1 out of 8 deaths globally and 2.6M deaths from ambient air pollution in Asia (WHO).
Looking Back

Late 1990s
No regional institution or program to tackle air pollution existed in Asian cities.

2001
ADB, the World Bank and USAID launched the Clean Air Initiative for Asian Cities (CAI-Asia) as Asia’s leading air quality network. CAI-Asia was part of a global Clean Air Initiative to demonstrate and promote innovative ways of improving air quality through experience-sharing and the building of partnerships.

2004
CAI-Asia established Country Networks in China, Nepal and Sri Lanka, and in 2009 added networks in India, Indonesia, Pakistan, Vietnam and the Philippines.

2007
CAI-Asia was incorporated as a regional independent non-governmental organization, with Cornie Huizenga at the helm as the first Executive Director and Professor Jiming Hao from China’s Tsinghua University elected first Chair of the Board.

2008
CAI-Asia was officially recognized by the United Nations as a Type II Partnership, sharing the guiding principles of the World Summit on Sustainable Development. The CAI-Asia Partnership Chair is Elisea Gozun.

2002
The first Better Air Quality (BAQ) Conference was held in Hong Kong. The biennial event has become Asia’s largest air quality gathering, covering issues such as transport, energy, industry and climate change.

2009
Sophie Punte was appointed new CAI-Asia Executive Director and Robert O’Keefe of the Health Effects Institute was appointed new Chair of the Board.

2010
CAI-Asia expanded the scope of its activities beyond air quality to include climate change, which was reflected in its new mission statement: “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.”

2011
CAI-Asia marked 10 Years of partnership.

2012
CAI-Asia became “Clean Air Asia” and established four core programs: Air Quality and Climate Change, Low Emissions Urban Development, Clean Fuels and Vehicles, and Green Freight and Logistics.

2013
Clean Air Asia refocused its strategy and developed a 2013-2014 Business Plan to clarify its goals and have a greater impact with its four core programs. Bjarne Pedersen was appointed Clean Air Asia’s new Executive Director.

2014
Clean Air Asia launched two initiatives: The Integrated Programme for Better Air Quality in Asia (IBAQ Programme) to expand Clean Air Asia’s air quality work throughout the region, and the Cities Clean Air Partnership (CCAP) which aims to put more than 200 cities in Asia on the pathway to cleaner, healthier air by 2020.

2015
Clean Air Asia officially presented the “Guidance Framework for Better Air Quality in Asian Cities” to environment ministries from Asian countries at the Asia Pacific Clean Air Partnership Joint Forum. Clean Air Asia’s China office launched the landmark “China Air 2015: Air Pollution Prevention and Control Progress in Chinese Cities” report.
2015 was another exciting year for Clean Air Asia as we continued addressing one of the key challenges of our time: Air pollution. Our 2015 annual report gives an overview of some of our key initiatives and the progress we are making in helping governments and cities to mitigate air pollution and its detrimental effects on the environment and health of people in Asia.

One of the highlights of 2015 was the launch of our “Guidance Framework for Better Air Quality in Asian Cities”. The Guidance Framework equips countries and cities with knowledge and direction to effectively reduce air pollution, mapping out the steps and actions to be taken to improve air quality. We are now using the framework to build the capacity of cities across Asia with a focused but comprehensive capacity building program - efforts that we will expand in the coming years.

We launched our “China Air 2015: Air Pollution Prevention and Control Progress in Chinese Cities” report, the first of a series of reports to be produced annually until 2018 by Clean Air Asia’s China office as part of our “Promoting Science-Based and Stakeholder-Inclusive Air Quality Management in China” initiative. The report provides air quality data for 74 major cities as well as an evaluation of the pollution control policies of those cities - and we will be documenting progress (and where more progress is needed) in the next years.

We also started our Better Transport Data in Asia Project aimed at improving the availability and accessibility of data for stakeholders throughout the region. Covering 40 developing countries, the project will produce transport data and a model for each of the countries to help promote low emissions transport and mobility.

The Cities Clean Air Partnership (CCAP) membership base grew from eight in 2014, when it was launched, to 42 cities in 2015. The core of the initiative is the development of a certification scheme that will recognize the actions that cities take to improve air quality and increase opportunities for cities to learn from each other. We will be launching the certification scheme in 2016.

As an organization we continued our growth from 2014, while also implementing our long-term financial strategy ensuring that we will be a sustainable organization both in the near and long-term future. As we grew, we welcomed new staff across the organization, upgraded our IT infrastructure, including launching our Chinese AQM Knowledge Hub, and moved our China office to new and more suitable premises. As we continue our managed growth, we will also now focus on expanding our activities and office in India.

As we are looking forward to the monumental task of improving air quality across Asia, I would like to, together with Clean Air Asia’s Board of Trustees, extend a special thank you to our many supporters for their generous support, and I look forward to the work we will do together - and, more importantly, the impact we will have - in the coming years to achieve better air quality and more livable cities in Asia.
GOVERNANCE

Clean Air Asia is governed by its articles of incorporation, bylaws and operations manual approved by its nine-member Board of Trustees. The Board of Trustees, which meets quarterly, has oversight over Clean Air Asia.

ROBERT O’KEEFE, CHAIR
Mr O’Keefe is Vice-President of the Health Effects Institute, which assesses the health impacts of air pollution in developing countries. He is regularly called upon to address prominent institutions, including the Executive Office of the US President, the US Congress, the European Parliament, the National Research Council, the Institute of Medicine, ADB and the World Bank. A long-time environmental regulator, he also serves as a member of the US Environmental Protection Agency’s National Clean Air Act Advisory Committee.

CORNIE HUIZENGA, VICE-CHAIR
Mr Huizenga was instrumental in setting up Clean Air Asia and was its first Executive Director until December 2008. He is currently the Secretary General of the Partnership on Sustainable Low Carbon Transport (SLoCaT).

FRANCIS ESTRADA, TREASURER
Mr Estrada is the former Chairman of De La Salle University in the Philippines and former President of the Asian Institute of Management. For more than 30 years, Francis has been a prominent international investment banker, financial adviser and entrepreneur, specializing in Asia-related financial operations. He has set up several Asia-related financial institutions and commercial enterprises around the world.

ELISEA GOZUN
Ms Gozun was the former Presidential Assistant II on Climate Change and the former Secretary of the Department of Environment and Natural Resources in the Philippines. In 2007, she was recognized by UNEP as the Champion of the Earth for Asia and the Pacific.
MARY JANE ORTEGA
Ms Ortega is Special Advisor to and former Secretary-General of the Regional Network of Local Authorities for the Management of Human Settlements (CITYNET). She was also the second Vice-President of, and now Special Adviser to, the Global Executive Committee of ICLEI - Local Governments for Sustainability. From 1998 to 2007, she served three terms as Mayor of San Fernando City in the province of La Union, Philippines. She was also a steering committee member of UN Habitat and the UN Institute for Training and Research and the United Nations Advisory Committee of Local Authorities.

SHREEKANT GUPTA
Dr Gupta is Professor at the University of Delhi’s Delhi School of Economics, and Adjunct Professor at the National University of Singapore’s Lee Kuan Yew School of Public Policy. He was previously Director of the National Institute of Urban Affairs in New Delhi and Coordinating Lead Author for the Intergovernmental Panel on Climate Change. He specializes in environmental and natural resource economics, urban economics and public economics.

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

HE KEBIN
Dr He Kebin is Academician of the Chinese Academy of Engineering, and Dean and Professor of Tsinghua University’s School of Environment. With more than 25 years’ experience, he is a specialist in air quality management. He sits on various committees that advise government and organizations on air quality management in China. In 2015, he was elected to the Chinese Academy of Engineering in recognition of his achievements in environmental science.

YOSHIHIRO IWASAKI
Mr Iwasaki has been President of Iwasaki Kigyo K.K. since 2007, and Iwasaki Fudosan K.K. since 2009. He was Director-General of ADB’s South Asia Department and was Senior Economist of the International Monetary Fund’s Asia Bureau.
COUNTRY NETWORKS

INDONESIA
Forum Udara Bersih Indonesia (FUBI), or the Indonesia Clean Air Forum, is Clean Air Asia’s Country Network in Indonesia. FUBI is comprised of representatives from the government, the private sector and civil society and aims to promote policy dialogue among stakeholders for the development of environmentally sustainable transport strategies and policies.

NEPAL
Clean Air Network-Nepal (CANN) is Clean Air Asia’s Country Network in Nepal. CANN is an informal network of individuals, experts, national and international non-governmental organizations, government agencies and the private sector and aims to strengthen the public transport system, non-motorized transportation in Kathmandu, and the integration of co-benefits of air pollution and climate change mitigation.

SRI LANKA
Clean Air Sri Lanka (CleanAirSL) is Clean Air Asia's Country Network in Sri Lanka. CleanAirSL is a forum committed to the promotion of better air quality and livable cities and a reduction in air pollution and greenhouse gas emissions in Sri Lanka. It is comprised of representatives from government agencies, the private sector, non-governmental organizations, academia and development agencies.

PHILIPPINES
The Partnership for Clean Air (PCA) is Clean Air Asia’s Country Network in the Philippines. The PCA is a multi-sector network comprised of representatives from government, civil society, academic institutions and the private sector. PCA’s mission is to promote air quality management as a multi-stakeholder effort.

PAKISTAN
The Pakistan Clean Air Network (PCAN) is Clean Air Asia’s Country Network in Pakistan. PCAN aims to address air quality issues in Pakistan and promote better air quality management practices in urban centers.

VIETNAM
The Vietnam Clean Air Partnership (VCAP) is Clean Air Asia's Country Network in Vietnam. VCAP mobilizes individuals and organizations to take part in activities that improve air quality, protect public health and promote sustainable development.

MALAYSIA
The Malaysia Clean Air Network (MyCAN) was launched at Clean Air Asia’s Better Air Quality Conference in 2014. MyCAN is comprised of researchers, students and representatives from academia, governmental organizations and leading industries, who are working to improve air quality throughout Malaysia.
The Clean Air Asia Partnership is comprised of representatives from local and national governments, civil society, academic/research institutions, the private sector and development organizations who are committed to the promotion of better air quality management in Asian cities through:

- Encouraging the development and adoption of sound science as the basis of air quality management, sustainable transport, clean energy and urban development
- Stimulating the development and implementation of policies, programs and projects covering air quality, vehicle and industrial emissions, and energy use
- Fostering coordination and cooperation with other regional programs and initiatives related to air quality management, sustainable transport, clean energy and urban development in Asia

Clean Air Asia Partnership members include 45 city representatives, 34 government agency representatives, 121 representatives from NGOs and academia, 17 representatives from international development agencies and foundations, and 44 representatives from the private sector.

The Clean Air Asia Partnership is represented by the Partnership Council which, like the partnership itself, is multi-sectoral and provides inputs to Clean Air Asia's programs to ensure these continue to be relevant to each sector’s needs.

**CITIES:** Mary Jane Ortega (Chair) is Special Advisor to and former Secretary-General of the Regional Network of Local Authorities for the Management of Human Settlements (CITYNET). From 1998 to 2007, she served three terms as Mayor of San Fernando City in the province of La Union, Philippines.

**PRIVATE SECTOR:** MAHA Maschinenbau Haldenwang GmbH & Co KG (MAHA), Germany.

**NATIONAL GOVERNMENT:** Dr Elly Sinaga is head of the Greater Jakarta Transportation Agency in Indonesia.

**DEVELOPMENT AGENCIES AND FOUNDATIONS:** Roland Haas (Vice-Chair) is Programme Director of GIZ’s the Cities, Environment and Transport in the ASEAN Region Program.

**NON-GOVERNMENTAL ORGANIZATIONS AND ACADEMIC/RESEARCH INSTITUTIONS:** Wing-tat Hung is an Associate Professor at Hong Kong Polytechnic University’s Department of Civil and Structural Engineering and Director of the Conservancy Association, the longest-running environmental group in Hong Kong.

**DEVELOPMENT AGENCIES:** Choudhury Rudra Charan Mohanty is the UN Centre for Regional Development’s Environment Programme Officer/Coordinator.
CLEAN AIR ASIA TEAM

MANILA OFFICE

Bjarne Pedersen Executive Director
Glynda Bathan Deputy Executive Director
Art Docena Finance and Administrative Services Manager
Kaye Patdu Head of Programs
Rob Earley Transport Program Manager
Alvin Mejia Low Emissions Urban Development Program Manager
Chee Anne Roño Cities Clean Air Partnership Program Manager
Dang Espita IBAQ Senior Project Coordinator
Tanya Gaurano Environment Researcher
Candy Tong Environment Researcher
Kathleen Dematera Environment Researcher
Precious Benjamin Environment Researcher
Mark Tacderas Transport Researcher
Mark Ponce Communications Officer
Jerey Estrada ICT and Systems Officer
Raffy Madriaga Accountant
Catherine Hita Administrative Assistant
Jovy Coroña Executive Assistant
Mia Lauengco Program Assistant

CHINA OFFICE

FU Lu China Director
WAN Wei China Program Manager
ZHANG Weihao Environmental Researcher
LIU Mingming Director’s Assistant
WANG Qiuxia Communications Officer

INDIA OFFICE

Parthaa Bosu India Director
Sameera Kumar Transport Researcher
OF PEOPLE LIVING IN URBAN AREAS THAT MONITOR AIR POLLUTION ARE EXPOSED TO AIR QUALITY LEVELS THAT EXCEED WHO LIMITS

MORE THAN

80%
People in seven out of 10 cities in developing Asian countries breathe air that is dangerous to their health and detrimental to the environment. Levels of air quality management capacity vary widely throughout the region and have not developed at a pace sufficient to respond to the changing urban landscape and the rapidly evolving air pollution crisis.

Clean Air Asia, as the regional resource hub for air quality management training, is helping to strengthen the capacity of stakeholders through the Air Quality and Climate Change Program, supporting a range of initiatives at the subnational, national and regional levels.

The Air Quality and Climate Change Program has three components:

**THE GUIDANCE FRAMEWORK FOR BETTER AIR QUALITY IN ASIAN CITIES:** The operational core of the Integrated Programme for Better Air Quality in Asia (IBAQ Programme), the Guidance Framework provides cities and countries with the knowledge and direction needed to effectively reduce air pollution.

**A REGIONAL SYSTEM FOR KNOWLEDGE MANAGEMENT AND CAPACITY BUILDING:** A regional system to support Asian governments and cities in managing air pollution and greenhouse gas emissions is being established in partnership with universities, research institutions and NGOs.

**Supporting cities in the management of air pollution and greenhouse gas emissions:** Using a Clean Air Scorecard, Clean Air Asia assesses cities’ strengths and weaknesses, which shapes the development of policies and action plans. Our partners also provide expertise in building air quality management capacity.
2015 was a landmark year for Clean Air Asia’s Air Quality and Climate Change team with the official presentation of the “Guidance Framework for Better Air Quality in Asian Cities” to, and acceptance by, environment ministries from Asian countries at the Asia Pacific Clean Air Partnership Joint Forum in November in Bangkok during Asia Pacific Clean Air Week organized by the United Nations Environment Programme (UNEP). The Guidance Framework, the operational core of Clean Air Asia's Integrated Programme for Better Air Quality in Asia (IBAQ Programme), is organized around key areas of concern in the Asian region and equips countries and cities with the knowledge and direction needed to effectively reduce air pollution, mapping out the steps and actions to be taken by national and local-level policymakers and decision-makers to improve air quality.

Clean Air Asia continued to strengthen the air quality management capacity of Asian cities. For example, under the Breathe Easy Jakarta program, Clean Air Asia led an air quality monitoring network assessment and provided technical support for DKI Jakarta (the Special Capital Region of Jakarta) in operating and maintaining its air quality monitoring system. The assessment prepared DKI Jakarta for an air quality monitoring network upgrade that will then support the delivery of regular air quality updates to the public.

Our 2015 update of our air quality database now includes annual ambient air quality data on close to 500 cities in 17 Asian countries. The update was conducted under the ADB’s Mainstreaming Air Quality in Urban Development through South-South Twinning project. The database is Clean Air Asia’s contribution to the World Health Organization’s Outdoor Air Pollution Global Database.

May 2015 saw the first partnering between Clean Air Asia and the Philippines’ Environmental Management Bureau (EMB) for capacity building training. Following a request from the city of San Carlos, Clean Air Asia organized an “Emissions Inventory for Smaller Cities” workshop in Iloilo that enabled city-to-city learning through the sharing of knowledge and experiences in emissions control.

In 2015, Clean Air Asia consolidated our role as the regional training hub of the Train-For-Clean-Air (T4CA) training program. T4CA assists cities in the development and implementation of clean air plans and in making informed air quality policies and decisions.

T4CA training was held in August for officers and staff from Quezon City, Mandaluyong, Pasig, Muntinlupa and Manila in the Philippines on
“Profiling Two and Three-Wheelers for One Clean City: Developing Strategies to Curb Emissions from Transport”. The training enabled participants to analyze the trends and patterns of two and three-wheelers and contribute to the formulation of better-informed transport policies at the local level.

In October 2015, the Philippine Department of Environment and Natural Resources issued Special Order No. 2015-991 designating the Air Quality Management Section and the Environmental Education and Information Division under the EMB as focal offices for the implementation of T4CA in the Philippines. Under the Special Order, Clean Air Asia was officially recognized as the regional T4CA training hub to institutionalize the training program throughout Asia.

We concluded the six-year GIZ Clean Air for Smaller Cities in the ASEAN Region Project at a Regional Closing Workshop in Bangkok at which Clean Air Asia outlined a long-term sustainability strategy to ensure continued outreach to an anticipated 1000 cities in Asia within the framework of the ASEAN Working Group on Environmentally Sustainable Cities.
The Cities Clean Air Partnership (CCAP) is an initiative that seeks to address the challenges that cities face in improving air quality by making a clear business case that links air quality improvements to cities' economic and quality-of-life decisions. The core of the initiative is the development of a certification scheme that will recognize actions that cities take to improve air quality, increase opportunities for cities to learn from each other, collectively address issues, and make it easier to establish new collaborations with public and private stakeholders.

CCAP has been working with cities to understand where the greatest opportunities exist for taking action. CCAP’s membership base grew from eight in 2014, when it was launched, to the current 42 cities in Asia and the US: Baguio, Bangkok, Chiang Mai, Cochin (Kochi), Coimbatore, Colombo, Da Lat, Da Nang, Haiphong, Huai Khao Kam, Iloilo, Iskandar, Jakarta, Kabul, Kaohsiung, Kathmandu, Keelung, Kitakyushu, Kotte (Sri Jayawardenapura), Malang, Male, Matale, Mandalay, Nonthaburi, Osaka, Pasig, Santa Rosa, Shimla, Siem Reap, Singapore, Surabaya, Taichung, Tainan, Taipei, Taoyuan, Ulaanbaatar, Varanasi, Yokohama, Yogyakarta in Asia; and Philadelphia, San Diego and San Jose in the US.

August 2015 brought cities together in Washington D.C. to share experiences and build momentum to take action. Eight cities identified areas where they could learn from each other and were supported in taking forward actions. These ranged from understanding their emissions profile by developing an emissions inventory to taking actions to reduce emissions, such as increasing demand for non-polluting forms of transport.

Between September and November 2015, stakeholder consultations were organized to inform the development of the certification scheme on the sidelines of the following events: The Urban Environmental Accords Summit in Iloilo, Philippines, the Asia-Pacific Urban Forum in Jakarta, Indonesia, and the Asia-Pacific Clean Partnership Joint Forum in Bangkok, Thailand. Clean Air Asia also joined the ISEAL Alliance, the global organization for sustainability standards.
Asia is rapidly urbanizing, which is fueling growing mobility and energy demands. In order to decouple rising emissions from urban growth, the development of sustainable modes of transport and clean energy, and the implementation of policies and measures aimed at reducing air pollution and greenhouse gas emissions are required.

Clean Air Asia’s Low Emissions Urban Development Program is working with national and city governments to integrate “avoid-shift-improve” strategies, build awareness and capacity, promote campaigns designed to bolster investments in sustainable urban development, and improve walking and cycling infrastructure and policies.

The Low Emissions Urban Development Program has three components:

**MAINTSTREAMING LOW-EMISSIONS TRANSPORT STRATEGIES:** Clean Air Asia is helping national and city governments integrate low emissions transport strategies into policies and investments and into urban master plans.

**KNOWLEDGE MANAGEMENT AND EXCHANGES ON LAND USE, TRANSPORT AND ENERGY:** Clean Air Asia is building an exchange platform with development agencies, governments and other partners. We are collecting and analyzing data on transport and energy-related air pollution and greenhouse gas emissions, and developing land-use indicators.

**PLACING WALKABILITY HIGHER ON THE DEVELOPMENT AGENDA:** Clean Air Asia is extensively involved in non-motorized transport projects and is helping to develop community-based walking and cycling indexes and is supporting such initiatives as bike-sharing schemes and the building of greenways.
The availability of, and access to, reliable transport data is critical in ensuring that transportation policy and investment decisions are well informed. In 2015, Clean Air Asia began the Better Transport Data in Asia Project aimed at improving the availability and accessibility of transportation data for stakeholders throughout the region. The project, covering ADB’s 40 developing member countries (DMCs), prioritizes the collection, collation and curation of data and indicators to support the operationalization of ADB’s Sustainable Transport Initiative. It will also produce a transport model for each of the DMCs that will provide insights on future transport scenarios. Both the data and the models will be available to the public.

On request from the Philippine Department of Transportation and Communication (DOTC), Clean Air Asia set about determining the country’s transport-related Intended Nationally Determined Contributions (INDCs) to climate change mitigation. Clean Air Asia consolidated and analyzed the findings of technical studies related to climate emissions mitigation in the Philippines’ transport sector and inputs from a multi-stakeholder workshop, and provided recommendations for the formulation of transport-related INDCs. The Philippine Government subsequently submitted its INDCs to the United Nations Framework Convention on Climate Change (UNFCCC) in October 2015, with transport identified as a priority sector for climate change mitigation.

Clean Air Asia also began collaborating with Cambodia’s Ministry of Public Works and Transport to build capacity in conducting national and city-level road-transport greenhouse gas emissions inventories. The Greenhouse Gas Emissions Inventory and Mitigation Plan for the Road Transport Sector in Cambodia Project is also aimed at developing a city-level assessment of emissions and emission-reduction options for the city of Siem Reap.

With the aim of developing a financially sustainable, socially inclusive, and environmentally friendly walkability demonstration in Metro Manila, Clean Air Asia supported ADB in the development of a “greenways” concept for Ortigas Center - a major business district in Metro Manila - through stakeholder outreach for future project implementation.

In our neighborhood, we also managed a bicycle-sharing station set up at Pasig City Hall in Metro Manila, and collaborated with ADB and Pasig City to launch a range of sustainable transport initiatives, including car-free Sundays. Discussions with local governments from adjacent cities and with national government agencies throughout 2015 resulted in the development of a proposal for a metropolitan-wide bicycle-sharing network with the aim of advancing non-motorized transportation and a bicycle and pedestrian-friendly urban environment.
By 2035, there will be more than one billion vehicles in Asia, with an accompanying 400 percent rise in fuel consumption and CO$_2$ emissions. The gains that have been made in curbing air pollution will be offset by the increase in vehicle numbers. To address this issue, there is a need for tighter vehicle-emission, and fuel-quality standards for all vehicles in tandem with improved fuel-economy standards, policies and programs.

Clean Air Asia’s Clean Fuels and Vehicles Program is supporting countries in the development, strengthening and implementation of fuel-quality, vehicle-emission, and fuel-economy standards. It has created venues - such as the ASEAN Forum for Clean Fuels and Vehicles - that bring together governments, the private sector, development agencies, investors and civil society to advance policies at the regional level.

The Clean Fuels and Vehicles Program has three components:

**FACILITATING THE ADOPTION OF TIGHTER VEHICLE-EMISSION AND FUEL STANDARDS IN ASIAN COUNTRIES:** Clean Air Asia is working with national governments, industry and other stakeholders on the introduction of tighter standards with the aim of harmonizing standards throughout Asia.

**STRENGTHENING POLICY FRAMEWORKS FOR THE EFFECTIVE MANAGEMENT OF IN-USE VEHICLES:** Clean Air Asia is working with governments to improve vehicle inspection and maintenance systems, address imports and sales of polluting second-hand vehicles and engines, and phase out polluting vehicles.

**INTRODUCING CLEAN FLEET MANAGEMENT PROGRAMS FOR PUBLIC AND PRIVATE FLEET OPERATORS:** Clean Air Asia is developing tailored toolkits for bus and truck fleets, developing clean fleet management programs for bus, truck, corporate, government and other fleets, and building partner networks through which the programs can be rolled out.
Throughout 2015, Clean Air Asia continued to work towards the advancement of fuel-economy policies throughout the region, particularly in Southeast Asia.

Clean Air Asia assisted the Philippine Department of Energy in drafting an action plan for the development of a fuel-economy labeling program for light-duty vehicles. At the regional level, Clean Air Asia cooperated with GIZ and GFEI in exploring options for the formal integration of fuel-economy discussions within the ASEAN framework. Clean Air Asia also contributed to the inclusion of fuel-economy policies and standards and sustainable transport initiatives in ASEAN’s Kuala Lumpur Transport Strategic Plan 2016-2025.

Clean Air Asia also focused efforts on improving the jeepney sector in the Philippines. Clean Air Asia designed a framework for “monitoring-reporting-verifying” the impacts of the Nationally Appropriate Mitigation Action being developed by the DOTC, which is aimed at modernizing the jeepney sector and transforming the public transport sector in Philippines. Clean Air Asia also conducted activities that fed into a cost-benefit analysis of technology options for the jeepney sector, including previously overlooked impacts such as government revenue, employment and health.

In pursuit of the goal of advancing fuel-quality and vehicle emissions standards in the region, in March Clean Air Asia co-organized a session at the F+L (Fuels and Lubes) Week 2015 in Singapore entitled “Clean Fuels, Clean Vehicles Forum” involving key sectoral representatives from the public and private sectors. Clean Air Asia also presented at the Asia Clean Fuels Association’s Indonesia Technical Workshop which was aimed at helping the Indonesian government develop an action plan for the introduction of low-sulfur fuels and advance fuel-quality specifications.
Freight accounts for 35 percent 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-kilometers between 2000 and 2050. Trucks comprise 5 percent of vehicles but generate up to 60 percent of transport emissions. Most countries lack effective national programs and policies, financing mechanisms, data and methodologies to support the private sector in improving fuel efficiency and reducing emissions 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.

Clean Air Asia’s Green Freight and Logistics Program helped initiate the Global Green Freight Action Plan under the Climate and Clean Air Coalition’s Diesel Emissions Initiative, launching the Green Freight and Logistics agenda on to the world stage. The program continues to develop and lead green freight logistics concepts and projects in Asia, and is working towards a Regional Cooperation Agreement on Green Freight in Asia in cooperation with the United Nations Centre for Regional Development, the United Nations Economic and Social Commission for Asia and the Pacific, and other partners.

The Green Freight and Logistics Program has three components:

**ESTABLISHING REGIONAL AND NATIONAL GREEN FREIGHT PROGRAMS AND INITIATIVES:** Clean Air Asia is supporting implementation of the China Green Freight Initiative and working with other governments on the development of green freight programs.

**MOBILIZING A GREEN FREIGHT ASIA NETWORK OF PRIVATE SECTOR COMPANIES AND ASSOCIATIONS:** Clean Air Asia helped develop and expand the Green Freight Asia Network, is developing methodologies and tools for CO₂ measurement and reporting, is facilitating public and private stakeholder engagement, and is building a platform for technologies, capacity building and financing solutions.

**IMPROVE KNOWLEDGE AND DATA ON THE ROAD FREIGHT SECTOR TO INFORM POLICIES, PROGRAMS AND INITIATIVES:** To build confidence in green freight technologies and strategies, projects are being implemented in a range of countries in such areas as clean technologies and urban freight. Supporting the Environmentally Sustainable Transport Forum, a set of green freight indicators is being developed, as well as a database and processes to collect and report data from different Asian countries.
The reduction of black carbon and greenhouse gases from heavy-duty diesel engines is one of the areas of focus of the Climate and Clean Air Coalition to Reduce Short-Lived Climate Pollutants (CCAC), of which Clean Air Asia is a partner. Clean Air Asia supports the realization of the Global Green Freight Action Plan, which is aimed at developing new green freight programs, aligning and enhancing existing green freight efforts, and incorporating black carbon into such programs and efforts.

Clean Air Asia developed “Advancing Green Freight in Bangladesh: A Background Paper” to help guide the country towards a greener freight sector. The paper charts a possible course of action that, via public-private collaboration, addresses the existing challenges of overloading, poor access to technology, market fragmentation, a lack of data, inefficient inspection, maintenance and enforcement, and a low level of awareness about green freight solutions.

Clean Air Asia also helped advance green freight initiatives in Vietnam in 2015. In June, an “Online Freight Exchange Workshop” was held in Hanoi, jointly organized by Clean Air Asia and the Directorate for Roads of Vietnam (DRVN). Through discussion and experience-sharing, the workshop helped build knowledge about the application of online freight-exchange systems in Vietnam, where the DRVN is already undertaking a range of progressive green freight initiatives. In September, a “Green Freight Program Development” workshop was held in Hanoi, jointly organized by Clean Air Asia, the DRVN and USEPA. The workshop provided a platform for the exchange of insights on the development potential of green freight programs in Vietnam.

Clean Air Asia also turned the global spotlight on green freight and the benefits of low-carbon urban transport at the 21st session of the Conference of the Parties (COP21) to the UNFCCC in Paris at the end of 2015. Clean Air Asia took part in the Lima-Paris Action Agenda Focus Day on Short-Lived Climate Pollutants (SLCPs), addressing the pressing need to reduce SLCPs from the green freight sector. At the “Pathways to Sustainable Mobility through Local, National, Global and Industry Action” event, Clean Air Asia promoted the benefits of low-carbon urban transport interventions and their impact on air quality based on the collaborative work undertaken with the SOLUTIONS (Sharing Opportunities for Low carbon Urban transport) project. At the Transport Day “Break-out Session: The Role of Fuel Efficiency for Transport Modes in Achieving the 1.5°/2° C Objective”, Clean Air Asia outlined the policy context from a non-European perspective.
CAA TRACKS AIR QUALITY LEVELS IN 478 CITIES
In the past decade, Clean Air Asia’s China office has conducted 11 nationwide annual air quality management workshops, seven regional air quality management workshops and trainings, and 13 green transport-oriented workshops, and engaged more than 100 cities, including building the capacity of cities, promoting learning between cities, and providing input into national policymaking. Clean Air Asia further promotes Chinese city actions by objectively monitoring the implementation and progress of the policies that are being or will be enacted under the China National Action Plan.

Clean Air Asia’s China office is helping to build the air quality management capacity throughout the country at multiple levels and on multiple fronts. This work is backed up by comprehensive research on air quality.

In 2013, China moved decisively on air pollution with the adoption of the groundbreaking “Air Pollution Prevention and Control Action Plan”. Clean Air Asia followed this with the “China Air 2015: Air Pollution Prevention and Control Progress in Chinese Cities” report to objectively monitor the implementation and progress of the policies that are being or will be enacted under the Action Plan. We launched the report in November, the first of a series to be produced annually until 2018 by Clean Air Asia’s China office as part of the “Promoting Science-Based and Stakeholder-Inclusive Air Quality Management in China” initiative. The report provides air quality data for 74 major cities from 2013-2014, as well as the pollution-control policies of those cities, the three key regions (Beijing-Tianjin-Hebei Province, the Yangtze River Delta and the Pearl River Delta) and nationally, and analysis of Beijing and Shanghai’s experiences.

Volatile organic compounds (VOCs) pollution control is an emerging issue in tackling air pollution in China. Representatives from 19 provinces and 22 cities learned about technical tools, policy design and international and domestic experiences in controlling VOCs’ pollution emanating from the petrochemical, painting and ink industries at the 11th Annual China City Air Quality Management Workshop. Held in Dalian in October and co-hosted by the Foreign Economic Cooperation Office of the Ministry of Environmental Protection and Clean Air Asia, the workshop also delivered training and provided training materials on the investigation of VOCs sources and control technologies in the ink and painting production industries.

The development of emissions inventories is an important component of air quality management. At our Air Quality
Management and Emissions Inventory workshop in Shanghai in March, jointly organized by Clean Air Asia and the Shanghai Environmental Monitoring Center, more than 50 engineers and researchers from 16 organizations and experts from the US and Japan were able to share experiences in the progress being made, and in the application of, emissions inventories, and learn about the latest developments in this area. The Chinese-language version of the Guidance Framework for Better Air Quality in Asian Cities was also launched at the workshop.

The legal and technical challenges of emissions regulation were in the spotlight at the 5th Sino-US Workshop on “Motor Vehicle Pollution Prevention and Control - Vehicle Emission Control Enforcement”. The workshop, held in Beijing in October, brought together government officials and experts from both China and the US to discuss the establishment of, and improvements to, emissions monitoring systems and policy implementation. The workshop provided participants with a better understanding of the theoretical and practical techniques involved in testing emissions levels.

NGOs are instrumental in working with the government and other stakeholders in fighting against air pollution and climate change. Two workshops organized by Clean Air Asia in conjunction with the SEE Foundation and the China Association for NGO Cooperation helped to build the capacity of local NGOs in this area. The first workshop, held in May in Beijing, brought together more than 60 experts, academics and representatives from 20 environmental NGOs and was focused on policy measures, public engagement tools and information exchange in overcoming the challenges inherent in addressing air pollution. The second, held in September in Tianjin, was focused on the co-benefits of air quality improvement and climate change mitigation, and enabled the 79 participants from 36 organizations to learn about a range of toolkits on policy advocacy and awareness-raising.

Clean Air Asia and the Vehicle Emission Control Center of the Ministry of Environmental Protection also developed a technical booklet entitled “Best Practices of Diesel Vehicle Emission Reduction in China and Foreign Countries”, which was distributed to city environmental protection bureaus and has since become a valuable stakeholder tool.

Awareness-raising is a key component of Clean Air Asia’s China operations, particularly as air pollution is the leading environmental concern nationally. However, while the younger generation is well informed about the seriousness of air pollution and its health impacts, elderly people lack the same level of awareness. To address this knowledge gap, Clean Air Asia’s China office organized a series of activities in 2015, including partnering with the internet talk show “Big Problem” to produce a special episode on air pollution. The show had 1.3 million views within the first 24 hours; a month-and-a-half later, it had achieved more than 5 million views, demonstrating the level of public interest in air pollution and its impacts.

We also launched our online Chinese AQM Knowledge Hub - the first online knowledge hub to support Chinese environmental administrators, researchers and NGOs with air quality data, air quality management policy design, best practices and emission-control technologies. The Knowledge Hub includes a training center, policies and standards, domestic and international experiences, research and publications, and an air quality database, as well as a Help Desk to answer questions from local environmental administrators.
The overall objective of Clean Air Asia’s work in India is to improve air quality and contribute to more livable and healthy cities. The focus is on cities with high impact potential that can generate wider change.

India 2015 Highlights

Clean Air Asia is leading the regional push for green freight and was instrumental in helping to establish the Green Freight India Initiative with partners such as GIZ and DHL Deutsche Post as a platform for stakeholders to reduce emissions from within the sector. In 2015, the Green Freight India Working Group (GFIWG) was launched - an informal group of stakeholders working to streamline freight in India with representation from the government, industry, academia, carriers, shippers and NGOs. The GFIWG features core groups addressing the policy and the technical components of fuel efficiency and logistics. Through the GFIWG, Clean Air Asia continued to raise awareness about the impact of freight on air quality and energy security, and brought together a growing number of stakeholders in the development of solutions.

Clean Air Asia has been at the forefront of efforts to develop a model with which shippers and carriers can determine their carbon footprint and be provided with carbon-offset solutions. The model was tested in Tata Steel’s fleet of trucks and eco-driving training provided for drivers of truck-trailers at Jamshedpur. So successful was the initiative that at the end of the training fuel efficiency had improved by an average of 45 percent on pre-training levels, demonstrating the immense emissions-reduction potential of eco-driving training. Discussion with the National Institution for Transforming India Aayog (NITI Aayog) is now under way to scale up the initiative.

In 2015, Clean Air Asia’s India office provided support to FreightBazaar - an online freight brokering system that connects shippers and carriers, enables secure and transparent transactions and significantly reduces the number of empty truck trips - to revitalize and add a range of new features to the www.freightbazaar.com website, including improved analytics.
matching options, and a mobile phone app. The online portal is being showcased throughout Asia, and both Indonesia and Bhutan have expressed interest in replicating such a system.

In late 2015, the Reserve Bank of India certified Clean Air Asia's India office as a branch office of Clean Air Asia. It was previously classified as a liaison office. Our new strategy for our work in India will be launched in 2016.

LOOKING FORWARD

For the past 14 years, Clean Air Asia has been working on a range of fronts to improve air quality throughout Asia - a region bearing the brunt of the worsening problems of air pollution. In collaboration with national and local-level governments, the private sector, development agencies, academia and civil society, we have made significant gains in empowering countries and cities to improve their air quality management capacities to address the multiple sources of ambient air pollution and greenhouse gas emissions. We are driven by our mission to make Asia’s cities healthier and more livable places for all.

The urban population in the Asia Pacific region is growing faster than any other region in the world. By 2050, 64 percent of Asia’s population is forecast to be urban. This rapid rate of urbanization is bringing with it new challenges for cities in sustainably accommodating the industrial, energy and transportation needs of expanding urban populations. Looking forward, we will continue to work side by side with cities in addressing these burgeoning challenges. And we will continue to expand our efforts and our outreach, building new partnerships and engaging new stakeholders to collaboratively develop, hone and strengthen multi-faceted, targeted interventions, and to harmonize policies and standards throughout the region.

We will also continue to work with cities and countries in achieving the Long-Term Vision for Urban Air Quality in Asia, the aim of which is: “By 2030 air quality in Asian cities has made significant progress towards achieving WHO air quality guideline values through the implementation of comprehensive air quality management strategies.” And we will continue to support the realization of the United Nations’ Sustainable Development Goals, notably Goal 11: Make cities inclusive, safe, resilient, and sustainable; Goal 13: Take urgent action to combat climate change and its impacts; and Goal 3: Ensure healthy lives and promote well-being for all at all ages (Target: By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination).

We will continue to improve cities’ emissions inventories, air quality monitoring capabilities and the accuracy, reliability and availability of air quality data as prerequisites for the development and implementation of effective interventions. And we will continue to promote greater mobility within cities, improved public transportation, cleaner fuels and vehicles, and enhanced green freight initiatives. As Asia’s leading air quality network, we will holistically and responsively continue to build cleaner, greener cities throughout Asia; cities that are safe and healthy, that have a low carbon footprint, and that sustainably cater to the needs of the growing urban population.

This is the future we envision. And this where our efforts will continue to be focused in the years to come.
2015 FINANCIAL STATEMENT

We continued to implement our 2014 long-term financial strategy and our support and income increased by 27 percent from the 2014 level.

For the year 2015, support and income for Clean Air Asia amounted to US$2,903,200 which includes deferred grants from 2014 realized in 2015 and excludes grants received in 2015 applicable to future periods.

Corresponding Grant expenses amounted to US$2,074,300. Total Fundraising expenses of $83,900 and General and administrative expenses of US$515,500 represent 21% of total 2015 revenues (28% comparative figure for 2014).

Excess of revenues over expenditures for 2015 amounted to US$229,500 increasing to US$431,400 as of 31 December 2015.

Clean Air Asia’s 2015 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 2015, 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.

STATEMENT OF SUPPORT, INCOME, EXPENDITURES AND FUND BALANCE FOR YEAR ENDED 31 DECEMBER 2015

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<tr>
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<th>RESTRICTED /b</th>
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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.
**Allocation of Support and Income Revenues (in thousands)**

Total US $2.903 million

- **Grant Expenses** ($2,074.3) 71.4%
- **Fundraising Expenses** ($83.9) 2.9%
- **General and Administrative Expenses** ($515.5) 17.8%
- **Surplus** ($229.5) 7.9%

**Expenditures (in thousands)**

Total is US $2.674 million

- **Grant Expenses** ($2,074.3) 77.6%
- **Fundraising Expenses** ($83.9) 3.1%
- **General and Administrative Expenses** ($515.5) 19.3%

**Expenditures: Grant Expenses for Programs and Projects (in thousands)**

Total is US $2.074 million

- **Project implementation, remuneration and benefits** ($1,002.4) 48.3%
- **Sub-grants to third parties** ($622.9) 30.0%
- **Trainings, seminars and workshops** ($243.8) 11.8%
- **Travel and per diem** ($142.7) 6.9%
- **Third party services** ($53.4) 2.6%
- **Miscellaneous** ($9.1) 0.4%

**Expenditures: General and Administrative Expenses (in thousands)**

Total is US $0.515 million

- **Remuneration and benefits** ($168.4) 32.7%
- **Office rental and utilities** ($125.0) 24.2%
- **Travel and per diem** ($66.5) 12.9%
- **Third party services** ($81.2) 15.8%
- **Trainings, seminars and workshops** ($28.3) 5.5%
- **Depreciation and amortization** ($8.5) 1.6%
- **Miscellaneous** ($37.6) 7.3%
DONORS

AECOM
Asian Development Bank
Blacksmith Institute
Cambodia Climate Change Alliance
China Road Transport Association
Climate and Clean Air Coalition
Climate Works Foundation/Shakti Foundation
Energy Foundation
Faurecia Emissions Control Technologies
Fredskorpset Norway
German International Cooperation
Global Fuel Economy Initiative
Hanoi Urban Transport Development
International Business Institute
International Council on Clean Transportation
International Environmental Partnership (USEPA and EPAT)
Ministry of Environment Japan
Ministry of Public Works and Transportation Cambodia
Oak Foundation
Rockefeller Brothers Fund
SEE Foundation
Swisscontact Indonesia Foundation
The UPS Foundation
United Nations Centre for Regional Development
United Nations Environment Programme
UNEP Regional Office for Asia Pacific
World Bank
World Health Organization
Wuppertal Institute