Imagine Asia without air pollution. A place where people and the environment are free from the harmful effects of ever-worsening air quality and of climate change. A region where healthy cities and sustainable living, energy and transport are the norm and not the exception. To achieve this vision, we need to think big. And we need to act now.

At Clean Air Asia, we’re doing just that. We’re an international non-governmental organization leading the regional mission for better air quality and healthier, more livable cities throughout Asia. We work with partners to reduce air pollution and greenhouse gas emissions across Asia by building capacity, advocating for effective and appropriate policies and practice, and informing stakeholders of air pollution and climate change impacts. Our aim is to reduce air pollution and greenhouse gas emissions in 1000+ cities in Asia through a range of innovative policies and programs covering air quality, transport and industrial emissions, and energy use.

We’re using our expertise and networks to build the capacity of those who are at the forefront of the fight against air pollution, and are advocating for the implementation of evidence and science-based best policies and practices, and using data and knowledge to inform stakeholders and the public about air pollution, its sources and impacts, and co-benefits for climate change mitigation.

We’re linking the interconnected issues of air quality, climate change and health with the sustainable development agenda in support of the Paris Agreement and in achieving the UN Sustainable Development Goals, including developing a compelling case for action among stakeholders in developing Asian cities and countries.

While our vision for the region is daunting, it is achievable as it rests on our commitment to provide a needed platform for change that will not only enable, but also embolden local, provincial and national government agencies and communities to take urgent and necessary action. But we cannot do this alone. Our greatest strength is our partners – from cities, governments, universities and companies to development agencies and civil society. Their energy, insight, expertise and unrivaled potential to mobilize change are the foundation of what we will together achieve.

We’re also a member of multiple regional and international committees and forums, including the Air Quality Technical Working Group under the Regional Forum on Environment and Health, the Partnership for Clean Fuels and Vehicles, the Global Fuel Economy Initiative, 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, and the Urban Electric Mobility Initiative.

Our Better Air Quality Conference, a biennial event first held in 2002, brings together more than 1000 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.

Since 2008, we have been a United Nations-recognized partnership comprised of more than 250 organizations in Asia and internationally, with six Country Networks (Indonesia, Malaysia, Nepal, the Philippines, Sri Lanka and Vietnam). Our headquarters are in Manila, Philippines, and we have offices in Beijing, China, and New Delhi, India.
OUR VALUES

A multi-stakeholder approach: We are a multi-stakeholder-based organization and believe that a meaningful multi-stakeholder approach is a vital component of our success and the way we work.

An ethos of partnership: We believe collaboration and cooperation are key drivers of meaningful and lasting change.

Respect: We embrace diversity and equality and promote fairness and respect for all.

Commitment: We are committed to our organization and to the achievement of our mission.

Excellence: We always aim to exceed expectations and continually innovate and learn.

Independence: This is fundamental to our role as a trusted changemaker bringing stakeholders together around key areas of concern.

OUR APPROACH

Actionable guidance for administrators and 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

Facilitating the development and implementation of appropriate best policies and practices for clean air across Asia, building on both our and our partners’ knowledge and data

Linking the interconnected issues of air quality, climate change and health with the sustainable development agenda in support of the Paris Agreement and in achieving the UN Sustainable Development Goals, including making a compelling case for action among stakeholders in developing Asian cities and countries

Mitigating air pollution by building capacity at city and national levels that results in tangible reductions of air pollution and climate change impacts

Informing stakeholders and the public about air pollution and its impacts

Being an innovative, effective and sustainable mission-driven organization that responds to the air quality issues that matter the most, and adapts to new challenges as they arise
With nine out of 10 people throughout the world breathing polluted air daily, poor air quality is now the norm. Few are spared exposure to what must now be recognized as the world’s greatest environmental health risk. The air we breathe is claiming millions of lives each year, and our children have been bequeathed a world in which they are growing up inhaling a toxic cocktail of harmful pollutants that will have long-term health, social and economic ramifications for all societies.

The link between air pollution and climate change is also clear. The main sources of CO₂ emissions - the burning of fossil fuels - are not just key drivers of climate change, but are also leading sources of air pollutants. Our continued dependence on fossil fuels is generating more greenhouse gas emissions and contributing to global warming, as well as a continued decline in air quality.

At Clean Air Asia, we doubled our efforts in the fight for better air quality and the mitigation of climate change. We substantially expanded our work in China in 2018, including the launch of our BlueGull Partnership Program aimed at empowering and supporting local NGOs to take action on diesel exhaust pollution at the local level, with the 2018 focus on the control of shipping emissions. We also launched the China Air 2018 “Breakthroughs: China’s Path to Clean Air 2013-2017” report, a systematic analysis of China’s experience in air pollution reduction. Our teams in the Philippines and India continued to build on the progress they made the previous year in working with cities throughout the region to build air quality management capacity and lay the foundations for further development and implementation of Clean Air Action Plans.

2018 was also the year in which our new work stream on coal-fired powerplants and emissions standards really took off - first in Vietnam and the Philippines, with expansion of that work stream to Bangladesh and Pakistan planned for 2019.

While there are many challenges ahead, the momentum is building and positive steps forward are being taken in countries and cities that are proving successful. It is these successes that will serve as both inspiration and guidance in the coming years. We all have a role to play in improving air quality, and collaboration among all stakeholders will be essential. Support must be given to governments, cities and communities in making the transition. Ultimately, success will come with unity and the recognition that our strength lies in our shared vision, and our future in our shared responsibility.

“ULTIMATELY, SUCCESS WILL COME WITH UNITY AND THE RECOGNITION THAT OUR STRENGTH LIES IN OUR SHARED VISION, AND OUR FUTURE IN OUR SHARED RESPONSIBILITY.”

Bjarne Pedersen
GOVERNANCE

Board of Trustees:

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

Robert O'Keefe, Chair 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.

Mary Jane Ortiga is Special Advisor to and former Secretary-General of the Regional Network of Local Authorities for the Management of Human Settlements (CITYNET). She is also Vice-President of 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 United Nations Advisory Committee of Local Authorities.

Yoshihiro 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.

Elisea 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.

Carlos S. Rufino is Chairman of the Urban Land Institute in the Philippines and part of the leadership group of ULI Asia Pacific. Mr. Rufino is also President of the Net Group of Companies and Vice-President of the Management Association of the Philippines, and serves on the boards of Di La Salite University, the Philippines Daily Inquirer, Sunner Realty Development Corporation and V&R Buildings, Inc. He is also the honorary consul of Ghana in the Philippines.

Ma. Lourdes “Marides” Carlos Fernandez was elected mayor of Marikina City in Metro Manila in 2001, and was re-elected in 2004 and 2007. In 2008, she was shortlisted for the 2008 World Mayor Award. As Mayor of Marikina, she ushered in a paradigm shift in local governance from being a service provider to that of an economic manager which elevated Marikina to among the Best Managed Cities in the Philippines. She was also Vice-President of the National Capital Region in the League of Cities of the Philippines and was previously Deputy Secretary General for Luzon.

Dr. Kebin is an academic at 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.

Dr. Bindu Lohani is a member of the Advisory Council on Sustainability of Ingersoll Rand and was former Vice-President of the Asian Development Bank (ADB) for Knowledge Management and Sustainable Development and a member of the ADB's Management Team. Before joining ADB, he worked for the Government of Nepal and was Division Chairman of the Environmental Engineering Program at the Asian Institute of Technology in Bangkok.

Professor Jagan Shah is an architect, architectural historian and theorist trained at the School of Planning and Architecture in New Delhi, the University of Cincinnati, and Columbia University in New York. He has taught in the departments of Architecture, Urban Design and Architectural Conservation at the School of Planning and Architecture in New Delhi, and has served as Director of the Sushant School of Architecture in Gurgaon, and recently as Director of India’s National Institute of Urban Affairs.
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.

Clean Air Asia’s Country Network in Nepal, Clean Air network-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.

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.

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.

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.

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, 33 government agency representatives, 116 representatives from NGOs and academia, 17 representatives from international development agencies and foundations, and 38 representatives from the private sector.
More than 1000 people benefitted from our capacity building activities in 2018, including city officials, media, youth, and other national NGO’s. Our regional capacity building program based on our Guidance Framework for Better Air Quality in Asian Cities and our online IBAQ learning portal is proving popular, and we will continue to expand our online capacity building in the years to come.

In 2018, we also ventured into new areas and implemented a range of innovative approaches. We expanded our focus to include emissions from coal-fired power plants, working with government agencies in the Philippines and Vietnam to assess the emissions standards of stationary source emissions and establish the need for their revision.

And we deepened our involvement with local NGO’s, a highlight being the launch of our BlueGull Partnership Program in China. The BlueGull program aims to empower and support local NGO’s to take actions aimed at diesel exhaust pollution control at the local level. We selected four local NGO’s for which we provide both financial and technical support to work on improving local policy formulation and awareness-raising.

2018 was also a BAQ Conference year – our 10th – held in Kuching, Malaysia, which brought together more than 700 participants from 44 countries. Our BAQs are a highlight for the air quality community, featuring informative sessions, expert speakers, and interactive events and activities, and bridging the air quality, health and climate nexus to enable us to collectively meet the challenges ahead in the short, medium and long term.
Our biennial Better Air Quality (BAQ) Conference continues to go from strength to strength. Hundreds of participants from around the globe gathered in picturesque Kuching, Malaysia, in November for our 10th BAQ. The conference, co-organized by the Clean Air Forum Society of Malaysia (MyCAS), Malaysia's Ministry of National Resources and Environment, and the Natural Resources and Environment Board of Sarawak, was themed “Regional Action, Global Impact.” It showcased the pivotal role Asia is playing in air pollution mitigation, highlighting the technical innovations and solutions that are helping to steer the region in a more sustainable direction.

The focus on regional action was particularly timely and important given that there has been an acceleration in the factors that influence air quality in Asia’s cities, and in the corresponding capacity to manage them. With emphasis placed on solutions, 695 representatives from 44 countries - including the world’s most respected air quality specialists, officials from national and city governments throughout the region, industry experts, and academics - came together in a spirit of unity to explore the development of new approaches that will enable Asia to address the challenges presented by rapid urbanization, worsening air quality, and climate change impacts.

Speaking at the BAQ opening plenary, Clean Air Asia Executive Director Bjarne Pedersen said there was emerging consensus throughout the region of air quality as the big equalizer between the environment, health and climate change. “We’re starting to grasp the scale of the challenge that lies ahead of us,” he said. “Learning and collaboration among different stakeholders and different regions is needed to harvest solutions and learn.”

The call for united approaches was echoed by Malaysia’s Deputy Minister for Environment, Science, Technology, Environment and Climate Change, Isnaraissah Munirah Majlis, who said air pollution was everyone’s problem. “No government in the world can improve air quality by itself. We need to acknowledge our interdependence.”

During the three-day BAQ conference, there were a total of five plenary sessions and 36 breakout sessions, seven keynote messages and presentations, 112 oral presentations, and 48 poster presentations. There were also 32 pre-conference and post-conference events, and three launches: Our IBAQ Programme’s e-Learning Portal, a Fuel Economy Chatbot app, and a BreatheLife cities’ sign-up ceremony.

As the 2018 BAQ demonstrated, there is a willingness for stakeholders to work together more closely to combat air pollution. “There are positive steps forward being taken in countries and cities in Asia that are proving successful,” Mr Pedersen said. “It is these successes that will help inspire and guide the rest of us along our path to clean air.”
In recognition of the efforts and impact of two decades of progressive air pollution control measures in China’s capital, the Beijing Municipal Environmental Protection Bureau and its staff were the recipients of the prestigious Kong Ha Award for Excellence in Air Quality Management, presented at the 10th BAQ Conference.

Faced with extremely high levels of air pollution, from 1998 the Beijing Municipal Environmental Protection Bureau embarked on a series of ambitious and far-reaching multi-sector air pollution mitigation strategies, including improvements to energy and industrial infrastructure, vehicle pollution control, the upgrading of city management, ecological restoration, and the raising of public environmental awareness. Their commitment and dedication has resulted in continuous air quality improvements.

In the past five years alone, there have been a growing number of good air quality days, a drop in heavy pollution episodes, and drastic reductions in major pollutant concentrations. From 2013 to 2017, ambient concentrations of SO2, CO, NO2, PM10, and PM2.5 fell by 70.4%, 38.2%, 17.9%, 35.6% and 22.2% respectively. The ambient concentration of O3 is now following a similar downward trend. Their pollution control efforts also saw the average life expectancy of Beijing’s population rise from 76 years to 82 years in the past two decades, and achieved multiple other environmental, economic and social gains.

Beijing's leadership on air pollution and the success of the Beijing Municipal Environmental Protection Bureau’s initiatives are now internationally recognized and are serving as an example for other emerging economies and rapidly growing urban areas in Asia that are also grappling with poor air quality. With this award, we pay tribute to the diligence and dedication of the more than 1,100 staff at the Beijing Municipal Environmental Protection Bureau, who remain committed to ensuring blue skies are once again a familiar sight in the city.

"The Beijing Municipal Environmental Protection Bureau has been working on a day-to-day basis on the formulation and implementation of a range of air quality management policies and strategies, and has made clear and tangible differences through their efforts," said Clean Air Asia Executive Director Bjarne Pedersen.
AIR POLLUTION is responsible for 7 MILLION DEATHS GLOBALLY and 2.6 MILLION DEATHS in ASIA (WHO)
Ninety-eight percent of cities in low and middle-income countries with populations of more than 100,000 are suffering from heavily polluted air. Clean Air Asia, as the regional resource hub for air quality management training, is responding to the international call for action on air pollution and is helping to strengthen the capacity of stakeholders to improve air quality through our Air Quality and Climate Change Program. The program is supporting cities in the management of air pollution and greenhouse gases, building their capacity in key areas such as air quality standards and monitoring, emissions inventories, health impact assessment, air quality communication and clean air action plans:

- Helping cities throughout Asia build their capacity in the management of air quality and greenhouse gas emissions through training and capacity building, the provision of technical assistance, facilitating city-to-city cooperation, providing platforms for subnational and regional collaboration, and implementing certification programs.
- Helping cities throughout Asia develop and implement science-based clean air action plans and provide support for their implementation.
- Supporting the development and implementation of regional, national and subnational policies and practices that address key and emerging sources of air pollution (including stationary sources pollution control), and supporting governmental air quality management mechanisms.
- Providing support to ASEAN member states in implementing the roadmap on ASEAN Cooperation towards Transboundary Haze Pollution Control with Means of Implementation with the aim of achieving a haze-free ASEAN region by 2020.
- Providing learning resources on air quality and climate change, and informing and educating stakeholders about the status of air quality and its management.

The Air Quality and Climate Change Program has three outcomes:

- A Guidance Framework for Better Air Quality in Asian Cities: We’ve developed the landmark Guidance Framework - the operational core of the Integrated Programme for Better Air Quality in Asia - which provides cities and countries with the knowledge and direction needed to effectively reduce air pollution.
- A regional system for knowledge management and capacity building: We’ve developed a regional training system which supports Asian governments and cities in managing air pollution and greenhouse gas emissions, in partnership with universities, research institutions and NGOs.
- Support for cities in the management of air pollution and greenhouse gas emissions: Using our Clean Air Scorecard Tool, we’re helping to assess cities’ strengths and weaknesses, which is shaping the development of targeted policies and action plans.
2018 was a year of breakthroughs for our Air Quality and Climate Change Program, particularly in consolidating efforts at the city level to improve air quality management capacity. We intensified our focus on the cities we support, developing activities and programs that scale up impacts at the sub-national level, and we continued to build on our efforts to strengthen cities’ capacity in air quality monitoring, emissions inventories, air quality communications, and clean air action planning.

At the 2018 BAQ Conference we launched a number of new initiatives, including our landmark “Air Quality in Asia: Status and Trends 2018” report and an IBAQ Programme Learning Portal. Our inaugural “Air Quality in Asia: Status and Trends 2018” report provides an overview of the air quality in the region through spatial maps and a summary distribution of the number of developing and developed cities that can meet WHO Air Quality Guideline Values. It informs stakeholders about how and why we can continue the efforts to achieve cleaner, healthier air across the region. It also features information on the health impacts of ambient air pollution; the drivers of air pollution; the sources of urban ambient PM2.5 in each sub-region; a timeline of the development of PM2.5 standards and guideline values in Asian countries; air quality monitoring in Asia that shows the number of state-controlled monitoring stations throughout the region; a comparison of PM2.5 air quality indices in several countries; and air quality-related policies that have been implemented in Asia to highlight action to reduce air pollution.

Our comprehensive IBAQ Programme Learning Portal features a flagship e-course on the Guidance Framework for Better Air Quality in Asian Cities and online training courses and learning resources, including tools, references and case studies to supplement understanding of the key concepts and processes involved in air quality management. The portal is helping to expand the outreach of our capacity building efforts to more stakeholders in the region.

At the BAQ Conference, we also convened a Consultation Meeting on Regional Policy/Governmental Meetings on Urban Air Quality in Asia, with representation from 12 countries, non-governmental and inter-governmental organizations, research institutions, and UN agencies. Together with UN Environment, we agreed to work together to develop mechanisms to build communities of practice to continue dialogues on air quality management, and on continuous assessment of countries’ capacities and efforts to meet UN Environment Assembly resolutions and Sustainable Development Goals. This will further strengthen regional knowledge-sharing in response to emerging air quality management needs and challenges in the region.
At a BAQ pre-event, we conducted a training on "Integrating Co-benefits in Air Quality and Climate Change Policies" in collaboration with the Institute for Global Environmental Strategies. The training, for representatives of national, state and city governments and NGOs from Indonesia, Malaysia, Mongolia, Philippines, Sri Lanka, United Arab Emirates and Sri Lanka, enabled national and local policymakers to integrate co-benefits into climate change mitigation and air quality management policies.

And at a BAQ side event, we held a workshop on the "Pilot Delivery of the Training Toolkit on Urban Air Quality Management for Emerging Economies" in conjunction with UN Environment that focused on the Guidance Framework module on Clean Air Action Plans. Participants included representatives from Nairobi, Kenya, Côte d’Ivoire and Burkina Faso in Africa, and local government officials from Phnom Penh in Cambodia and Santa Rosa and Marikina City in the Philippines. The workshop equipped them with the skills needed to develop Clean Air Action Plans, including the identification of appropriate policy instruments and measures to address air pollution.

In 2018, we advanced the air quality and climate change action of seven Asian cities through the BreatheLife campaign, for which we are the regional coordinator. Throughout the year we welcomed Baguio, Santa Rosa, Iloilo and Marikina City in the Philippines, Kathmandu and Lalitpur in Nepal, and Can Tho in Vietnam to the BreatheLife network, which provides an opportunity for cities to showcase their air quality initiatives and successes globally. We supported Baguio and Santa Rosa’s Environment Management Office in allocating budgets for city-level emissions inventories, and facilitated discussions among environment and health offices as part of Clean Air Action Plan development. We are continuing to support Iloilo as it rolls out its Clean Air Action Plan. All three cities received our Cities for Clean Air Award at the BAQ Conference.
In Marikina City, we helped facilitate the development of a Clean Air Action Plan, including strengthening their air quality assessment capacity, emission source identification, health impact assessment, and the mainstreaming of air quality management in city development planning. Employing a multi-stakeholder, participatory approach, we partnered with the Philippine Department of Environment and Natural Resources (DENR), First Philippine Holdings, Inc., De La Salle University, Ateneo de Manila University, the University of the Philippines and Mitsubishi Motors Philippines, Inc. to conduct air quality monitoring, source apportionment, and emissions inventory for the city, demonstrating how such an approach can result in a comprehensive science-based Clean Air Action Plan.

2018 was also the year we launched a project focused on stationary sources of emissions in the Philippines, working with the DENR and international experts on tightening emission standards for coal-fired power plants to ensure the use of the best available technologies. We prepared a work plan for a review and revision of emission standards involving the DENR and other relevant agencies and stakeholders from industry, NGOs and academia. Baseline information on the national coal-fired power plant sector was also prepared to assist with the drafting of the methodology, and we supported the DENR in convening a technical working group to contribute to the process.

Our air quality work continued in Mongolia, where we focused on building the emissions inventory technical capacity of provincial governments. We conducted two trainings throughout the year in conjunction with the Asia Center for Air Pollution Research and with local support from the National Agency for Meteorology and Environmental Monitoring. Representatives from all of Mongolia’s 21 provinces took part in the trainings, which featured instruction on the use of an emissions inventory calculation tool specifically developed for Mongolia. The trainings support the implementation of national-level emissions inventory guidelines that are currently being developed with support from the IBAQ Program.

In Indonesia, we worked with city-level agencies in Bogor City on mainstreaming air quality measures in city development planning through the development of a Clean Air Action Plan. We convened a team of experts from the Association of Indonesia Municipalities, Bogor Agricultural University, and the Bandung Institute of Technology to facilitate Clean Air Action Plan development. A stakeholder consultation workshop held in December identified mechanisms for data consolidation and prioritization of measures for the action plan. As a result of our efforts, the local planning agency, BAPPEDA, committed to aligning the city’s air quality efforts with their climate change and sustainable development work. The Environment Agency also recognized the importance of the Clean Air Action Plan in air quality management efforts and expressed a commitment to the policy uptake of programs recommended in the action plan, and to use its recommendations to inform the preparation of its programs in the coming fiscal year.

And in Vietnam, we organized air quality monitoring and data management training for representatives from the Center for Environmental Monitoring, the Hanoi Department of Natural Resources and academia. The training enabled participants to gain a better understanding of air quality management and the role of air quality monitoring and data management in policy development, improve their knowledge and skills about air quality monitoring tools and methods, and data analysis and validation.
THE COSTS OF AIR POLLUTION TO HEALTH AND WELLBEING WORLDWIDE HAVE BEEN ESTIMATED BY THE WORLD BANK TO BE USD $5000 BILLION (WHO)
Transportation emissions continue to be a significant contributor to harmful air pollution in Asia, with rapid urbanization throughout the region fueling a growing demand for mobility that is leading to the doubling of motor vehicle fleets every five to seven years. Given that cities throughout Asia are already experiencing the world’s highest air pollution levels and are bearing the brunt of the associated health impacts, it’s vital to support the development of sustainable modes of transport and the implementation of policies and measures aimed at reducing air pollution and GHGs.

Our Sustainable Transport Program — covering the programmatic areas Clean Fuels and Vehicles, Low Emissions Urban Development, and Green Freight and Logistics — ensures a holistic and comprehensive approach to the mitigation of emissions from the transport sector. Our focus is on helping cities and countries adopt solutions such as walkability, cycling, the integration of transport into land-use planning, vehicle fuel economy and emissions standards, improvements in fuel quality, electromobility, in-use vehicles emissions management, and the adoption of green freight programs and practices. We’re also working to mainstream these solutions in policies and investments, and are strengthening governments’ capacity to collect and analyze transport data — a key component of policy planning and development.
MORE THAN

80%

of people living in urban areas

THAT MONITOR AIR POLLUTION ARE EXPOSED TO AIR QUALITY LEVELS THAT EXCEED WHO LIMITS
By 2035, there will be more than one billion vehicles in Asia, with an accompanying 400 percent rise in fuel consumption and CO2 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 standards in tandem with improved fuel economy standards, policies and programs.

Our Clean Fuels and Vehicles Program is supporting countries in the development, strengthening and implementation of fuel quality and vehicle emission standards and fuel economy policies and instruments. It has created venues 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 work streams:

• Facilitating the adoption of tighter vehicle emission and fuel quality 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, restrict 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.
the low Emissions Urban development Program has three work streams:

• Mainstreaming 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.

Clean Air Asia’s Low Emissions Urban Development Program is working with governments and cities at the policy level, particularly on the integration of “avoid-shift-improve” strategies (reduce or avoid the need to travel; shift to or maintain share of more environmentally friendly modes; improve the energy efficiency of transport modes and vehicle technology), building awareness and capacity, promoting campaigns designed to bolster investments in sustainable urban development, and improving walking and cycling infrastructure and policies.

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.

SUSTAINABLE TRANSPORT
Green Freight and Logistics

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.

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.

Sustainable Transport

Green Freight and Logistics Program has three work streams:

- 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.
- Improving 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.
98% of cities in low and middle-income countries

100,000 inhabitants do not meet WHO air quality guidelines
2018 was a milestone year for Clean Air Asia in China. In March, we became one of the first foreign NGOs to be officially registered in the country, with the Ministry of Environmental Protection as our professional supervisory organization. Our registration means we can now accelerate our work in China by helping Chinese cities on a path to better air quality.

In 2018, our China team launched 13 projects, with seven completed by the end of the year and six to be concluded in 2019. Our work has had particular impact in three key areas: informing stakeholders in China and Asia about the main experiences in China in the past five years that have resulted in air quality improvements, and making recommendations for mid and long-term clean air actions; the creation of the new multi-year BlueGull Partnership Program, in which we collaborate with local NGOs on vessel and port emissions control; and providing three air quality management trainings for 488 officials and technical staff from local environmental authorities from 21 provinces and 66 cities on the three main issues facing Chinese cities: ground-level ozone emission control, heating season emission control and emergency response, and emissions inventory development and application.

Our efforts at informing stakeholders in 2018 included the launch of three major reports. Our “Breakthroughs: China’s Path to Clean Air 2013-2017” report, launched during the China Blue Sky Forum at the BAQ Conference, summarizes and analyzes the major air pollution prevention
and control measures undertaken by China from 2013 to 2017 when the landmark Action Plan for Air Pollution Prevention and Control was implemented. It found that China’s air pollution control policies had achieved large-scale air quality improvements in more than 300 Chinese cities in the past five years while its economy continued to steadily grow, demonstrating that China’s efforts and innovations in controlling emissions from coal, high-polluting and energy-intensive industries and vehicles have contributed to a major reduction in air pollution.

Our “China Air 2018” report, also launched at the China Blue Sky Forum, tracks the progress of the air quality status and policies that were enacted and their implementation at the national level in three key regions and 338 cities in China in 2017 and between 2013 and 2017. The report resulted in high-level policy recommendations for mid and long-term clean air actions being communicated to central government agencies, the government being held accountable to the public for clean air, improved cross-city learning, and stakeholders beyond the government and in other parts of the world learning about China’s responses to air pollution.

And our “Evaluating the Implementation of Air Pollution Prevention and Control Action Plan in Chengdu” report, also launched and distributed at the BAQ Conference, evaluates the effectiveness of clean air actions in Chengdu from 2013 to 2017. It informed stakeholders in Asia about the city-level actions and experiences that resulted in substantial air quality improvements.

We also organized a dedicated China Forum that drew more than 160 participants from 27 countries and a China Pavilion at the BAQ Conference to share China’s experiences in air quality improvements from 2013 to 2017. Twelve Chinese experts gave presentations on the experience gained and the lessons learnt in the development of Clean Air Action Plans, implementation and assessment, coal consumption and emissions control, and mobile source pollution control.

Shipping emissions control is relatively new and challenging in China, and enlisting the participation of civil society has the potential to create change. In August, we launched the BlueGull Partnership Program, which is aimed at empowering and supporting local NGOs to take action on shipping emissions. It is the first program of its kind in China to have an international NGO train and support local NGOs. Throughout the year, 21 local NGOs were trained, and 11 NGOs submitted project proposals, from which four were selected to provide financial and technical support for project implementation. The chosen projects were designed to improve the formulation of local policies, policy implementation, public participation and awareness raising in provinces and cities.

In July, we organized a clean diesel media workshop on air pollution from ports and vessels involving 27 journalists. The training resulted in more than 340 media articles being published and in turn making the “Battle for Blue Skies on the Rivers and Seas” a hot media issue, and increased awareness about the issue among Chinese mainstream journalists.

2018 also saw the launch of monthly Clean Air Asia “Air Quality Management Knowledge Hub” columns in China Environment News, a daily newspaper managed by Ministry of Ecology and Environment (MEE). The objective is to share international air quality management experiences with the newspaper’s main reader groups - MEE officials and local environment authorities. Since the column’s launch in July, nine articles have been published, focusing on transport sector emissions control and ozone pollution control in the US, Europe and Japan.
Our team in India continued to build on the progress they made the previous year in working with cities throughout the country to build air quality management capacity and lay the foundations for further development and implementation of Clean Air Action Plans.

Throughout 2018, four air quality management awareness workshops were held in Dehradun, Tricity (Chandigarh, Mohali, Panchkula), Jabalpur and Bhopal to stimulate dialogue on air quality and raise awareness among officials on the need for improved air quality management. More than 200 officials took part in the workshops, which resulted in the development of Clean Air Action Plans in Dehradun and Bhopal facilitated by our India team. Plans were also prepared for Agra and Bhubaneshwar following workshops held in the wake of the national government’s announcement of a National Clean Air Action Plan in September 2018, which required 102 cities to prepare Clean Air Action Plans.

Our team also conducted air quality management training for city officials in Guwahati in partnership with the city’s local municipal corporation as part of our broader Advancing Better Air Quality in Indian Cities strategy. Fifty representatives from a range of sectors, including air quality monitoring, waste management, transport and local urban development, took part in the training, which resulted in the city expressing interest in developing a Clean Air Action Plan and integrating air quality into its urban development strategy.
In partnership with the Japanese Embassy in India and Faurecia, we organized a city roundtable focused on Technology Solutions for Better Air Quality. The roundtable explored technology solutions for cities to support clean air mitigation efforts and sparked interest from cities in exploring technology solutions. Several follow-up meetings were held between cities and different technology providers.

Our India team’s efforts also included a peer review of their “Air Quality Management in India Status of 30 Cities” report, which involved assessments of the air quality management capacity of all 30 cities. The draft report was reviewed by 20 experts from different fields, including the Swiss Agency for Development and Cooperation, the Department of International Development, the Central Pollution Control Board and the Delhi Pollution Control Committee.

Providing inputs to the National Clean Air Programme, our team, in partnership with the US Mission in India, also launched a clean air video challenge project for youth that elicited important educational and resource material on air pollution and helped raise awareness about air quality issues. In preparation for the project, youth were given training in special sensitization and technical workshops. Our Youth Clean Air Network (YCAN) prepared the videos and accompanying communication products.
AIR POLLUTION is a major contributory factor to the epidemic of noncommunicable diseases, accounting for between one-quarter and one-third of the burden of stroke, heart attack, lung cancer and chronic obstructive pulmonary disease, and more than one-half of deaths due to pneumonia in childhood (WHO)
2018 Financial Statement

2018 was a good year for Clean Air Asia, modestly increasing revenues by 11.5 percent from the 2017 level and maintaining positive financial results. The main revenue growth in 2018 was increased activities in China, with our office fully operating as a registered representative office in China.

Support and income revenues for 2018 amounted to USD $2,770,719, which includes deferred grants from 2017 realized in 2018, and excludes grants received in 2018 applicable to future periods.

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Corresponding Grant expenses amounted to USD $2,203,589.

Total fundraising expenses were USD $83,773, and General and administrative expenses were USD $480,170, representing 20 percent of total 2018 revenues.

Excess of revenues over expenditures for 2018 amounted to USD $3,187. The fund balance as of December 2018 amounted to USD $497,418, including net gains related to Remeasurement of staff retirement obligations as of 2018.

Clean Air Asia’s 2018 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 ending December 31, 2018, which is presented in accordance with Philippine Financial Reporting Standards (using an accrual basis of accounting) adopted from pronouncements issued by the International Accounting Standards Board. Our audited financial statements are available at https://cleanairasia.org/annual-reports/.

Statement of Support, Income, Expenditures and Fund Balance
For the year ended 31 December 2018

<table>
<thead>
<tr>
<th>Support and Income</th>
<th>Unrestricted a</th>
<th>Restricted b</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Support</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grants</td>
<td>513,736</td>
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<td>513,736</td>
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<tr>
<td>Membership over</td>
<td>10,000</td>
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<td>10,000</td>
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<tr>
<td>Other income</td>
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</tr>
<tr>
<td>Expenditures</td>
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<tr>
<td>Grant Expenses</td>
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<td>2,203,589</td>
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<tr>
<td>Fundraising Expenses</td>
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<tr>
<td>General and Administrative Expenses</td>
<td>480,170</td>
<td>480,170</td>
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<tr>
<td>Excess of Support and Income Expenditures</td>
<td>3,187</td>
<td>—</td>
<td>3,187</td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Comprehensive Loss</td>
<td>9,024</td>
<td>—</td>
<td>9,024</td>
</tr>
<tr>
<td>Remeasurement of Retirement Obligation /c</td>
<td>—</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>Fund Balance at Beginning of Year</td>
<td>485,207</td>
<td>—</td>
<td>485,207</td>
</tr>
<tr>
<td>Fund Balance at End of Year</td>
<td>497,418</td>
<td>—</td>
<td>497,418</td>
</tr>
</tbody>
</table>

| ALLOCATION OF SUPPORT AND INCOME REVENUES (IN THOUSANDS) - TOTAL IS $ 2.771 MILLION |
|---|---|---|
| Support and Income | General and Administrative Expenses | Total |
| Grants             | 2,203,6 | 21.9% |
| Membership over    | 480,2  | 4.6% |
| Other income       | 25.4% |
| Expenditures       | 9,024  | 3.0% |
| General and Administrative Expenses | 485,207 |
| Excess of Support and Income Expenditures | 3,187 | 1.6% |
| Other              | 9,024  | 3.0% |
| Comprehensive Loss | 485,207 |
| Remeasurement of Retirement Obligation /c | — |
| Fund Balance at Beginning of Year | 485,207 |
| Fund Balance at End of Year | 497,418 |

| EXPENDITURES: GRANT EXPENSES FOR PROGRAMS AND PROJECTS (IN THOUSANDS) - TOTAL IS $ 2.204 MILLION |
|---|---|---|
| Project implementation, remuneration and benefits | 17.4% |
| Sub-grants to third parties | 3.0% |
| Trainings, seminar and workshops | 21.9% |
| Travel and per diem | 15.9% |
| Third party services | 6.9% |
| Office rental and utilities | 1.6% |
| miscellaneous | 0.4% |
| Depreciation and amortization | 2.2% |
| Support to country networks | 0.8% |

| EXPENDITURES: GENERAL AND ADMINISTRATIVE EXPENSES (IN THOUSANDS) - TOTAL IS $ 0.480 MILLION |
|---|---|---|
| Remuneration and benefits | 1.6% |
| Office rental and utilities | 18.3% |
| Third party services | 17.4% |
| Travel and per diem | 15.9% |
| miscellaneous | 3.0% |
| Depreciation and amortization | 0.4% |
| Support to country networks | 0.8% |

Notes:

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.

c Actuarial losses from experience adjustments and changes in assumptions used in actuarial valuation of staff retirement obligations.
APM Engineering  
Asia Pacific Air Quality Group Pte Ltd  
Asian Clean Fuels Association  
Asian Development Bank  
ClimateWorks Foundation  
Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ)  
Energy Foundation  
Faurecia Clean Mobility/Faurecia Emissions Control Technologies Development (Shanghai) Company Limited  
FIA Foundation  
Horiba Instruments Singapore Pte Ltd  
Industrial Economics, Incorporated-U.S. EPA  
Institute for Global Environmental Strategies  
IQAir China  
MAHA Maschinenbau Haldenwang GmbH & Co. KG.  
Ministry of Environment Japan  
Ministry of Public Works and Transportation Cambodia  
Natural Resources Defense Council  
Oak Foundation  
Rockefeller Brothers Fund  
Shakti Sustainable Energy Foundation  
Shell Eastern Petroleum (Pte) Ltd  
Stockholm Environment Institute  
The UPS Foundation  
Toyota Motor Asia Pacific Pte. Ltd.  
U. S. Embassy in Delhi  
United Nations Development Programme  
Urban Emissions  
Vaisala Oyj
Despite the prevalence and growing awareness of air pollution throughout Asia, as the last millennium drew to a close there existed no regional institution or program aimed at improving air quality in Asian cities.

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 of Trustees.

CAI-Asia, with support from the GIZ, began implementing the "Clean Air for Smaller Cities in the ASEAN Region" project aimed at empowering smaller cities to develop and implement "Clean Air Action Plans" with stakeholder participation.

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."
The BAQ Conference was held in Singapore.

CAI-Asia marked 10 years of partnership.

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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. The BAQ Conference was held in Hong Kong.

Cleaning 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 precursor to the current Clean Air Asia Air Quality Certification Program, the Cities Clean Air Partnership. We were identified as the Regional Training Hub on Air Quality under the framework of the ASEAN Working Group for Environmentally Sustainable Cities. The BAQ Conference was held in Colombo, Sri Lanka.

CAI-Asia launched a new organizational strategy that enables us to take the fight against air pollution to a new level. We consolidated our Clean Fuels and Vehicles, Low Emissions Urban Development, and Green Freight and Logistics programs under the overarching Sustainable Transport Program, ensuring a holistic approach to mitigating transport emissions. We were appointed the official Asia coordinator for the global BreatheLife campaign.

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. We also organized the 1st Clean Fuels and Vehicles Forum in the ASEAN Region, supporting the efforts of ASEAN working groups on land transport, environment and energy.

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