

ANNUAL REPORT

年
報

7/2014 -
6/2015



MISSION STATEMENT **CLEAN UP HONG KONG'S AIR**

VISION

OUR AIR. OUR HEALTH.

— Clean Air Network is an independent NGO that encourages the public to speak out about the health impacts of air pollution.

BOARD OF DIRECTORS

Chairman & Treasurer : Mr. Stephen Wong

Secretary : Dr. Anthony Ng

Board Members: Ms. Joanna Ooi, Mr. Markus Shaw, Mr. Simon Ng

Advisor: Ms. Lisa Genasci

MESSAGE FROM

CHAIRMAN AND CEO

Accelerated awareness and a sense of urgency for tackling air quality issues is now under the global spotlight, thanks to the joint efforts of organisations, academia, corporations, media and governments.

Here in Hong Kong, we have seen a growing momentum for the clean air movement, of which – we are proud to say – Clean Air Network (CAN) is in the forefront, sparing no effort in creating community engagement campaigns to raise public awareness about air pollution, and in actively lobbying for substantial changes.

At Clean Air Network, we are delighted to share with you the efforts of the organization, and all the important milestones we have achieved during the fruitful period of 2014-2015.

We are particularly proud of two phenomenal successes in reducing roadside and ship emissions.

Diesel exhaust emitted from motor vehicles is one of the biggest threats to public health and living quality, especially to those who work, live and commute by the roadside. CAN successfully initiated public discussion on sustainable transport models, and one of the proposals is transforming Des Voeux Road Central (DVRC), a pivotal area in the Central Business District of Hong Kong, into a car-free precinct with clean air and multi-functional public space. Thanks to the efforts to the team, what at first seemed an impossible vision has become a widely supported and discussed movement.

Ship Emissions Control is another breakthrough that not only helps ensure that people in Hong Kong enjoy better air quality; it also sets an example for the Pearl River Delta.

According to our statistics and records, the air quality of the affected area has been significantly improved since the commencement of the Ship Emissions Control; which encouraged us to heighten our efforts in tightening related policies.

We have made progress, but the job is not done. Each of us has a role to play, and we owe a duty to present and future generations to contribute for cleaner air and better life.



STEPHEN WONG
Chairman



PATRICK FUNG
Chief Executive Officer

OUR AIR. OUR HEALTH.

— **IN 2009, WE PIONEERED THE AIR QUALITY MOVEMENT IN HONG KONG.**

In 2009, Clean Air Network was established as a pioneer in Hong Kong's air quality movement.

Primarily caused by roadside and marine emissions and the 'street canyons' trapping it around us, air pollution not only poses threats to our health; it also puts profitability of our companies and Hong Kong's economy at risk. Simply put, air pollution affects each of us, and its impacts are accelerating. Yet at Clean Air Network, we believe that together we can solve this problem.

We see three ways to do this: to build knowledge and understanding among experts and the public; to identify, connect and amplify the resources from stakeholders in Hong Kong and worldwide; and to find and advocate sustainable solutions that our government can put into action.

In the future, we also seek to champion smarter transportation management and better urban planning. Driven by a fundamental commitment to using civic exchange to achieve lasting impacts, our approach to achieve these goals remain flexible.

As the policy dialogue constantly evolves, we too must stay nimble to adapt and to remain effective. Our strength lies in our strategic approach, proven commitment and established network.

ABOUT

OUR STRATEGIES

3

WAYS TO CLEAN UP HK'S AIR

- Knowledge Building
- Strategic Collaboration
- Identification & Advocacy of Sustainable Solutions

2

FOCUSES

- Policies & Related Issues
- Public Awareness

ROADSIDE EMISSIONS

— Clean Air Network firmly believes that a demand-led transport management is the only effective solution to the ever-accelerating traffic congestion, and thus to reduce roadside air pollution. We envision a low-emission public transport model that prioritises pedestrian paths and cycling networks. An electronic road pricing system should also be implemented.

CAN calls for Transport and Housing Bureau to pick up the baton and clean up the air with Environment Bureau. We proposed a sustainable innovative system of transport development, in order to shift people's perspective of transport models.

5 STRATEGIC GOALS SUSTAINABLE TRANSPORT

- 1** Sustainable planning setting up low emission zone
- 2** Improving pedestrian environment in developed areas, such as to transform Des Voeux Road Central as pedestrian space
- 3** Developing cycling as a practical commuting mode in short to medium distant, to be connected with the public transport system
- 4** Implementation of Intelligent Transportation Systems which enables commuters to make well-informed commuting options and reduces the need to depend on individualized transport
- 5** Actions to tackle marine pollution emissions, such as proposing a mandatory switch of fuel to less than 0.5 percent sulphur when ocean going vessels at berth

COLLABORATE STRATEGICALLY

2015.4.30 — DVRC'S PLAN SUBMISSION

The Hong Kong Institute of Planners, City University of Hong Kong, Civic Exchange and MVA Hong Kong Limited, released a proposal to revitalize Central in 2014. Des Voeux Road Central (DVRC), between Pedder Street and Morrison Street, would become a green “tram and pedestrian precinct”. A study conducted by City University of Hong Kong found that DVRC is with the highest level of air pollution among neighboring roads due to the Street Canyon Effect.

Given such proposal and findings, CAN called for the government to consider the plan to transform DVRC for the purpose of encouraging walking as a feasible and attractive commuting mode instead of relying on motor vehicles.

IDENTIFICATION & ADVOCACY OF SUSTAINABLE SOLUTIONS



2015.1.25 RAISED AWARENESS TO HK MARATHON RACE

CAN expressed the following suggestions to organisers of the Standard Chartered Marathon:

- Installing additional sensors along the 10-kilometre running route for more effective and accurate air monitoring; and
- Extension of car-free zones to longer hours to further promote the image of Hong Kong as an environmentally-conscious world city.



2015.5.12 PETITION TO TRANSPORT BUREAU

CAN delivered a petition to Transport and Housing Bureau, which urged for:

- full consideration of pedestrians rights in transport planning; and
- a comprehensive transport study to evaluate the environmental impacts of each transport mode.

SHIP EMISSIONS

MANDATORY FUEL SWITCH FOR OCEAN-GOING VESSELS AT BERTH

Ship emission has become the largest source of air pollution in Hong Kong, and ocean-going vessels are the major culprit among all types of vessels.

Different approaches have been investigated to reduce ship emissions, one of the key approaches is to legislate a mandatory fuel switch for ocean-going vessels at berth.



BUILD KNOWLEDGE

COLLABORATE STRATEGICALLY



2014.8.25 — ANIMATION ON MARINE POLLUTION

Ocean-going vessels are Hong Kong's main pollution source. CAN released an animation 'Ocean-going vessels: moving power plants in the harbour' to inform Hong Kong people. Also to urge both Hong Kong and Guangdong governments to set up emissions control area (ECA) in the Pearl River Delta, alongside measures to reduce air pollutants.



2014.10.28 MEDIA TOUR FOR STUDYING MARINE EMISSION

Invited journalists to join CAN for a investigative boat tour to the ports, where they witnessed the severity of ship emissions.



2015.3.1 — REVEAL THE TOXICITY OF MARINE POLLUTION

Public health professor Dr. Tian Linwei, residents of Kwai Chung and local artists joined CAN for a field tour to study the issues of ship emissions – the number one air pollution source in Hong Kong. The boat tour along the coastal area discovered that cargo and passenger marine vessels have become the biggest source of sulphur dioxide (SO₂) and respirable suspended particulate emissions since 2011.

Despite an overall drop in atmospheric SO₂ concentration in Hong Kong, 2014, Kwai Chung District recorded the highest level of SO₂ concentration – it was 148 times of World Health Organization (WHO)'s 24-hour standard.

57 visits of cruise ships were scheduled to berth at Kai Tai Terminal throughout 2015, twice the number recorded in 2014. Given the fact that the terminal is close to residential areas, it poses critical health threats to residents and workers in East Kowloon. Studies have shown that shipping-related PM emissions are responsible for about 60,000 cardiopulmonary and lung cancer deaths globally each year. Most of such cases occurred in coastal areas.



2015.3.29 — KAI TAK ART PICNIC

Over a hundred people participated at Kai Tak Arts Picnic organised by CAN – a one-day event comprised of community art exhibition and lawn experience activities on Kai Tak Runway Park. With 'Reclaiming Clean Air' as the theme, the event aimed to raise public awareness about the concept of sustainable transport planning and marine emissions of the new development area in Kai Tak and East Kowloon.

IDENTIFICATION & ADVOCACY OF SUSTAINABLE SOLUTIONS



2015.6.1

PROTEST AGAINST ABANDANCE OF ONSHORE POWER SUPPLY

According to the 2012 Emission Inventory for Hong Kong published by the Environmental Protection Department, ocean-going vessels became the number one source of producing respirable suspended particulates, nitrogen oxides and sulphur dioxide directly affecting people's health in Hong Kong.

Sum Yin Kwong, former CEO of Clean Air Network, said "The social benefits of installing onshore power supply outweighs the cost of its construction. Given the proximity of the pollution source from Kai Tak to the Kowloon East residents, the government should install onshore power supply at once to protect their health."

CAN also called for the government to consider other measures in the future, such as tightening standards for fuel switch at berth to to 0.1 percent sulphur content, and set up emission control area in Pearl River Delta water , so as to reduce public exposure of toxic air.

OUR MILESTONES

- In the first week after the official implementation of fuel switch at berth, CAN recorded significant improvements in the concerned areas. Both the number of hours exceeding World Health Organisation (WHO) standard and average pollution concentration has dropped.
- CAN has been advocating for a clean fuel switch at berth, among other organizations and academics. With our sustaining effort and collaboration of the operators, , the government finally announced the mandatory fuel switch at berth, to be tabled at the Legislative Council in March 2015. The regulation took effect on 1st July 2015.

SUCCESS IN RISING STANDARDS REPLACEMENT OF OLD API WITH AQHI

CAN advocated to replace the outdated Air Pollution Index (API), which indicated the levels of air pollution, with the health risk-related Air Quality Health Index (AQHI) The new index correlates stronger with multiple health risks, which provides more insightful alert from a public health perspective.

CAN'S ACHIEVEMENT

AQHI HAS A STRONGER LINKAGE WITH HEALTH RISKS, THUS IT PROVIDES MORE INSIGHTS FROM A PUBLIC HEALTH PERSPECTIVE

- Previously, it concentrated the focus to show the figures on air pollution level
- AQHI indicate direct link to health risks.

ABOUT

MEET THE PRESS



2014.7.17 **HALF YEAR AIR QUALITY REVIEW**

Press Conference of our Interim Air Quality Review for first half of 2014.

2015.1.8 **ANNUAL AIR QUALITY REVIEW**

Press Conference of our Annual Air Quality Review 2014. The review noted air quality improvements throughout the air, yet threats from marine and regional pollutions persisted.

OUR FOCUS **PUBLIC AWARENESS**

PUBLIC ENGAGEMENT





2014.7.5 THE AIRMAZING RACE 4 ANNUAL EDUCATIONAL EVENT

An educational and entertaining annual scavenger hunt event for teenagers between the age of 13 and 18, the Airmazing Race had engaged around 2,500 local secondary school students between 2011 and 2014.

400 parents and kids said NO to dirty air. Our first air pollution-themed baby stroller race was held for parents to voice out their concerns regarding air quality.



2015.1.26-28 CAN BIKE EDUCATION PROGRAMME

- **BIKING ON TRAFFIC ROAD**
- **KNOWLEDGES AND TECHNIQUES**
- **TRAINING WORKSHOP**

Throughout the years, a broad range of activities have been devised to raise public awareness of the adverse impacts and health threats posed by air pollution and the importance of clean air. In order to deepen students' interest and understanding of the impacts of air pollution and the possibilities of a zero-emission transport model, Clean Air Network jointly organised CAN Bicycle Education Programme with Sham Shui Po District Council, a six-week programme that took place at selected schools in Sham Shui Po. During the programme, multiple activities took place to encourage students to opt for cycling as their main mode of transportation.



ACKNOWLEDGEMENT

ORGANIZATION MANAGEMENT

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Advisor:

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FUNDER

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Cannon Trustees Limited

Charitable Choice Limited

CLP Power Hong Kong Limited

Civic Exchange

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City University of Hong Kong

The Independent Schools Foundation

Academy Ltd

HKSYCIA Wong Tai Shan Memorial College

Saint Francis of Assisi's Caritas School

“AIR POLLUTION IS THE SINGLE MOST
SERIOUS RISK THREATENING PUBLIC
HEALTH.”

WORLD HEALTH ORGANISATION



健康空氣行動
CLEAN AIR NETWORK

 健康空氣行動 | CLEAN AIR NETWORK (CAN)

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