



#Walkability



#Roadside Pollution



#Healthy Streets



#Public Health

A photograph of the Hong Kong skyline, featuring several prominent skyscrapers and a body of water in the foreground. In the lower foreground, three people are seen from behind, standing on a rooftop or balcony and looking out at the city. The sky is blue with some light clouds. A large blue circle is overlaid on the top left, and another smaller blue circle is overlaid on the bottom right, both containing white text.

Our Air, Our Health!

Our vision is to build a Hong Kong with clean air.

To achieve this vision, CAN has dedicated to drive policy change by building knowledge, collaborating strategically and advocating solutions in a collaborative approach. Without losing sight on the pollution from regional activities, marine vessels and power plants, our current primary focus is on roadside pollution.

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5 Major Harmful Air Pollutants

Nitrogen Dioxide
(NO₂)

Fine suspended particulates
(PM_{2.5})

Respirable suspended particulates
(PM₁₀)

Sulphur Dioxide
(SO₂)

Ozone
(O₃)

In 2009, we pioneered the air quality movement in Hong Kong.

Air pollution in our city is damaging our health as individuals, the profitability of our companies and our economy as a whole. Primarily caused by roadside and marine emissions and the “street canyons” trapping them around us, it affects us all. And the effects are becoming increasingly acute. But at Clean Air Network, we believe that together, this is a problem we can solve.

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

We have a unique and independent perspective on the dynamics affecting air quality in our city and we work side by side with the general public and each of the key players influencing this issue. We aim always to grow this network, so we actively partner on all our initiatives with academics, government officials, corporations and local communities. Our unified approach has enabled us to achieve systematic change in the way Hong Kong monitors and reports its air quality and also pass landmark legislation improving the way our public transportation is managed and marine vessels regulated.

Nevertheless, because we are driven by a fundamental commitment to using civic exchange to achieve lasting impact in the real world, we also build flexibility into our approach. Policy dialogue constantly evolves, and to remain effective, we too must stay nimble enough to adapt alongside it. Our strength is our strategic approach, proven commitment and established network.

We work to clean Hong Kong’s air. Because this is our city and a future we all share.

Our Story



Message from CEO



After the first strategic action plan 'A Clean Air Plan for Hong Kong' was launched by the Environment Bureau in 2013, a progress report was published in June 2017 before the transition of the government administration which gave an account on the impact made - an approximate 30% of reduction in concentration of major pollutants due to policy change over the past years.

However, the improvement has been stagnated after 2017. More worrying, the level of roadside air pollution has remained at dangerous toxic level that threatens the health and life of major population of Hong Kong.

The question for CAN to ask is, therefore, what's more should be done to clean up air in order to sufficiently protect public health. This was the context when the current government administration took office in July 2017.

Responding to Chief Executive Carrie Lam's first policy address, CAN has made a submission in September 2017 emphasizing the air pollution as a unsettled public health crisis and outlining 6 key policy requests to urge the Government to clean up the air. The submission was supported by 9 medical health professional associations and 2 foreign chambers of commerce.

In December 2017, a Walkability Study was commenced by Transport Department. Some considered it was one of the outcomes of the momentum that CAN has attributed to promote better walkable environment.

Leveraging on this policy opportunity, CAN was privileged to be invited to join the Social Lab initiated by Make A Difference Institute as a Knowledge Partner. During March to July 2018, CAN has made time and effort with experts, general public, government officials to investigate how might HK develop a Healthy Street with clean air through a cross-disciplinary and design-thinking mindset.

CAN has also continued our public education and empowerment work through a 18-month (Dec 2016 - Jun 2018) programme, We Are Transport, funded by Hong Kong Jockey Club Charities Trust. Over 60 walk leaders, who are individual citizens passionate on clean air, have stepped up to bring educational message to others, through thematic walking tours.

The above list of activities might have demonstrated how CAN adopted multiple-pronged approach to achieve our goal - that is, to clean up Hong Kong's air by 2030. This is a vision resonated by other 50+ foreign cities, including London and Singapore which pledged to clean up the air by the same year.

On behalf of Clean Air Network, we would like to thank for all supporters, funders, participants, partners who have generously walked with us along the way to clean air.

Patrick Fung
CEO
Clean Air Network



Highlights

2017 - 2018
July *June*



Annual Review of
Hong Kong Air Quality 2017

Annual Review of Hong Kong Air Quality 2017

Released on 11 January 2018



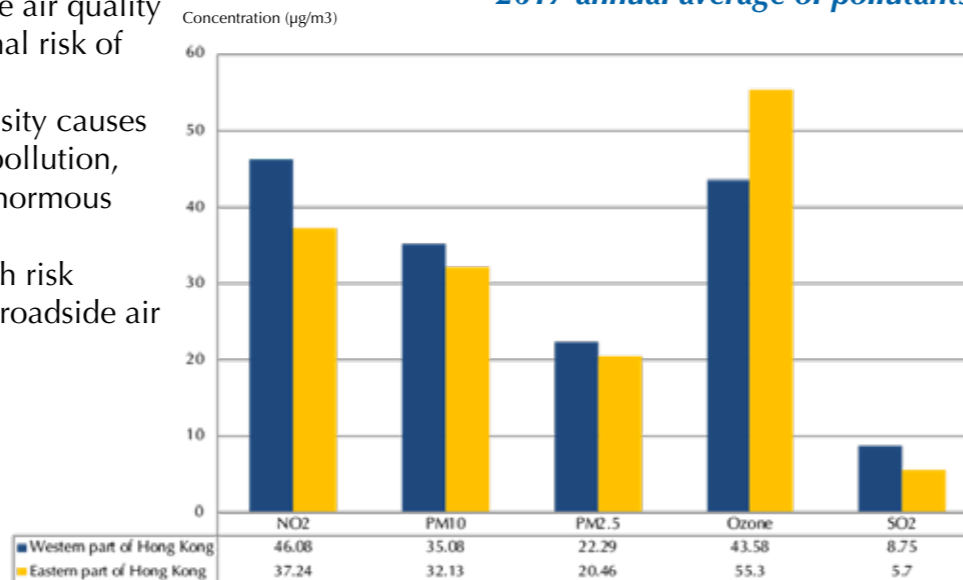
Major roadside air pollutants, including nitrogen dioxide (NO₂), respirable suspended particles (PM₁₀) and fine suspended particles (PM_{2.5}), recorded a higher level of concentration in 2017 than in 2016.

The air quality in 2017 has been deteriorating.

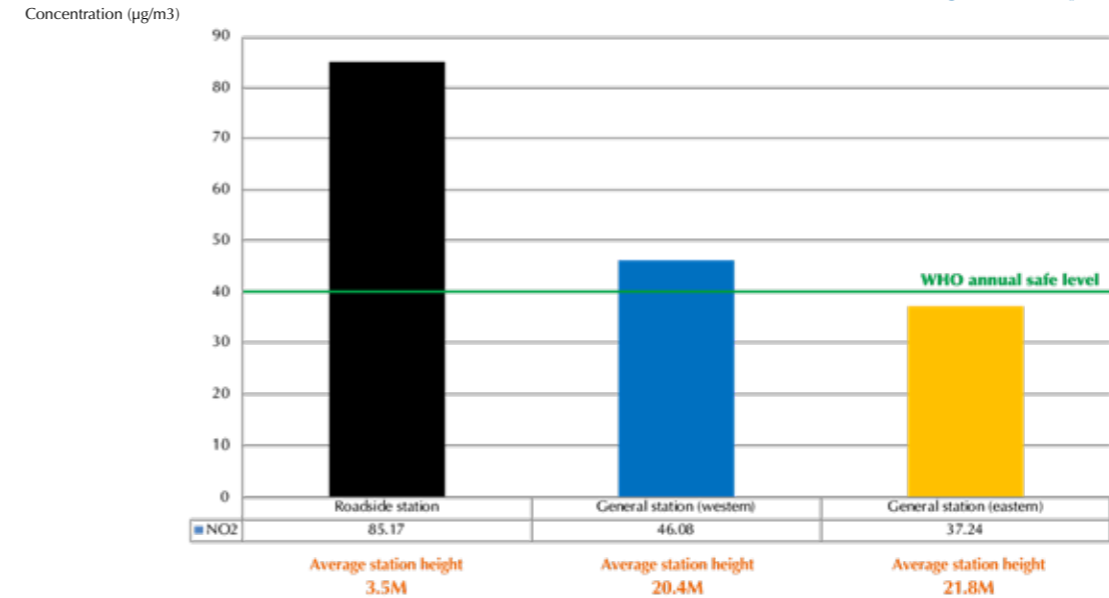
Clean Air Network analyzed the air quality data in 2017 and the below are the major findings:

- 1) Air pollutants were found to be concentrated at the western part of Hong Kong;
- 2) The closer the road, the higher the level of NO₂;
- 3) The deteriorating roadside air quality greatly increases additional risk of mortality;
- 4) The increasing traffic density causes higher level of roadside pollution, which in turns leads to enormous health and social cost;
- 5) There is a prevalent health risk in Hong Kong caused by roadside air pollution.

2017 annual average of pollutants



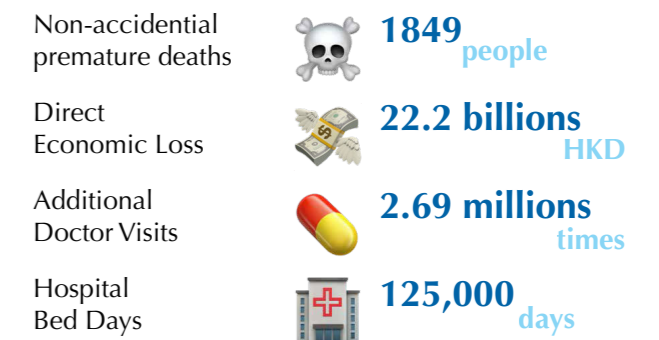
2017 annual average of NO₂
Closer the road, Higher the pollution



More importantly, there are institutional loopholes which avoided the different Bureaux and Departments to work together.

- 1) As one of the largest public health risk, there is a lack of effort from the Health Authority over the years in minimizing exposure of general public from air pollution.
- 2) As a key factor for worsening roadside pollution, there is a lack of measurable target for Transport and Housing Bureau to control number of motorized vehicles.
- 3) There is a lack of accountability over breach of maximum exceedances allowed - the Air Pollution Control Ordinance (APCO) does not stipulate a legally binding standard and no official from Environment Bureau bears any legal responsibility for the failure to achieve the Air Quality Objectives (AQO) in Hong Kong.

Health and Social cost of Air Pollution in 2017



Source: Hedley Environmental Index from School of Public Health, HKU

Clean Air Network calls for the immediate attention of the Chief Executive on this public health crisis, and urges the Chief Executive to lead the co-ordination among the stated Authorities to improve air quality, as promised in her Manifesto.



SMART MOVE 社區教育計劃

活現健康空氣社區

空氣污染

是全球最大的環境健康危機
全球1/9人口因空氣污染而

四大高危群組佔全港總人口百



SMART MOVE

2017/18
SMART MOVE
社區教育計劃



SMART MOVE

Novmber 2017 - January 2018

SMART MOVE is an educational program ran with G.T. (Ellen Yeung) College. 160 students were able to access to mobile air pollutants monitors which enabled them to identify pollution black spot in the neighborhood and discover relatively healthier route for commuting. Also, the students outreached to drivers in the neighborhood to extend the awareness, and encouraged drivers to drive less and shift to walk for short trips in the neighborhood.

Smart Move encouraged not only students, but also parents and the neighborhood of the school campaign to aware the problem of roadside air pollution.

School leaders planned a specialised route to measure the air quality by using PM2.5 monitors.



Students underwent field research and recorded air pollution data. They concluded air quality would be worsen if there has been a vehicle increase.



After gaining in-depth knowledge on air pollution, students tried to connect with community by setting up booth and giving out educational leaflets. They are deliving the message of clean air and health.



A street survey was conducted by CAN in 2017 about traffic congestion, roadside pollution and choices of transportation.

305 responses were received and we found that:

71% drivers agree too many cars is the main reason of traffic congestion in Hong Kong.

79% non-drivers and 64% drivers agree private cars worsen traffic congestion.

81% non-drivers and 79% drivers vehicle emission is the leading cause of roadside pollution



*Survey was one of the key activities of the SMART MOVE program.



Do you know?

According to WHO and other medical studies, walking **8,000-10,000 steps** every day can bring health benefits. Every day, people in Hong Kong walk an **average of 6,880 steps** – the highest in the world.

We Are Transport

About the Program



A public engagement initiative campaign started in November 2017. It aims to change our community by combing efforts from every participants, challenging the way we commute, and rethinking urban transport planning. To make significant changes, every step counts.

We encourage public to get the perspective and possibilities of walking to improve air quality, especially the roadside air quality. **Until June 2018, 35 “Walk Leaders” have arranged 18 thematic walking activities** and those leaders were come from all walks of life. Popular KOLs are also invited to introduce their favorite routes in their own communities. Walking events took place all around Hong Kong. **About 1000 participants have joined the tours.**

The aim of the program encourages people to walk rather than ride as a way to reduce air pollution. Increasing the daily average number of steps of each Hong Kong citizen from 6,880 to 8,000 steps, ultimately to 10,000 steps as recommended by WHO to bring health benefits, is one of our targets. The additional 1,000+ steps also represent the public’s voice for cleaner air and better walking environment.

“We Are Transport” is sponsored by the Hong Kong Jockey Club Charities Trust.

賽馬會 JOCKEY CLUB 我們是步隊 WE ARE TRANSPORT 計劃 PROGRAMME

Started from November 2017

Kick Off Ceremony



Light Projection

at PMQ



Walk with us for Healthy Air



Oasis in the city
at Kowloon East



Walk is Sharing
at Tsuen Wan



Daily life of a Housewife
at Sai Ying Poon



Walking and Exploring the Community
at Shum Shui Po



No Walking Streets
at Tseung Kwan O and Shatin



Help the Cambodia Children

Celebrities support - Fight for Clean Air Together



Urban Tree and Air Quality
With Cheng Siu Bun
at Taikoo Shing



Walk in Sheung Wan
Collaborate with
"Walk in Hong Kong"



Sing for Good Air
With Mr Wally at Central



Seminar: Back to the City
from the Mountain
by Fred Lam

Walk → **Active Travel -
A new lifestyle**

Major cities around the world are promoting Active travel as a means physical exercises and daily commute. It reduces our dependence on vehicles and at the same time improves air pollution.



賽馬會 JOCKEY CLUB
我們是步隊
WE ARE TRANSPORT 計劃
PROGRAMME

Find more information on website
<http://we-are-transport.org>



禁仔

Daily walk 2km
MON-FRI
日行 2公里

Carbon Reduction
削減 226kg
公斤碳
per year

Trees
24 棵

Source: EPD, Carbonify

Mandy 丹尼爾

Janet



Policy and Advocacy



2017.07.03
**Half Yearly Air Quality Review
Press Conference**

As a bi-annual media event that was conducted for the past 5 years. The review strengthened the linkage between transport and roadside air pollution and arouse public awareness of the critical issues on air. 20 media outlets covered the report, including all local newspaper, RTHK video and Cable TV news, etc. .

2017.07 ~ 08
Petition for Clean Air

Petition was set up for the first Policy Address of the incumbent government. We urge Chief Executive to establish roadside air pollution reduction and set out the air pollution is a **THREAT** to public health. We also call for a health driven transport policy.

The petition was supported by 9 medical and health associations, 2 chambers of commerce, and over 1000 members of general.



2017.10.17
Commuters Survey Media Conference

As a response to Policy Address 2017, which failed to provide solution for roadside air pollution, CAN announced the result of a commuter survey in October 2017.

The survey, which interviewed 300 drivers and non-drivers, found that 70% of drivers agree too many vehicles on the road is the main cause of traffic congestion. The media announcement aroused media coverage and subsequently, a growing number of media coverage, directly or indirectly related to CAN has been observed to focus on the road transport and transport pollution issue.



Recommendation for Policy Address 2018 - About Clean Air and Better Public Health



We have seen that **air pollution is definitely a solvable problem** as a **30% reduction in concentration of major air pollutants** is recorded in the five past years (2013 - 2017). The public has recognized the improvement on both ambient and roadside air quality.

It is encouraging to see all the progress and goals achieved and we fully acknowledge the effort made by the Government. But public health is still not sufficiently protected because there are **over 1000 premature deaths claims by air pollution each year**.



In 2017, there are...
150 CLEAR DAYS
in Hong Kong

= **215 days (59% of the time)**
we are **breathing unhealthy air**.

Source: Hedley Environment Index

Problems on Public Health related to Air Pollution



According to Hong Kong University's Hedley Environmental index in 2016, air pollution caused **5 premature deaths every day** in Hong Kong.

Many studies have found the link between air pollution, respiratory diseases and the cardiovascular diseases.

Over the past 5 years in Hong Kong, major causes of registered deaths:

- 2nd** Circulatory diseases
- 3rd** Respiratory diseases



Circulatory + Respiratory diseases
= **20,000 deaths per year**
(40% of total registered death)

Hong Kong has the **highest rate of premature deaths caused by NO₂** among 11 major cities in the Pearl River Delta:

- Each year
- 361 premature deaths for lung cancers
 - 773 premature deaths for respiratory diseases

Air Quality on Roadside



For the past 20 years, the **concentration level of NO₂ has been double the recommended levels** in Hong Kong (which adopted the W.H.O AQGs).

Kwai Chung, Sham Shui Po and **Kwun Tong** area require immediate attention among 13 general monitoring stations. These are areas with highest level of traffic density and roadside pollution which **affect 21.4% of population of Hong Kong**. The 'street canyons' effect worsens the situation.

Government should address street-level "black spots" where dense population meets with high level of roadside air pollution.

Role of Transportation Bureau



Transport Bureau has **never committed to any measurable targets to raise the efficiency of the transport system** in Hong Kong. There is the lack of "target-driven" involvement of the Transport (and Housing) Bureau to tackle roadside air pollution.

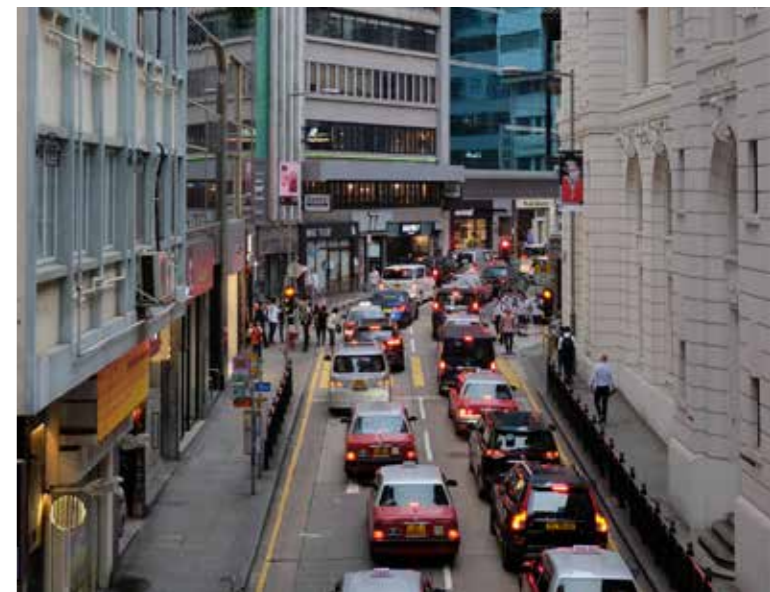
We are afraid the **failure to control growth of vehicular fleet and traffic congestion in urban area** will gradually undo the achievements of environmental policies that cost billions of public expenditure to implement.

There are emission reduction targets set up for 2015 and 2020, for both Hong Kong and the Pearl River Delta Economic Zone. It provides an aligned goal for regional collaboration to flourish.

Recommendation



- The administration of HKSAR government should recognise the impact of roadside air pollution on public health;
- **The Chief Executive of HKSAR government should lead the change** required to set up pollution reduction targets for the Transport and Housing Bureau;
- Cross bureau collaboration is important to form solid foundation with the Administration to set up the effort, to achieve measurable goals and targets;
- The Transport and Housing Bureau deliver the roadside pollution reduction target;
- The Food and Health Bureau recognize roadside air pollution as an important environmental risk; and deliver an action plan to reduce such risk to control non-communicable diseases such as circulatory and respiratory diseases;
- The Environment Bureau implement and monitor the performance of end-of-pipe emission control strategies; and to deliver the pollution reduction target.



This recommendation paper is supported by **1300+ members** of general public and the following health institution and business institution:

- Asian Paediatric Pulmonology Society (APPS)
- CHEST Delegation Hong Kong and Macau
- Dutch Chamber of Commerce in Hong Kong
- Hong Kong Doctors Union
- Hong Kong Institute of Allergy
- Hong Kong Lung Foundation
- Hong Kong Society of Paediatric Respiratory
- Hong Kong Thoracic Society
- The Hong Kong Allergy Association
- The Hong Kong Asthma Society
- SCANNIA
- Swedish Chamber of Commerce in Hong Kong



Top 3

Hong Kong
NO₂ emission sources

- Road transportation
- Power generation
- Marine vessels

2017.10 ~ 12
Citizen Scientist - NO₂ Community Monitoring

The bigger purpose of the community monitoring activities is to attempt to fill the information gap that there are simply not enough roadside monitoring stations under the current government monitoring network.

The Nitrogen Dioxide (NO₂) community monitoring was introduced to arouse public interest on the issue of air pollution and awareness of the NO₂ and serve as a platform to enable public to get further involved on clean air movement.

NO₂, as an air pollutant that mainly emitted by road transport, has remained as high as 2 times above WHO's recommended safe level at the street level, over the past 20 years in Hong Kong. Even with ongoing environmental government policies, according to Environment Bureau projection, the level of NO₂ will still be more than 60% high than safe level.

CAN use a low cost, easy to use mobile monitor, enabled public to "visualize" the air pollution. Throughout the community monitoring activities, public went through the whole journey from device making, testing, to deploying the device and seeing the result of data collection.

30 monitors and an online platform were successfully prototyped in this phase. The community monitoring workshops attracted around 100 general public. The monitoring was further tested with our community partners in Kowloon West and New Territories West.

Nitrogen Dioxide (NO₂)

NO₂ can cause significant inflammation of the airways. It is also the main source of nitrate aerosols, which form an important fraction of PM_{2.5} and, in the presence of ultraviolet light, ozone.

Epidemiological studies have shown that symptoms of bronchitis in asthmatic children increase in association with long-term exposure to NO₂. Reduced lung function growth is also linked to NO₂.



2018.03 ~ 06
Healthy Street Lab @ Sham Shui Po

CAN was invited to become the Research Partner of the Social Lab – Healthy Street Lab @ Sham Shui Po. One of the deliverables CAN has committed was to offer our knowledge on the issue on this Open Class.

As the first public session of the Social Lab, the Open Class served as a platform for open dialogue among the Lab, public, interest individuals, and potential stakeholders on the overarching concept and methodology adopted. The Open Class also offered a chance for organizers to illustrate the latest situation of transport, walkability, clean air issue in Hong Kong and the world.

Over 100 participants attended the event. It included Kelvin Luk, Head of Walkability Study Team of Transport Department, who was also a keynote speaker; Ambrose Cheung, Chairperson of Sham Shui Po District Council, Julian Kwong, Chairperson of Road Safety Council and traffic engineer expert, and representatives of HAD of HKSAR. Over 50 questions, recommendations, comments were made among the attendees on the Lab.



Source: Lucy Saunders & Transport for London





June 2018

Highlight of the Year on Air Pollution Control Ordinance

In the Name of Public Health:
APCO Review Roundtable Discussion

Key themes discussed on the table

- Outdoor air pollution is modifiable, involuntary and regulatable - more control of outdoor air pollution is needed to adequately safeguard public health and social justice.
- Controlling environmental health risks such as air pollution can bring health benefits to everybody in the city.
- The current Hong Kong Air Quality Objectives is still a long way to go to improve our air quality and public health.
- The process and tolls in Air Pollution Control Ordinance (APCO) falls short of ensuring monitoring, accountability for performance, and enforcement.
- Weakness in APCO to protect public health still exist, such as - public health is not directly referenced.

The discussion was held by Clean Air Network and 30 participants attended. **Representatives of legal expert, public health academia, environmental NGOs and Legislative Councilors took part in the discussion.**

The purposes of the seminar were to increase participants' understanding on air pollution control regulations and explore the possibilities of forming a Coalition to voice out the need to prioritize public health as overarching goals on legal and policy framework.

A legal study, titled as '**Multi-Jurisdictional Comparative Study on Air Pollution Control Regulations**', was completed in June 2018. It was a collaboration among **Clean Air Network** and **Linklaters** facilitated by **Thomson Reuters Foundation**. The legal study was also circulated and discussed in the seminar.



Read the summary report online
<http://bit.ly/2Rd6mOK>



Community Engagement

Explore the Reality

Airmazing Race

Collaborate with different corporations to introduce a fun, energetic and challenge-based competition, CAN organizes the event several times a year in various districts to raise public awareness towards clean air issues. Participates in group race across Central or Quarry Bay to get points by completing several challenging tasks related to air pollution and green community.

This year, 7 races were successfully organized with the great support of the following corporations. **Over 150 participants ran with us for clean air through the race.**

In Taikoo & Quarry Bay



With

- 2018.01.31 - **Swire ETHOS**
- 2018.03.14 - **Swire ETHOS**
- 2018.04.26 - **BNP Paribas**
- 2018.05.11 - **Swire ETHOS**

Are you interested in joining the race in Kwun Tong, Tsim Sha Tsui, Wanchai?

Run with us for CLEAN AIR!



In Central



With

- 2017.11.24 - **BNP**
- 2017.12.07 - **The Bloomberg Extra Mile Programme**
- 2018.05.17 - **Credit Sussie**

Run for Clean Air
We are all WINNERS!



2017.07.07

Air Quality Monitoring & Home Visit

With the support from Concern for Grassroots & Livelihood Alliance, CAN brought 30 volunteers from Morgan Stanley visiting 5 subdivided units in Sham Shui Po. The poor living environment and severe roadside pollution also led households suffering from respiratory diseases or allergies since the day they moved in.



2017.09.23

Walk for Clean Air

Volunteers from Credit Suisse, accompany a group of primary school students on the "Walk for Clean Air" - an interactive tour which allow participants to learn about the social issues of air pollution. 40 participants in the tour get more knowledge about walkability, smart transport and better air for Hong Kong.



2017.08.29

Runner's Event

CAN partnered with non-profit Run Our City to organize the event, which enabled runners know about how roadside air pollution has affected urban sport participants. 70 attendees joined the event



2017.11.19

Art Tour

Partnered with The Little Blue Art to organize the event, CAN led a group of 20 children and parents walking in the community. The group visited different places to experience the real problem of air pollution. Everyone made small potted plants at the end as a start to achieve green living.

Engaging Education



2017.08.02
Educational Talk with Credit Suisse



2017.08.19~20
Science Faire with Makerbay



2017.09.12
Community Talk - Let's Talk and Do Something
with speaker Simon Ng and Robert Gottlieb



2017.10.19
Bloomberg Tradebook Charity Day
with Alan Tam



2017.11.03
Air Quality Monitoring with Credit Suisse

2018.03
Co-lab for Clean Air
Sponsored by Swire Properties Community Caring Fund

Co-lab for Clean Air was a design-thinking process which aimed to collect qualitative data from user (in this case, the parents and kids who are affected by air pollution) and generate prototype ideas to solve the problem. The design of the two sessions held was supported by School of Design, the Hong Kong Polytechnic University.



June 2018
Clean Air Day

21st June is UK Clean Air Day, a day to respond to improve air quality. CAN launched a campaign to arouse awareness of public on air pollution.

Air pollution is real and harms the health of millions. But there are lots of simple things we can do to improve air quality and look after our own and other people's health. For example avoid exposure to highly polluted air by taking a different route. Make different and healthier travel choices such as leaving the car at home for work and go on foot, by bike or by clean public transport instead.





2018.06.02
CAN Community Day
 x Goldman Sachs

The Community Day raised the children's and parents' awareness of air pollution and provided participants with firsthand experience to learn about the impact of roadside pollution on our health and the environment.



The Activity Day was divided into two parts. First, the children were introduced to the factors contributing to poor air quality in Hong Kong through participating in games and workshops to arouse their creativity and interests in air pollution. They also learnt how to use a PM_{2.5} Air Monitoring Machine to measure the concentrations of air particulate matter with the assistance of volunteers from Goldman Sachs.



Following that, the children and volunteers took part in Airmazing Race to explore every corner in the Sham Shui Po community and look for various checkpoints to complete a series of missions related to air pollution.

PM_{2.5}
 fine suspended
 particulates

Refers to tiny particles or droplets that can be suspended in the air which have equivalent diameters of less than 2.5 microns.

- PM_{2.5} is often a mixture of different chemicals
- The size range would be about thirty times smaller than that of a human hair.
- The particulates are so tiny they can deep into the lungs and travel into the bloodstream.
- A number of research studies have shown association between increase in PM concentration and increase in premature deaths from respiratory and cardiovascular diseases.



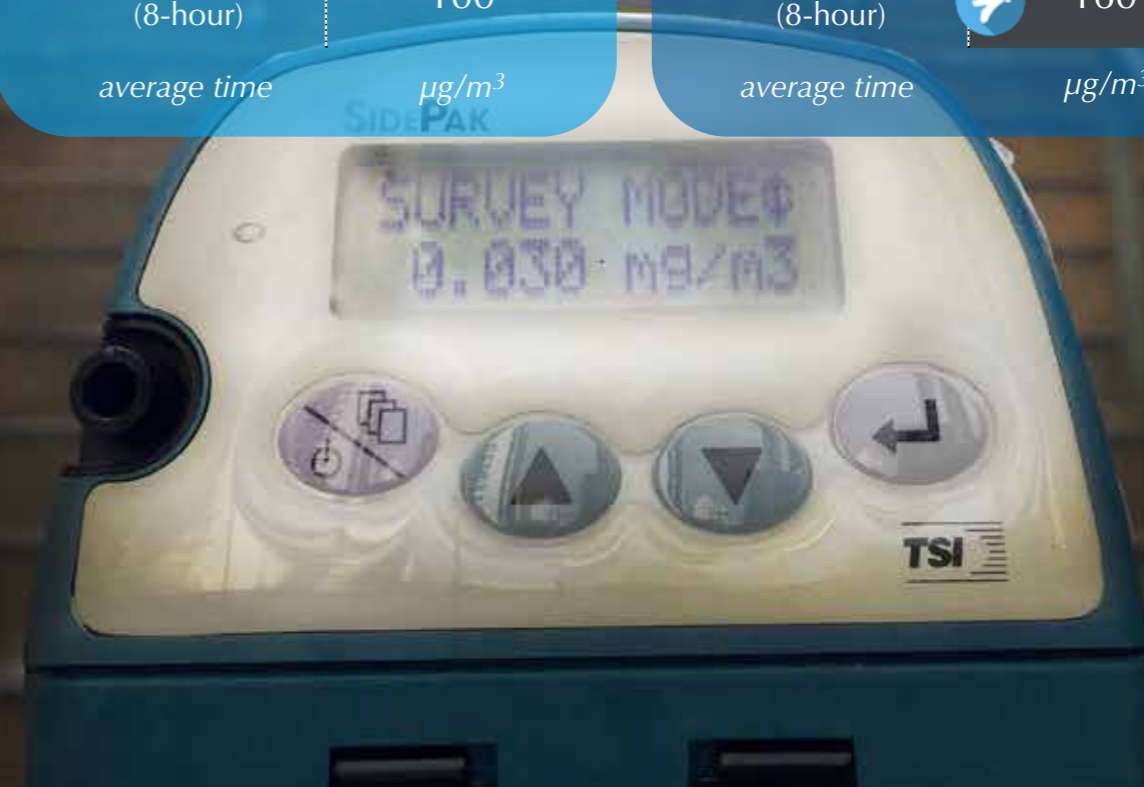
Stricter air quality targets
Closer to international standard

World Health Organization
Air Quality Guidelines (AQG)
 - global update 2005 -

VS.

HONG KONG
Air Quality Objectives (AQO)
 - prevailing -

NO ₂ (annual)	40	NO ₂ (annual)	40
NO ₂ (1-hour)	200	NO ₂ (1-hour)	200
PM _{2.5} (annual)	10	PM _{2.5} (annual)	35
PM _{2.5} (24-hour)	25	PM _{2.5} (24-hour)	75
PM ₁₀ (annual)	20	PM ₁₀ (annual)	50
PM ₁₀ (24-hour)	50	PM ₁₀ (24-hour)	100
SO ₂ (10-minute)	500	SO ₂ (10-minute)	500
SO ₂ (24-hour)	20	SO ₂ (24-hour)	125
O ₃ (8-hour)	100	O ₃ (8-hour)	160
average time	μg/m ³	average time	μg/m ³



Acknowledgement

Organization Management

Chairman and Treasurer

Mr. Stephen Wong

Secretary

Ms. Yip Yan-Yan

Board Members

Ms. Lindy Lek
Mr. Markus Shaw
Mr. Simon Ng
Ms. Zhao Tong

Advisors

Dr. Anthony Ng
Ms. Lisa Genasci

Funder

ADM Capital Foundation Limited
River Star Foundation
Social Impact Partners Limited
WYNG Foundation

Individual

Alan Tam
Brian Lau
Fred Li
Robert Gottlieb
Simon Ng
Yiu Chung Yim

Organizations

American Chamber of Commerce
in Hong Kong
Bloomberg
BNP Paribas
CarbonCare Open Innovation Lab
Civic Exchange
CLP Power Hong Kong Limited
Clyde & Co International Law Firm
Concern for Grassroots Livelihood Alliance
(CSSAINA)
Consulate General of the Republic of Korea
in Hong Kong
Credit Suisse
Crossroads Foundation Limited

Dutch Chamber of Commerce in Hong Kong
ETHOS International Limited
French Chamber of Commerce and Industry
in Hong Kong
Goldman Sachs

Organizations

HandsOn Hong Kong
Hong Kong Christian Service
Hong Kong Commercial Vehicle
Maintenance Association
Hong Kong Confederation of Trade Unions
Hong Kong General Chamber of Commerce
Hong Kong International Theme Parks Limited
Justice Centre Hong Kong
Linklaters
Mad Studios
Make A Difference Institute Limited
MakerBay Limited
Morgan Stanley Asia Limited
Run Our City
Social Lab
Society for Community Organization
Swire ETHOS
Swire Properties Community Caring Fund
Swiss Chamber of Commerce
in Hong Kong
Tesla
The British Chamber of Commerce
in Hong Kong
The Hong Kong and China Gas
Company Limited (Towngas)
The Hong Kong Council of Social Service
The Hong Kong Jockey Club Charities Trust
The Swedish Chamber of Commerce
in Hong Kong
Thomas Reuters Foundation
Walk DVRC Limited
Walk in Hong Kong Limited

Health Institutes

Health in Action
Hong Kong Doctors Union
Hong Kong Institute of Allergy
Hong Kong Society of Paediatric
Respirology and Allergy
Hong Kong Thoracic Society
The Asian Paediatric Pulmonology Society
The Hong Kong Allergy Association
The Hong Kong Asthma Society
The Hong Kong Medical Association

Education Institutes

G.T. (Ellen Yeung) College
Hong Kong Baptist University
Living Word Education Centre
School of Public Health,
The University of Hong Kong
Social Design,
The Hong Kong Polytechnic University
The Independent Schools Foundation
Academy Ltd

We Are Transport

Catherine Li
Cheng Siu Bun
Daniel
Daniel Chan
Edward Yiu
Fred Lam
Gregory Wong
Jackal Chan
Janet Luk
Kelvin Ko
Kirsten Fu
Lam Sin Ting
Lam Woon-kwong
Leila Kong
Mandy Wong
Mary Choy
Mr. Wally
Paul Chan, Walk in Hong Kong
Ryan Cheng
Swing Lam
Thomas Cho
Tony Ip
To Siu Kiu
Victor Leung

Fundraising Partners

Charitable Choice
TwoPresents

“Polluted air is poisoning millions of children and ruining their lives. Every child should be able to breathe clean air so they can grow and fulfil their full potential.”

----- Tedros Adhanom Ghebreyesus
WHO Director-General

Work together,
Fight for clean air

Thank You
for your support

Cleaner Air,
Healthy Future

Reference

Hedley Environmental Index (HEI)

<http://hedleyindex.hku.hk/>

An environmental air pollution related health index quantifies the public health, monetary and social cost of air pollution in Hong Kong. HEI is developed by the School of Public Health at the University of Hong Kong.

Air Quality Health Index (AQHI)

<https://www.aqhi.gov.hk>

A health risk-based air pollution index estimates the additional short-term health risk caused by heart and respiratory diseases from air pollution that lead to hospital admission. AQHI is issued by Environmental Protection Department and the index is updated hourly on the basis of data recorded by the general monitoring stations and roadside monitoring stations in various districts.

Air Quality Objectives (AQOs)

The current AQOs comprise seven key pollutants (SO₂, NO₂, PM_{2.5}, PM₁₀, O₃, Carbon monoxide and Lead) and are benchmarked against a combination of interim and ultimate targets under the WHOAQGs.

AQOs are not merely a set of air quality goals, but also the benchmark for the issuance of environmental permits for designated projects under the Environmental Impact Assessment Ordinance (EIAO).

The Hong Kong's prevailing AQOs are less stringent than those of the WHO. But there is a statutory obligation for the Secretary for the Environment to review the AQO at least once in every five years and submit to the Advisory Council on Environment a report of the review.

Air Pollution Control Ordinance (APCO)

The APCO (Chapter 311) stipulates a set of AQO that the Authority shall aim to achieve them as soon as is reasonably practicable and thereafter to maintain the air quality so achieved in order to promote the conservation and best use of air in the public interest.

World Health Organization Air Quality Guidelines (WHOAQGs)

The 2005 update of AQGs represent the most current assessment of air pollution health effects, based on expert evaluation of the scientific evidence. The guidelines offer recommended exposure level of SO₂, NO₂, PM_{2.5}, PM₁₀ and O₃, as well as a set of interim targets to encourage a progressive improvement in air quality.

The summary of WHOAQG is available at:
<https://www.who.int/airpollution/publications/aqg2005/en/>

Sustainable Development Goals (SDGs)

SDG has been adopted by all United Nations Member States in 2015 as the blueprint to achieve a better and more sustainable future for all by the year 2030.

All 17 SDGs are intergrated but 4 of them can dominantly serve as a review and an assessment to combat air pollution:



More about SDGs:
<https://sustainabledevelopment.un.org/>



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