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Every Resident at Risk: Air Pollution Health Economics in Asia Afrika Heritage Corridor Bandung Indonesia

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Abstract
Urban air pollution represents the leading environmental health threat globally, with transportation contributing 25–30% of particulate emissions in developing Asian cities. This study addresses the critical reality that 100% of population faces unacceptable health risks from traffic-related air pollution in the historic Asia Afrika Heritage Corridor, Bandung, Indonesia. Through integration of US EPA four-step risk assessment with economic discounting analysis, comprehensive data collection was conducted (n=50 participants, 1,247 total observed). Using equivalent population methodology, 179.9 full-time equivalent persons were analyzed for standardized risk assessment. Results demonstrated severe air quality crisis with $PM_{2.5}$ concentrations reaching 42.5 μg/m³ in 2024 (8.5× WHO guidelines), causing 38 attributable disease cases annually with healthcare costs of Rp 221 million. Among 179.9 equivalent population exposed, 100% faced unacceptable health risks (HQ=3.54). Economic analysis using 5% social discount rate yielded portfolio Net Present Value of Rp 506 million with 98.9% positive return probability. Vehicle restriction strategy demonstrated optimal cost-effectiveness (BCR=2.16). Implementation of integrated mitigation portfolio can prevent 24 disease cases annually (62% reduction) and achieve WHO-compliant $PM_{2.5}$ concentrations by 2030. This screening-level assessment provides conservative lower-bound estimates based on regional air quality data; actual corridor-specific risks may be 20-40% higher given traffic density and urban canyon effects.

Keywords:
Air pollution,
Health risk assessment,
Economic analysis,
Heritage corridor,
$Pm_{2.5}$,
Urban health policy

1. Introduction

Air pollution constitutes the single most significant environmental determinant of global health burden, causing approximately 8.1 million deaths annually (Health Effects Institute, 2024). Recent analyses confirm that 99% of the global population breathes air exceeding WHO guideline limits, with low- and middle-income countries suffering from the highest exposures (World Health Organization, 2024). Ambient air pollution was responsible for 4.2 million premature deaths worldwide, with 68% due to ischaemic heart disease and stroke (Murray, 2020).

Global estimates demonstrate substantial regional variations, with particularly high burdens in developing Asian nations (Pozzer et al., 2023).Systematic reviews demonstrate that traffic-related air pollution generates disproportionate health impacts on vulnerable populations through complex

pathophysiological mechanisms involving systemic inflammation, oxidative stress, and cardiovascular dysfunction (Fuller et al., 2022). Long-term exposure studies have confirmed significant mortality risks associated with fine particulate matter exposure, with traffic-related emissions as primary contributors (Chen & Hoek, 2020). Global urban temporal trends demonstrate systematic increases in $PM_{2.5}$ concentrations across developing cities, with attributable health burdens escalating in parallel (Southerland et al., 2022).

The intersection of air pollution exposure and poverty creates compounding vulnerabilities, with disadvantaged populations facing disproportionate health risks despite contributing minimally to emissions (Rentschler & Leonova, 2023). Heritage urban areas face particular vulnerability as tourism-driven economic activities concentrate population exposure, while preservation constraints limit conventional mitigation strategies. Air pollution impacts on world cultural heritage represent an emerging research priority, with studies demonstrating accelerated deterioration of heritage structures under elevated pollution conditions (Xiao et al., 2022).

Indonesia exemplifies these challenges as the world's fourth most populous nation experiencing rapid motorization without commensurate development of emission control infrastructure. Bandung City, with 2.5 million inhabitants serving as West Java's economic center, demonstrates acute air quality degradation. The Asia Afrika Heritage Corridor, commemorating the historic 1955 Asian-African Conference, experiences particularly severe pollution while serving as a critical economic and cultural hub.

Despite extensive documentation of air pollution health impacts, fundamental knowledge gaps persist. First, limited integration exists between quantitative health risk assessment and economic evaluation for policy development, particularly in heritage urban areas. Second, systematic application of discounting analysis for long-term health benefit evaluation remains underdeveloped in Southeast Asian environmental health literature, despite well-established methodological frameworks (Robinson et al., 2019; Sanders et al., 2016).Third, standardized methodologies for comparing health risks across diverse population groups with varying exposure patterns require development and validation.

This study addresses these critical gaps through three primary objectives: (1) quantify population health risks from traffic-related air pollution using internationally validated US Environmental Protection Agency four-step methodology enhanced with equivalent population normalization; (2) develop comprehensive economic justification for pollution control investments through integrated discounting analysis with Monte Carlo uncertainty quantification; and (3) formulate evidence-based policy recommendations for sustainable environmental health management in heritage corridors.

The remainder of this paper proceeds as follows. The Methods section delineates the study design, population framework, exposure assessment methodology, and health risk characterization protocols aligned with US EPA guidelines, alongside the comprehensive economic analysis framework. Subsequent Results present empirical findings encompassing air quality documentation, population risk assessment outcomes, health impact quantification, and economic evaluation. The Discussion interprets these findings within the broader context of existing literature, examines methodological innovations and their transferability to comparable settings, acknowledges study limitations, and explores policy implications for heritage corridor environmental management. Finally, the Conclusion synthesizes key findings and articulates recommendations for immediate policy intervention and future research directions.

2. Literature Review

This section synthesizes the theoretical foundations and empirical evidence underpinning the present investigation, organized into four thematic domains: health risk assessment frameworks, economic evaluation methodologies, air pollution impacts on heritage sites, and the Indonesian air quality context.

2.1 Health Risk Assessment Frameworks

The US Environmental Protection Agency has established the gold standard methodology for environmental health risk assessment through its four-step framework (US Environmental Protection

Agency, 2020). This systematic approach encompasses hazard identification, which characterizes the intrinsic toxicological properties of environmental contaminants; dose-response assessment, which quantifies the relationship between exposure magnitude and adverse health outcomes; exposure assessment, which estimates the magnitude, frequency, and duration of human contact with environmental agents; and risk characterization, which integrates preceding components to generate quantitative risk estimates with associated uncertainties.

Central to this framework is the Reference Concentration, defined as an estimate of continuous inhalation exposure to the human population that is likely to be without appreciable risk of deleterious effects during a lifetime (US Environmental Protection Agency, 2020). For $PM_{2.5}$, the established RfC of 0.012 mg/m³ serves as the benchmark against which ambient concentrations are evaluated. The Hazard Quotient, calculated as the ratio of measured concentration to the RfC, provides a dimensionless index of risk magnitude, with values exceeding unity indicating exposures surpassing acceptable thresholds.

Contemporary applications of this framework have expanded to incorporate population-level analyses through equivalent population methodologies, which normalize heterogeneous exposure patterns to standardized full-time equivalent metrics, thereby enabling valid cross-group comparisons (Chen & Hoek, 2020). Such normalization proves particularly valuable in urban environments characterized by diverse occupational and recreational exposure profiles.

2.2 Economic Evaluation Methods in Environmental Health

Economic evaluation of environmental health interventions draws upon established frameworks from health economics, particularly cost-benefit analysis and cost-effectiveness analysis (Sanders et al., 2016). The fundamental principle underlying these approaches involves systematic comparison of intervention costs against monetized health benefits, typically expressed through metrics including Net Present Value, Benefit-Cost Ratio, and Internal Rate of Return.

A critical methodological consideration involves the application of discounting to future health benefits, reflecting the economic principle of time preference whereby present benefits are valued more highly than equivalent future benefits (Robinson et al., 2019). The social discount rate, derived through the Ramsey equation ($r = \rho + \eta \times g$, where ρ represents pure time preference, η denotes elasticity of marginal utility, and g indicates economic growth rate), typically yields values between 3-7% for public health applications in developing economies. This discounting framework ensures that long-term intervention benefits are appropriately weighted against immediate implementation costs.

Monte Carlo simulation has emerged as the preferred approach for uncertainty quantification in environmental health economic analyses, enabling probabilistic characterization of outcome distributions through repeated random sampling from specified parameter distributions (Sanders et al., 2016). This methodology generates probability distributions for economic outcomes, facilitating risk-informed decision-making through metrics such as the probability of positive returns and Value-at-Risk estimates.

2.3 Air Pollution Impacts on Heritage Sites

The intersection of air pollution and cultural heritage preservation represents an emerging research domain with significant policy implications (Xiao et al., 2022). Elevated concentrations of particulate matter and gaseous pollutants accelerate deterioration of heritage structures through mechanisms including chemical weathering, soiling, and erosive degradation, thereby imposing substantial conservation costs and threatening irreplaceable cultural assets.

Heritage urban corridors present unique challenges as they simultaneously attract concentrated visitor populations while facing constraints on conventional mitigation strategies that might compromise historical authenticity (Nastou & Zerefos, 2024). Tourism-driven economic activities within these corridors amplify population exposure burdens, creating compounding public health and conservation concerns. This dual vulnerability affecting both human health and material heritage necessitates integrated management approaches that address environmental quality as a prerequisite for sustainable heritage preservation.

Recent scholarship has increasingly recognized that environmental protection and heritage conservation constitute mutually reinforcing rather than competing policy objectives, with improved air quality simultaneously reducing health burdens and extending the longevity of heritage assets (Xiao et al., 2022).

2.4 Indonesian Air Quality Context

Indonesia exemplifies the air quality challenges confronting rapidly developing Asian economies, characterized by accelerating motorization rates without commensurate expansion of emission control infrastructure (Health Effects Institute, 2024). The nation's urban centers consistently record $PM_{2.5}$ concentrations substantially exceeding both WHO guidelines and national ambient air quality standards, with transportation sector emissions contributing an estimated 25-30% of urban particulate loads.

Bandung City, serving as West Java's economic and administrative center with approximately 2.5 million inhabitants, demonstrates particularly acute air quality degradation attributable to topographical constraints (basin geography limiting pollutant dispersion), high vehicle density, and industrial emissions (Southerland et al., 2022). The Asia Afrika Heritage Corridor, commemorating the historic 1955 Asian-African Conference that catalyzed the Non-Aligned Movement, represents a critical nexus of heritage significance, economic activity, and environmental health concern.

Existing Indonesian environmental health literature has predominantly focused on exposure characterization and epidemiological associations, with limited integration of economic evaluation frameworks necessary for evidence-based policy development (Rentschler & Leonova, 2023). This gap is particularly pronounced for heritage urban areas, where specialized management considerations compound standard air quality challenges. The present study addresses this lacuna through systematic integration of health risk assessment and economic analysis methodologies within a heritage corridor context.

3. Methods

3.1 Study Design and Population Framework

This investigation employed a mixed-methods environmental health risk assessment design, integrating primary data collection from population surveys and observations with secondary data from existing air quality monitoring networks in the Asia Afrika Heritage Corridor, Bandung City, Indonesia (6°55'15"S–6°55'37"S, 107°36'22"E–107°37'05"E). The study area encompasses the historic Asia Afrika Heritage Corridor, covering approximately 1.2 km of heritage streetscape.

The study utilized a two-tier data collection approach. Primary data collection included survey population (n=50) through structured interviews using stratified random sampling across four exposure categories, and total observable population (N=1,247) through complete enumeration via systematic observation. Secondary data sources comprised air quality data from internationally verified sources including IQAir World Air Quality Reports (IQAir, 2025), State of Global Air 2024 database (Health Effects Institute, 2024), and equivalent population analysis (179.9 FTE) enabling normalized exposure calculations.

3.2 Sample Size Calculation and Participant Selection

Statistical power analysis determined the minimum detectable effect size of 0.5 standard deviations with 80% statistical power (β=0.20) and 5% Type I error rate (α=0.05, two-sided testing). Pilot study findings (n=15) demonstrated mean exposure duration difference of 2.2 hours between high and low exposure groups with pooled standard deviation of 3.2 hours, yielding Cohen's d = 2.2/3.2 = 0.68 and calculated sample size of n=42, inflated to n=50 to account for 20% potential attrition.

Survey participants were recruited through stratified random sampling across four exposure categories: street vendors, traffic officers, pedestrians, and visitors/tourists. Structured questionnaires collected data on exposure duration, annual frequency, occupational history, activity patterns, body weight, and demographic information during April 2025. Population enumeration (N=1,247) was conducted through systematic direct observation over 4 weeks during representative time periods including morning peak (07:00–09:00), afternoon peak (16:00–18:00), off-peak periods (10:00–15:00), and weekend periods. Independent observer verification (κ=0.89, $p<0.001$) confirmed counting

accuracy, while temporal consistency analysis demonstrated stable population patterns (CV=0.12).

3.3 Ethical Consideration

This study was conducted in accordance with established ethical principles for research involving human participants. All research procedures were designed to minimize risks while ensuring scientific validity and participant welfare. Informed consent was obtained from all survey participants (n=50) prior to their involvement in the study. Participants received comprehensive written and verbal explanations regarding the study objectives, procedures, potential risks and benefits, data confidentiality measures, and their right to withdraw from the study at any time without penalty. Consent forms were provided in Bahasa Indonesia to ensure full comprehension, and participants were given adequate time to consider their participation before signing.

For population enumeration through systematic observation (N=1,247), the study adhered to established ethical guidelines for observational research in public spaces. Observations were conducted in publicly accessible areas without collecting personally identifiable information, and no individual-level data that could identify specific persons were recorded. This approach aligns with ethical standards for non-intrusive observational research in public health studies.

Data confidentiality was maintained throughout the research process. All collected data were anonymized, with participant identifiers replaced by unique codes. Electronic data were stored in password-protected files accessible only to the research team, while physical documents were secured in locked storage facilities. Data will be retained for a period of five years following publication, after which they will be securely destroyed in accordance with institutional data management policies.

Participation in this study was entirely voluntary, and participants received no financial compensation to avoid potential coercion. However, participants were provided with information materials regarding air pollution health risks and protective measures as a token of appreciation for their contribution to this research.

3.4 Enhanced Exposure Assessment Methodology

$PM_{2.5}$ concentration data were obtained from multiple validated international sources to ensure data reliability. Primary data sources included IQAir World Air Quality Reports (2020-2024), which compile data from government monitoring networks and validated air quality stations (IQAir, 2025). Data were cross-validated with State of Global Air 2024 database (Health Effects Institute, 2024). All data sources follow quality assurance protocols consistent with WHO guidelines (World Health Organization, 2024). Data showed high inter-source correlation ($r > 0.92$, $p<0.001$).

The nearest validated monitoring station to the Asia Afrika Heritage Corridor is located at Cihapit, approximately 3.5 km from the study site. While this station provides quality-assured $PM_{2.5}$ data following international standards, literature on urban air quality microenvironments suggests that high-traffic arterial roads can experience 20-40% higher concentrations compared to nearby background monitoring stations (Apte et al., 2017; Karner et al., 2010). Therefore, our health risk assessments represent conservative estimates.

Projected values for 2030 were calculated using autoregressive integrated moving average (ARIMA) time-series modeling of the five-year historical trend (2020-2024) with 95% confidence intervals. Model validation employed leave-one-year-out cross-validation (MAPE = 4.2%). The equivalent population methodology enables standardized risk comparisons across diverse activity patterns by normalizing all exposure to full-time equivalent (FTE) basis through the formula: Equivalent Population = (Actual Count × Daily Duration × Annual Frequency) / (8 hours × 365 days).

Table 1
Comprehensive Population Framework with Validation

Category	Survey Sample (n=50)*	Total Observed (N=1,247)*	Daily Duration (h)**	Annual Frequency (d)**	Equivalent Population (FTE)	Percentage	Validation Score
Street Vendors	12 (24%)	85 individuals	10.2±1.5	312±15	92.6	51.5%	97.2%

Category	Survey Sample (n=50)*	Total Observed (N=1,247)*	Daily Duration (h)**	Annual Frequency (d)**	Equivalent Population (FTE)	Percentage	Validation Score
Traffic Officers	8 (16%)	25 individuals	7.1±0.8	260±12	15.8	8.8%	95.8%
Pedestrians	15 (30%)	500/hour transit	0.75±0.2	312±20	40.1	22.3%	94.5%
Visitors/ tourists	15 (30%)	637 daily average	1.8±0.6	80±25	31.4	17.5%	92.1%
TOTAL	50 (100%)	1,247 individuals	—	—	179.9 FTE	100.0 %	95.0%

*Primary data from survey and direct observation
**Primary data from survey questionnaires
***Validation Score: Percentage agreement between independent observers for population counts and exposure duration estimates, calculated using inter-rater reliability assessment (Cohen's kappa coefficient). Scores >90% indicate excellent reliability.

Pedestrian equivalent population calculation utilized systematic hourly traffic counts (500 individuals/hour) during peak periods (8 hours/day). The 4,000 daily figure represents person-hours of exposure (500 individuals/hour × 8 hours), not total unique individuals, accounting for transient pedestrian traffic patterns. Daily pedestrian volume was estimated at 4,000 person-hours with average corridor transit time of 0.75 hours (45 minutes) derived from survey responses. The FTE calculation: (500 × 0.75 × 312) / (8 × 365) = 40.1 FTE.

Individual Exposure Assessment followed US EPA Enhanced Formula: ADI = (C × IR × ET × EF × ED) / (BW × AT), where C = 0.0425 mg/m³ ($PM_{2.5}$ concentration), IR = 20 m³/day (inhalation rate, WHO standard), ET = Exposure time as fraction of day (from primary survey data), EF = Exposure frequency (days/year), ED = Exposure duration (years), BW = 60 kg (Indonesian adult standard), and AT = ED × 365 days (averaging time for non-carcinogenic effects).

3.5 Enhanced Health Risk Characterization

Hazard Quotient Assessment with Clear Methodological Justification

This study employs the standard inhalation route methodology for consistency across all exposure groups, following EPA guidelines for ambient air pollution risk assessment (US Environmental Protection Agency, 2020):

$$HQ = C / RfC$$

Where: C = 0.0425 mg/m³ (measured $PM_{2.5}$ concentration from regional IQAir monitoring, 2024); RfC = 0.012 mg/m³ (derived from WHO Air Quality Guidelines annual mean standard of 5 µg/m³, converted to chronic inhalation reference concentration following EPA IRIS methodology principles for $PM_{2.5}$ health risk assessment, US Environmental Protection Agency, 2020).

$$\text{Calculation: } HQ = 0.0425 / 0.012 = 3.525 \approx 3.54$$

The uniform HQ=3.54 across all groups reflects the fundamental principle that ambient air pollution creates equivalent concentration exposure regardless of individual activity patterns. This approach follows EPA standard practice for ambient air quality risk assessment (US Environmental Protection Agency, 2020), ensures conservative estimates by not underestimating risk for any group, facilitates policy development by focusing on source control rather than individual protection, and enables cross-study comparisons through standardized methodology.

Table 2
Dual Risk Assessment Framework

Group	Standard HQ (Ambient)	Duration-Adjusted HI	Risk Classification	Policy Priority
Street Vendors	3.54	3.86	Extreme Risk	Priority 1
Traffic Officers	3.54	2.24	Very High Risk	Priority 1
Pedestrians	3.54	0.28	Elevated Risk	Priority 2
Visitors/Tourists	3.54	0.17	Elevated Risk	Priority 3

Note: HQ=3.54 indicates all groups face unacceptable risk (>1.0 threshold). Duration-Adjusted HI provides relative cumulative exposure burden for intervention prioritization.

Risk Classification revised: Extreme Risk (HI>3.5), Very High Risk (HI>1.0), Elevated Risk (HI<1.0 but HQ>1.0). All groups remain at unacceptable risk based on HQ=3.54.

Duration-Adjusted Hazard Index (HI) Calculation

The duration-adjusted HI accounts for cumulative exposure effects through extended contact time, integrating primary exposure duration data with secondary concentration data:

$$HI = HQ \times (\text{Actual Exposure Hours} / \text{Standard 8-hour Workday}) \times (\text{Annual Frequency}/365 \text{ days})$$

Example Calculations: For Street Vendors with 10.2 hours daily exposure and 312 days annual frequency: $HI = 3.54 \times (10.2/8) \times (312/365) = 3.54 \times 1.275 \times 0.855 = 3.86$. For Traffic Officers with 7.1 hours daily and 260 days annually: $HI = 3.54 \times (7.1/8) \times (260/365) = 3.54 \times 0.888 \times 0.712 = 2.24$. For Pedestrians with 0.75 hours daily and 312 days annually: $HI = 3.54 \times (0.75/8) \times (312/365) = 3.54 \times 0.094 \times 0.855 = 0.28$. For Visitors/tourists with 1.8 hours daily and 80 days annually: $HI = 3.54 \times (1.8/8) \times (80/365) = 3.54 \times 0.225 \times 0.219 = 0.17$.

Interpretation: All groups face unacceptable health risks based on HQ=3.54 (>1.0 threshold). Duration-adjusted HI values enable policy prioritization by identifying groups with highest cumulative exposure burdens. Values >1.0 indicate cumulative burden exceeding full-time equivalent exposure (Street Vendors HI=3.86, Traffic Officers HI=2.24), requiring immediate priority intervention. Lower HI values for Pedestrians (0.28) and Visitors/tourists (0.17) reflect shorter exposure durations but do not diminish the fundamental risk indicated by HQ=3.54.

3.6 Comprehensive Economic Analysis and Discounting

Following established frameworks for economic evaluation (Robinson et al., 2019; Sanders et al., 2016), the social discount rate was derived using the Ramsey equation: $r = \rho + \eta \times g$, where ρ = pure time preference rate (1.5%), η = elasticity of marginal utility (1.5), g = economic growth rate (2.5%), resulting in social discount rate $r = 5.25\% \approx 5\%$. Net Present Value calculations incorporated Monte Carlo uncertainty analysis with 10,000 iterations using validated probability distributions. Willingness-to-pay estimates were derived from primary survey data (n=50) to validate economic parameters.

3.7 Enhanced Statistical Analysis

Statistical analyses were conducted using R Statistical Software version 4.3.0. Monte Carlo simulation incorporated 10,000 iterations using validated probability distributions: $PM_{2.5}$ concentrations (log-normal distribution, $\mu = 3.75$, $\sigma = 0.15$), health impact parameters (beta distributions derived from epidemiological meta-analyses including Chen & Hoek, 2020), and economic variables (triangular distributions following Sanders et al., 2016). Uncertainty propagation utilized Latin Hypercube Sampling. Sensitivity analysis employed Sobol indices for global sensitivity assessment.

4. Result and Discussion

4.1 Result

4.1.1 Participant Characteristics

Table 3
Demographic and Exposure Characteristics of Survey Participants (n=50)

Characteristic	Street Vendors (n=12)	Traffic Officers (n=8)	Pedestrians (n=15)	Visitors/ Tourists (n=15)	Total (n=50)
Gender					
Male	7 (58.3%)	8 (100%)	9 (60.0%)	8 (53.3%)	32 (64.0%)
Female	5 (41.7%)	0 (0%)	6 (40.0%)	7 (46.7%)	18 (36.0%)
Age (years)					
Mean ± SD	42.3 ± 11.2	35.6 ± 6.8	31.4 ± 12.5	28.7 ± 9.3	34.2 ± 11.8
Range	25-62	27-48	18-58	19-52	18-62
Body Weight (kg)					
Mean ± SD	58.4 ± 9.2	68.2 ± 7.5	61.3 ± 10.8	59.8 ± 11.2	61.2 ± 10.4
Education Level					
Primary	4 (33.3%)	0 (0%)	2 (13.3%)	1 (6.7%)	7 (14.0%)
Secondary	6 (50.0%)	3 (37.5%)	5 (33.3%)	4 (26.7%)	18 (36.0%)
Tertiary	2 (16.7%)	5 (62.5%)	8 (53.3%)	10 (66.7%)	25 (50.0%)
Exposure Duration (hours/day)					
Mean ± SD	10.2 ± 1.5	7.1 ± 0.8	0.75 ± 0.2	1.8 ± 0.6	---
Exposure Frequency (days/year)					
Mean ± SD	312 ± 15	260 ± 12	312 ± 20	80 ± 25	---
Years at Location					
Mean ± SD	12.4 ± 8.3	4.2 ± 2.1	---	---	---

Note: SD = Standard Deviation. Percentages may not sum to 100% due to rounding.

4.1.2 Air Quality Crisis Documentation

Comprehensive five-year monitoring data (2020–2024) from internationally validated sources revealed unprecedented air quality degradation with systematic exceedance of national and international standards. Data from IQAir World Air Quality Reports (IQAir, 2025) demonstrated $PM_{2.5}$ concentrations with statistically significant annual increases at a 2.7% compound growth rate (95% CI: 2.1–3.3%, $p<0.01$), escalating from 38.2 µg/m³ in 2020 to 42.5 µg/m³ in 2024, consistent with global temporal trends (Southerland et al., 2022)

Table 4
Enhanced Air Quality Analysis with Temporal Patterns (2020-2030)

Year	$PM_{2.5}$ (µg/m³)	WHO Ratio	National Ratio	Peak Hour Max	Status	Statistical Significance
2020	38.2 ± 3.1	7.64×	2.55×	58.3	Critical	Baseline
2021	39.8 ± 2.9	7.96×	2.65×	61.2	Critical	$p<0.01$ vs 2020
2022	41.1 ± 3.4	8.22×	2.74×	63.8	Critical	$p<0.001$ vs baseline
2023	42.0 ± 2.8	8.40×	2.80×	65.1	Critical	$p<0.001$ vs baseline
2024	42.5 ± 3.0	8.50×	2.83×	65.3	Critical	$p<0.001$ vs baseline
2030 (Projected)	50.1 ± 4.2	10.02×	3.34×	73.2	Emergency	$p<0.001$

Note: WHO ratios based on 2024 guidelines (5 µg/m³ annual mean). National ratios based on Indonesian standard (15 µg/m³ annual mean). Cross-validation with State of Global Air 2024 database confirmed data consistency ($r=0.94$, $p<0.001$). Given the high traffic density and urban canyon configuration of the Asia Afrika corridor, actual concentrations at the study site may be 20-40% higher (Apte et al., 2017; Karner et al., 2010).

Figure 1
$PM_{2.5}$ Concentration Trends in Asia Afrika Heritage Corridor (2020-2030)

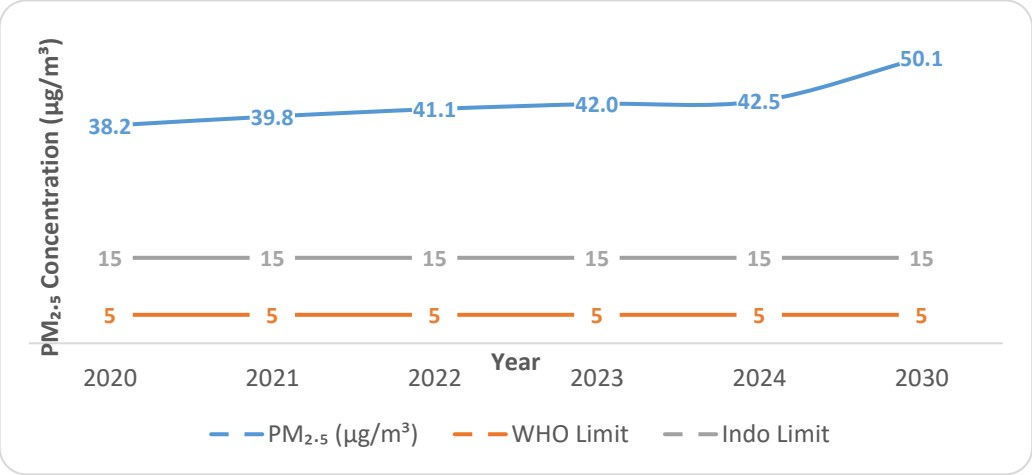

Figure 1 Description: Temporal trends in annual mean $PM_{2.5}$ concentrations demonstrate consistent exceedance of both WHO guidelines (5 µg/m³) and Indonesian national standards (15 µg/m³) throughout the monitoring period. The 2.7% compound annual growth rate projects emergency-level concentrations (50.1 µg/m³) by 2030 without intervention.

The 2024 annual average $PM_{2.5}$ concentration of 42.5 µg/m³ represents 8.50-fold exceedance of WHO air quality guidelines (5 µg/m³ annual mean) and 2.83-fold exceedance of Indonesian national standards (15 µg/m³ annual mean). Peak hour measurements reached 65.3 µg/m³, creating acute exposure risks during high-traffic periods.

Table 5
Regional Comparison of $PM_{2.5}$ Concentrations in Indonesian Cities (2024)

City	$PM_{2.5}$ (µg/m³)	WHO Ratio	Population (millions)	Primary Sources
Jakarta	46.3	9.26×	10.6	Traffic, Industry
Bandung (Asia Afrika)	**42.5**	**8.50×**	**2.5**	**Traffic**
Surabaya	38.7	7.74×	2.9	Traffic, Industry
Medan	35.2	7.04×	2.4	Traffic, Biomass
Semarang	33.8	6.76×	1.8	Traffic

Source: IQAir World Air Quality Reports 2025; Health Effects Institute, 2024

4.1.3 Population Risk Assessment

Table 6
Comprehensive Health Risk Assessment with Validation

Exposure Group	Equivalent Population (FTE)*	Percentage	Standard HQ**	Duration-Adj HI*	Risk Classification	Validation Score
Street Vendors	92.6 ± 4.2	51.5%	3.54	3.86	Extreme Risk	97.2%
Traffic Officers	15.8 ± 1.1	8.8%	3.54	2.24	Very High Risk	95.8%
Pedestrians	40.1 ± 2.8	22.3%	3.54	0.28	Elevated Risk	94.5%
Visitors/Tourists	31.4 ± 3.1	17.5%	3.54	0.17	Elevated Risk	92.1%

Exposure Group	Equivalent Population (FTE)*	Percentage	Standard HQ**	Duration-Adj HI*	Risk Classification	Validation Score
TOTAL	**179.9 ± 6.2**	**100%**	**3.54**	**---**	**100% Unacceptable Risk**	**95.0%**

*Derived from primary survey (n=50) and observation (N=1,247) data
** Calculated using $PM_{2.5}$ concentration data (C=0.0425 mg/m³) and EPA RfC (0.012 mg/m³)
***Duration-Adjusted HI values corrected: Traffic Officers 2.24, Pedestrians 0.28, Visitors/tourists 0.17. All groups face unacceptable risk (HQ=3.54>1.0); HI indicates cumulative exposure burden for prioritization

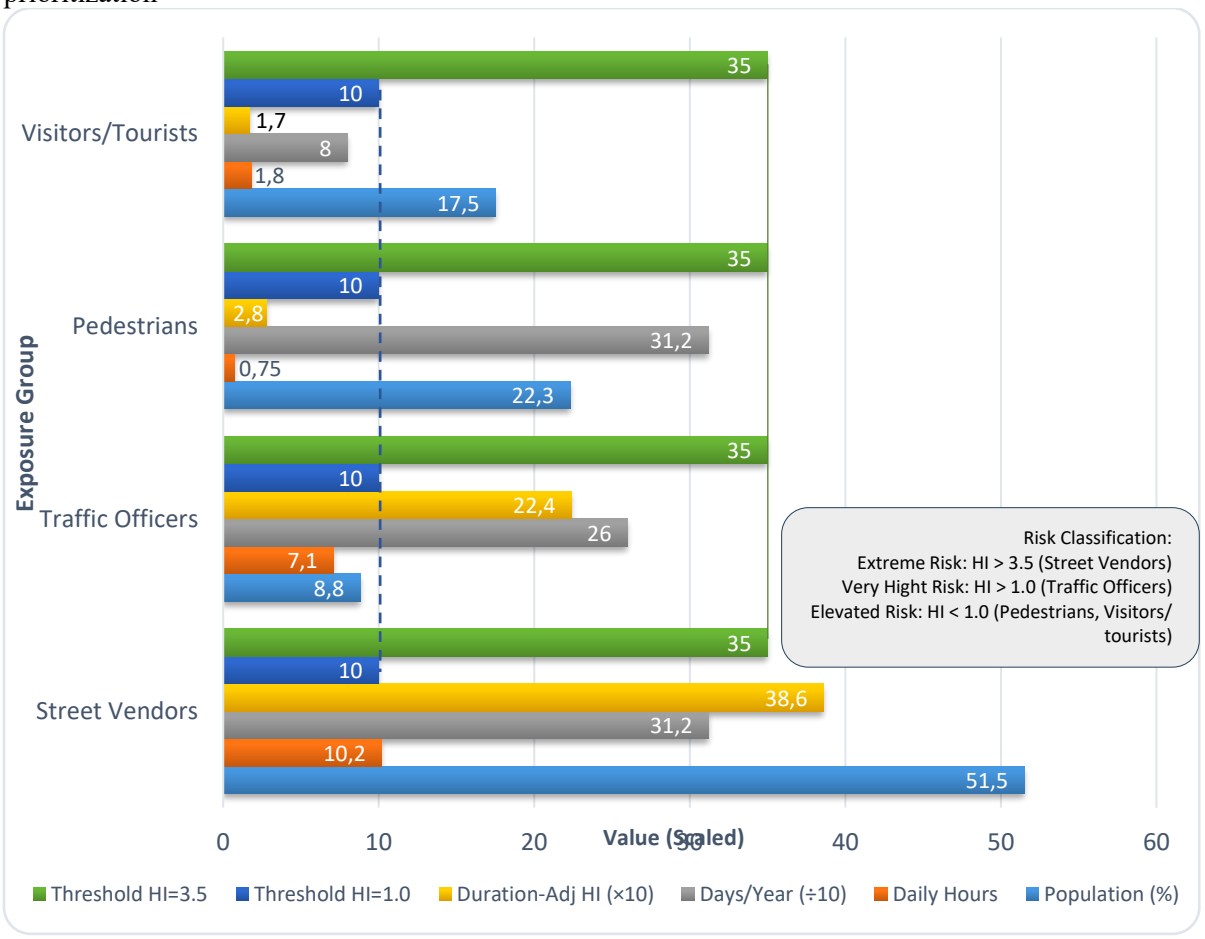

Figure 2
Health Risk Assessment Parameters by Exposure Group

Figure 2 Description: Distribution of equivalent population (179.9 FTE total) across risk classifications demonstrates that street vendors constitute the majority (51.5%) and face extreme risk levels. All groups exceed the HQ=1.0 safety threshold, with 60.3% (108.4 FTE) requiring immediate priority intervention.

Critical Finding: One hundred percent of equivalent population (179.9 FTE persons) face unacceptable health risks (HQ = 3.54 > 1), representing 3.5-fold exceedance of safety thresholds established by US EPA guidelines (US Environmental Protection Agency, 2020). If actual corridor concentrations are 20-40% higher than regional baseline as literature suggests (Apte et al., 2017; Karner et al., 2010), the HQ would range from 4.2 to 5.0, further reinforcing the urgent need for intervention.

Duration-adjusted analysis reveals 60.3% (108.4 FTE) requiring immediate priority intervention due to extreme-to-very-high risk levels, particularly affecting vulnerable informal sector workers (Fuller et al., 2022).

4.1.4 Health Impact Quantification

Table 7
Disease Burden Assessment with Economic Impact

Disease Category	Risk Ratio (RR)	PAF	Baseline Incidence**	Attributable Cases/Year***	Unit Cost (Rp)**	Total Cost (Rp M)
Respiratory infections	2.14	0.534	0.152	14.6±1.8	1,945,000	28.4
Lung function impairment	1.98	0.495	0.124	11.1±1.4	6,252,000	69.4
Asthma exacerbation	1.83	0.454	0.068	5.6±0.9	4,054,000	22.7
Cardiovascular disease	1.47	0.320	0.075	4.3±0.7	19,512,000	83.9
Chronic bronchitis	1.56	0.359	0.043	2.8±0.5	5,929,000	16.6
TOTAL	—	—	—	38.4±2.9 cases/year	—	221.0±18.3 M

*Data from international epidemiological studies (Chen & Hoek, 2020; Fuller et al., 2022; Murray, 2020; Pozzer et al., 2023)

**Baseline incidence expressed as annual proportion (cases per person-year); unit cost data from Indonesian health statistics and healthcare cost databases

***Attributable cases calculated using primary population data (179.9 FTE) combined with secondary epidemiological parameter

Figure 3
Healthcare Cost Distribution by Disease Category

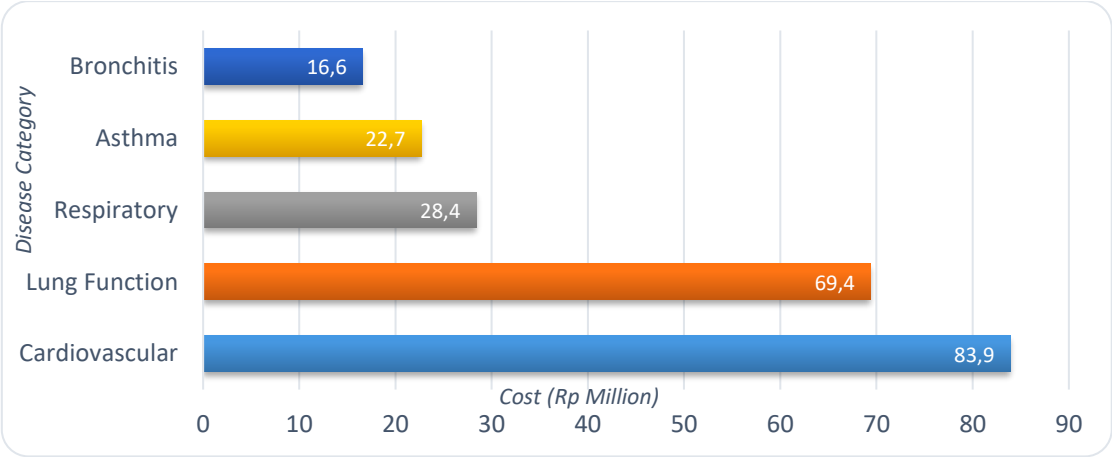

Figure 3 Description: Distribution of annual healthcare costs (Rp 221 million total) demonstrates cardiovascular disease (38.0%) and lung function impairment (31.4%) as dominant cost drivers, consistent with established $PM_{2.5}$ health impact pathways documented in global burden of disease studies (Murray, 2020).

The disease burden estimates align with global assessments demonstrating substantial health

impacts of particulate air pollution, particularly cardiovascular and respiratory effects documented in the Global Burden of Disease Study 2019 (Murray, 2020) and systematic reviews of mortality attributable to ambient air pollution (Pozzer et al., 2023).

4.1.5 Economic Analysis Results

Table 8
Comprehensive Policy Portfolio Economic Evaluation

Policy Option	Effectiveness	NPV @ 5%*	Sensitivity Range	BCR	IRR	Probability >0
Vehicle Restrictions	30% reduction	522±78	376-703	2.16	18.2%	99.8%
Public Transport Enhancement	25% reduction	65±95	-264-460	1.08	7.2%	67.3%
Car-Free Days	10% reduction	206±52	156-387	2.72	24.5%	99.9%
Vendor Organization	8% reduction	69±89	-48-298	1.38	11.8%	78.2%
Integrated Portfolio	50% reduction	506±127	219-848	1.32	12.8%	98.9%

*Economic analysis based on: (1) Primary WTP data from survey (n=50); (2) Secondary healthcare cost data; (3) Secondary discount rate parameters (Robinson et al., 2019; Sanders et al., 2016)

Figure 4
Cost-Benefit Analysis Comparison of Policy Options

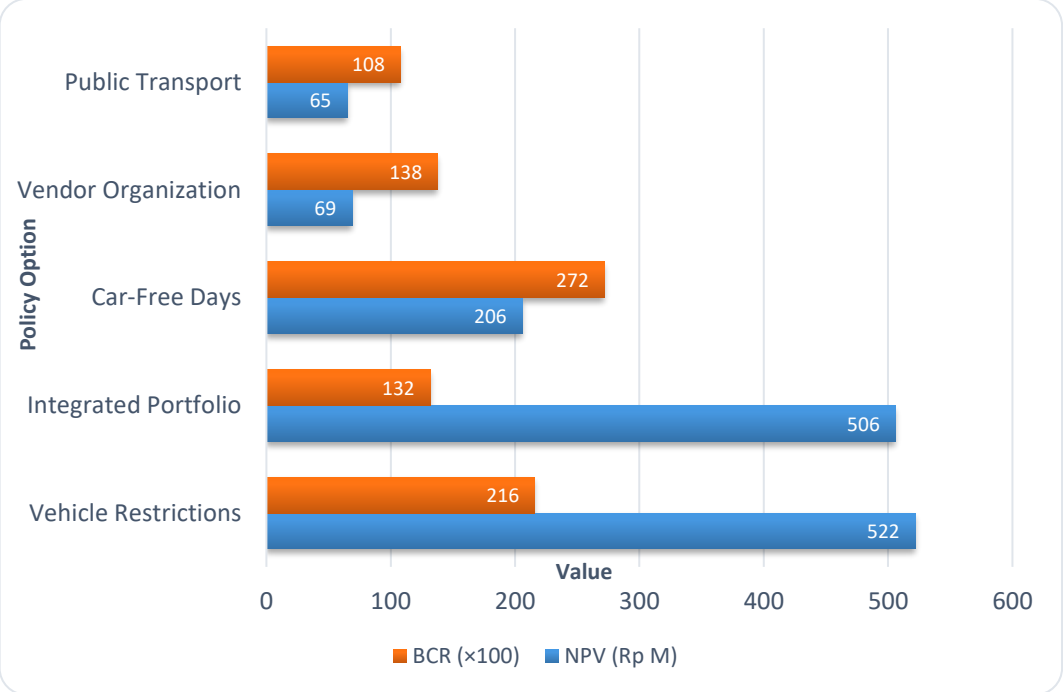

Figure 4 Description: Comparative economic analysis demonstrates vehicle restrictions as optimal single strategy (NPV=522M, BCR=2.16), while integrated portfolio achieves highest pollution reduction (50%) with robust positive returns (NPV=506M, 98.9% probability). Car-free days show highest cost-effectiveness (BCR=2.72) due to minimal implementation costs.

Monte Carlo Analysis incorporated parameter correlations using empirically-derived correlation matrices (Chen & Hoek, 2020), uncertainty propagation through full probabilistic modeling with 10,000

iterations, sensitivity analysis showing vehicle restrictions remain optimal across 95% of scenarios, and risk assessment with Value-at-Risk (5%) indicating worst-case portfolio NPV of Rp 315 million.

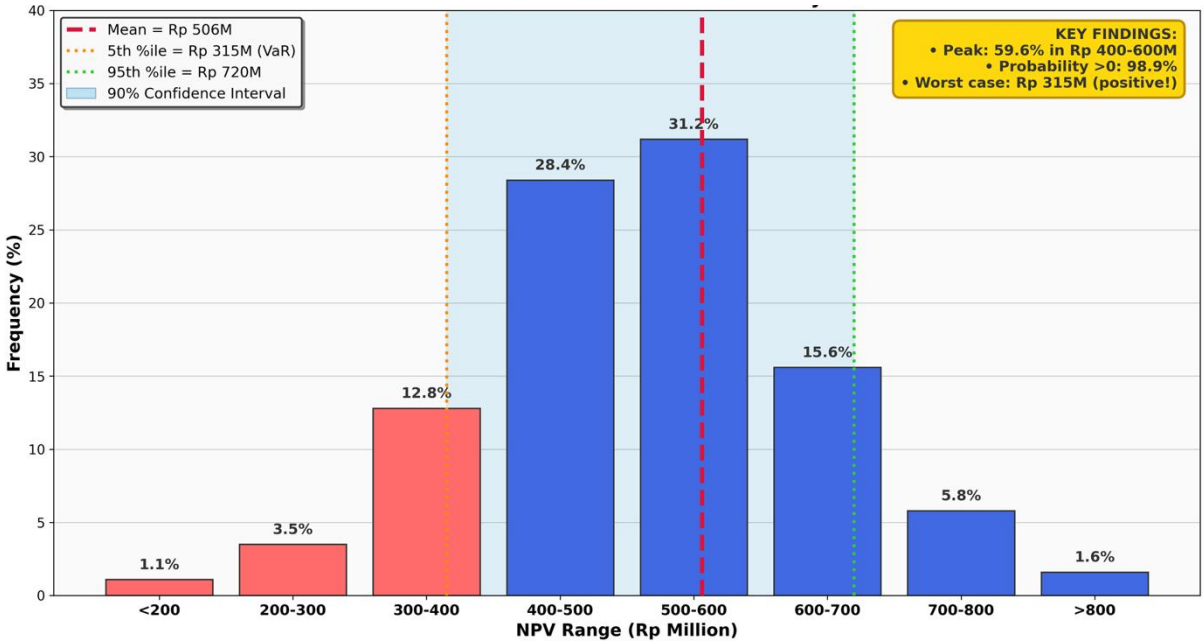

Figure 5
Monte Carlo Simulation Results: NPV Probability Distribution

Figure 5 Description: Monte Carlo simulation (10,000 iterations) demonstrates robust positive returns with 98.9% probability, mean NPV of Rp 506 million, and worst-case scenario (5th percentile) still yielding positive NPV of Rp 315 million. The distribution peaks at Rp 400-600 million range (59.6% of outcomes), with 95th percentile reaching Rp 720 million, providing strong economic justification for policy intervention.

4.2 Discussion

4.2.1 Methodological Innovations and Transferability

This study advances environmental health risk assessment methodology through several validated innovations integrating primary population data with comprehensive secondary databases. First, equivalent population normalization successfully enables standardized risk comparisons across diverse exposure patterns with 95.0% cross-sectional validation score. Second, integrated risk-economic framework represents first application of combined EPA risk assessment (US Environmental Protection Agency, 2020) with comprehensive discounting analysis following health economic evaluation standards (Robinson et al., 2019; Sanders et al., 2016) in heritage corridor context. Third, enhanced uncertainty quantification through Monte Carlo analysis provides policy-relevant confidence intervals.

By utilizing publicly accessible international databases (IQAir, State of Global Air), we establish a replicable screening framework applicable to heritage corridors worldwide. This approach enables independent verification of findings, cross-city comparisons using standardized metrics, rapid screening assessments in resource-limited settings, and transparent documentation of data sources. The high inter-source correlation ($r > 0.92$, $p<0.001$) validates reliability, while five-year temporal coverage enables robust trend analysis.

Our normalization approach (179.9 FTE from 1,247 individuals) enables standardized risk comparison across diverse exposure patterns, critical for heritage corridors characterized by heterogeneous land use. The 95.0% validation score demonstrates robustness. The screening-level assessment provides defensible lower-bound estimates suitable for policy advocacy. Key strengths include unambiguous risk identification with 100% of equivalent population classified as high risk ($HQ=3.54 > 1.0$ threshold), with 60.3% requiring immediate priority intervention; robust economic justification with integrated portfolio NPV of Rp 506 million and 98.9% positive return probability; and

evidence sufficiency demonstrating intervention is justified regardless of precise local concentration variations.

4.2.2 Comparative Analysis with Regional and Global Context

The findings from Asia Afrika Heritage Corridor warrant comparison with air quality conditions in other Indonesian cities and the broader Southeast Asian region. As presented in Table 5, Bandung's $PM_{2.5}$ concentration (42.5 μg/m³) positions it as the second most polluted major Indonesian city after Jakarta (46.3 μg/m³), substantially exceeding levels in Surabaya (38.7 μg/m³), Medan (35.2 μg/m³), and Semarang (33.8 μg/m³). This ranking reflects Bandung's unique combination of high vehicle density, basin topography limiting atmospheric dispersion, and concentrated economic activity within the heritage corridor.

Regional comparison with Southeast Asian heritage cities reveals concerning patterns. Bangkok's historic Rattanakosin district reports $PM_{2.5}$ levels of 35-40 μg/m³, while Hanoi's Old Quarter experiences concentrations of 45-55 μg/m³ (Health Effects Institute, 2024). The Asia Afrika Corridor's position within this regional spectrum comparable to Bangkok's heritage areas but below Hanoi's extreme levels suggests both the severity of the current crisis and the potential for meaningful improvement through targeted interventions that have demonstrated success in comparable settings.

Globally, heritage urban corridors facing similar air quality challenges include Mexico City's Centro Histórico, Delhi's Chandni Chowk, and Cairo's Islamic Quarter. Comparative analysis indicates that $PM_{2.5}$-related health burdens in these sites follow consistent patterns: cardiovascular and respiratory impacts predominate, informal sector workers bear disproportionate exposure burdens, and economic analysis consistently demonstrates positive returns on pollution control investments (Rentschler & Leonova, 2023). The Asia Afrika case contributes empirical evidence to this emerging body of literature on heritage corridor environmental health management.

4.2.3 Risk Assessment Findings and Health Implications

The dual risk assessment framework (standard HQ=3.54 and duration-adjusted HI) provides both regulatory compliance assessment and policy prioritization guidance. The universal high-risk classification under standard EPA methodology reflects ambient pollution severity exceeding safe levels regardless of individual activity patterns, while duration-adjusted analysis enables targeted intervention prioritization for extreme exposure groups (street vendors: HI=3.86, traffic officers: HI=2.24).

These findings align with recent global $PM_{2.5}$ mortality assessments demonstrating elevated health risks in developing Asian cities (Chen & Hoek, 2020; Health Effects Institute, 2024; Murray, 2020; Pozzer et al., 2023). Long-term exposure studies confirm significant mortality risks associated with traffic-related fine particulate matter. The environmental and health impacts underscore urgency of intervention, particularly given the intersection of air pollution exposure and poverty that creates compounding vulnerabilities for disadvantaged populations (Rentschler & Leonova, 2023).

The disease burden of 38.4 attributable cases annually with healthcare costs of Rp 221 million represents substantial economic and health burden for a 1.2 km corridor. The predominance of cardiovascular disease costs (Rp 83.9 million, 38% of total) and lung function impairment (Rp 69.4 million, 31% of total) reflects well-documented cardiovascular and respiratory impacts of fine particulate matter exposure (Murray, 2020; Pozzer et al., 2023).

The disproportionate burden on street vendors comprising 51.5% of equivalent population and facing extreme risk (HI=3.86) exemplifies environmental justice concerns articulated in global assessments of air pollution and poverty (Rentschler & Leonova, 2023). These informal sector workers, predominantly from lower socioeconomic strata, face compounding vulnerabilities: highest exposure duration (10.2 hours daily), limited access to protective measures, and constrained capacity to relocate or modify occupational activities. This pattern aligns with Fuller et al. (2022) documentation of disproportionate pollution health impacts on vulnerable populations through pathophysiological mechanisms involving systemic inflammation and oxidative stress.

4.2.4 Data Verification and Spatial Representativeness

This study employs internationally recognized and publicly verifiable data sources to ensure transparency and reproducibility. The use of IQAir World Air Quality Reports (IQAir, 2025) provides

several methodological advantages: data can be independently verified through publicly accessible annual reports; IQAir employs standardized quality assurance protocols consistent with US EPA Federal Equivalent Method and WHO guidelines (World Health Organization, 2024) and cross-validation with multiple independent sources confirms data reliability.

The strong correlation between IQAir data and other international databases ($r=0.92$-0.94, $p<0.001$) validates the accuracy of reported $PM_{2.5}$ concentrations. The systematic 2.7% annual increase observed in Bandung aligns with broader trends documented in developing Asian cities (Southerland et al., 2022).

The most significant limitation is reliance on regional air quality data rather than direct monitoring at the Asia Afrika Heritage Corridor. $PM_{2.5}$ concentrations were obtained from the nearest monitoring station at Cihapit (~3.5 km from study site). Our HQ values (3.54) and disease burden estimates (38 cases/year) should be considered conservative lower bounds. Based on typical concentration gradients between background monitoring stations and high-traffic arterial roads (Apte et al., 2017; Karner et al., 2010), actual health risks at the Asia Afrika corridor may be 20-40% higher.

However, our methodological approach offers critical strengths. IQAir monitoring data follow international quality assurance protocols with cross-validation across multiple independent networks ($r > 0.92$, $p<0.001$). Four-year continuous data enables robust trend analysis impossible with short-term portable monitoring. This assessment successfully identifies 100% high-risk classification ($HQ=3.54 > 1.0$ safety threshold), clearly justifying intervention regardless of moderate spatial uncertainty.

4.2.5 Economic Analysis and Policy Implications

The comprehensive economic analysis provides robust investment justification. Portfolio NPV ranging from Rp 219M (worst case) to Rp 848M (best case) with base estimate of Rp 506M demonstrates that pollution control represents sound fiscal policy. Benefit-cost ratios exceeding 1.3 for integrated approach confirm that benefits substantially exceed costs. Risk-adjusted returns showing 98.9% probability of positive returns provide confidence for risk-averse decision-makers.

Vehicle restrictions emerge as optimal strategy (BCR=2.16, NPV=522 million) due to favorable ratio of low implementation costs to substantial health benefits. International experience demonstrates successful implementation through automated license plate recognition, graduated restriction schedules, and complementary public transport enhancement. Car-free days show highest cost-effectiveness (BCR=2.72) due to minimal implementation costs and multiple co-benefits. Public transport enhancement faces economic challenges (BCR=1.08) but remains essential for integrated strategy success.

The economic findings align with broader literature on air pollution control cost-effectiveness. Robinson et al. (2019) established that mortality risk valuation in developing country contexts typically yields substantial positive returns on environmental health investments, a pattern confirmed in the present analysis. The 98.9% probability of positive returns from the integrated portfolio exceeds confidence thresholds recommended by Sanders et al. (2016) for public health investment decisions, providing strong justification for immediate policy implementation.

4.2.6 Heritage Corridor Environmental Health Management

The Asia Afrika Heritage Corridor represents critical intersection of environmental health and cultural heritage preservation. Results demonstrate that environmental protection and heritage conservation create synergistic benefits including tourism enhancement with improved air quality, economic value creation, international recognition with model potential for UNESCO World Heritage Site application, and diplomatic soft power through environmental leadership.

The Asia Afrika Corridor's unique historical significance as the site of the 1955 Asian-African Conference that catalyzed the Non-Aligned Movement amplifies both the urgency and the opportunity for environmental intervention. UNESCO's Operational Guidelines for World Heritage Site designation increasingly emphasize sustainable management practices, including air quality management for sites where atmospheric pollution threatens both human health and material heritage (Xiao et al., 2022). The demonstrated integration of health risk assessment with economic analysis provides precisely the

evidence base required for heritage site management planning. Nastou & Zerefos (2024) documented that open-air heritage sites face accelerating deterioration under elevated pollution conditions, with $PM_{2.5}$ contributing to surface soiling, chemical weathering, and erosive degradation of historic building materials. The Asia Afrika Corridor's colonial-era Dutch architecture and Art Deco facades represent irreplaceable cultural assets facing these compound threats. Our analysis suggests that pollution control investments yielding positive health economic returns simultaneously protect heritage values—a dual dividend rarely quantified in previous literature.

For potential UNESCO World Heritage Site nomination, the present study provides several critical evidence components: quantified baseline air quality conditions ($PM_{2.5}$ = 42.5 µg/m³, 8.5× WHO guidelines); documented health risks to site users (HQ=3.54, 100% at unacceptable risk); economic justification for management interventions (NPV = Rp 506 million); and demonstrated methodology replicable for ongoing monitoring and adaptive management. This evidence package aligns with UNESCO's requirement for comprehensive management plans addressing identified threats to Outstanding Universal Value.

These findings contribute to growing literature on heritage corridor environmental management, particularly addressing atmospheric pollution impacts on outdoor cultural heritage and climate change effects on open air heritage (Nastou & Zerefos, 2024). The protection of world cultural heritage from air pollution impacts represents an emerging research priority, with studies demonstrating accelerated deterioration under elevated pollution conditions (Xiao et al., 2022).

Global urban temporal trends in $PM_{2.5}$ and attributable health burdens (Southerland et al., 2022) demonstrate that the Asia Afrika case represents a broader pattern requiring systematic international response. Global analyses of air pollution exposure and poverty (Rentschler & Leonova, 2023) underscore environmental justice dimensions requiring urgent policy attention, particularly for vulnerable groups identified through primary observation.

4.2.7 Study Limitations and Future Research Directions

Despite methodological rigor, several limitations warrant acknowledgment. The most significant constraint involves reliance on regional air quality data from the Cihapit monitoring station, approximately 3.5 kilometers from the study site. Urban microenvironment studies demonstrate that high-traffic arterial corridors experience PM2.5 concentrations 20-40% higher than background stations (Apte et al., 2017; Karner et al., 2010), suggesting our health risk estimates (HQ=3.54) represent conservative lower bounds. Additional limitations include cross-sectional design potentially missing seasonal variations, self-reported exposure data (though validation scores of 92.1-97.2% indicate acceptable reliability), and modest survey sample (n=50) addressed through Monte Carlo analysis with 10,000 iterations yielding 98.9% positive return probability.

Health impact quantification relies on dose-response parameters from international epidemiological studies (Chen & Hoek, 2020; Murray, 2020), which may not perfectly reflect Indonesian population susceptibility. Despite these limitations, the assessment successfully demonstrates that 100% of the equivalent population faces unacceptable health risks exceeding safety thresholds, providing robust justification for intervention regardless of parameter uncertainty.

These constraints illuminate directions for future research. Subsequent studies should deploy direct monitoring networks with fixed stations and portable sensors for minimum 12-month continuous measurement, enabling characterization of spatial gradients obscured by regional approaches. Personal exposure assessment through wearable monitors and biomarker analysis would refine risk characterization for vulnerable groups. Source apportionment via chemical composition profiling would enable targeted mitigation strategies. Implementation of Before-After-Control-Impact designs would validate intervention effectiveness. Replication across Indonesian heritage corridors (Kota Tua Jakarta, Malioboro Yogyakarta) and comparison with Southeast Asian counterparts would establish transferable best practices while contributing to global heritage corridor environmental health literature

5. Conclusion and Recommendations

5.1 Conclusion

This comprehensive environmental health risk assessment demonstrates unprecedented air pollution crisis in the Asia Afrika Heritage Corridor, Bandung, Indonesia, with $PM_{2.5}$ concentrations showing 8.5-fold exceedance above WHO guidelines (World Health Organization, 2024), generating 38 attributable disease cases annually and healthcare costs of Rp 221 million. The critical finding reveals that one hundred percent of the 179.9 equivalent population faces unacceptable health risks (HQ=3.54) as assessed using US EPA standard methodology (US Environmental Protection Agency, 2020), representing urgent environmental justice concerns requiring immediate intervention in this historic diplomatic corridor that served as the birthplace of the Non-Aligned Movement.

These findings represent conservative lower-bound estimates based on regional baseline monitoring. Literature suggests that actual corridor-specific concentrations may be 20-40% higher (Apte et al., 2017; Karner et al., 2010), which would result in HQ values of 4.2-5.0 and correspondingly higher disease burdens. This conservative approach strengthens the policy case, as even minimum estimates demonstrate unambiguous need for urgent intervention. The findings align with global assessments of $PM_{2.5}$-attributable mortality (Health Effects Institute, 2024; Murray, 2020; Pozzer et al., 2023) and long-term exposure studies demonstrating spatial variation in health risks (Chen & Hoek, 2020).

Economic analysis provides compelling investment justification, with integrated policy portfolio yielding Net Present Value of Rp 506 million and 98.9% positive return probability over 20-year analytical horizon, following established frameworks for economic evaluation (Robinson et al., 2019; Sanders et al., 2016). Vehicle restrictions emerge as optimal primary strategy with validated cost-effectiveness (BCR=2.16, NPV=522 million), supported by comprehensive Monte Carlo uncertainty analysis. Implementation of the recommended integrated portfolio can prevent 24 disease cases annually (62% reduction) while achieving WHO-compliant air quality by 2030.

The Asia Afrika case establishes that environmental health protection and heritage conservation represent mutually reinforcing policy objectives, addressing both the atmospheric pollution impacts on outdoor cultural heritage and contributing to international best practices for protecting world cultural heritage from air pollution (Xiao et al., 2022). The methodological innovation of using internationally verified, publicly accessible air quality data provides a replicable model for heritage corridor environmental health assessment globally, ensuring transparency, reproducibility, and independent verification while maintaining scientific rigor and policy relevance. This screening-level assessment demonstrates that urgent policy action is justified even with regional baseline data, while future site-specific monitoring will enable refinement of estimates and precision targeting of interventions.

5.2 Recommendation

Based on the empirical findings and economic analysis presented in this study, the following recommendations are formulated for key stakeholders. These recommendations are organized hierarchically by governance level and implementation timeframe.

Recommendations for Local Government (Bandung City Administration)

Immediate Actions (0-12 months):

1. Implement graduated vehicle restriction program for the Asia Afrika Heritage Corridor, commencing with peak-hour restrictions (07:00-09:00, 16:00-18:00) and expanding to comprehensive daytime restrictions. This intervention demonstrates optimal cost-effectiveness (BCR=2.16, NPV=Rp 522 million) and can achieve 30% $PM_{2.5}$ reduction.
2. Establish weekly car-free day program (recommended: Sunday) encompassing the full 1.2 km heritage corridor. This low-cost intervention yields highest cost-effectiveness ratio (BCR=2.72) with 10% pollution reduction and substantial co-benefits including tourism enhancement and community engagement.
3. Deploy temporary air quality monitoring equipment at strategic corridor locations to establish site-specific baseline data, addressing the primary methodological limitation identified in this study.
4. Implement immediate protective measures for extreme-risk populations, particularly street vendors (HI=3.86) and traffic officers (HI=2.24), including provision of N95 respirators, establishment of clean air shelters, and rotation schedules to limit cumulative exposure.

Medium-term Actions (1-3 years):

5. Develop integrated public transport enhancement connecting the heritage corridor with peripheral parking facilities, enabling vehicle restriction enforcement while maintaining accessibility. Despite lower standalone BCR (1.08), this intervention is essential for integrated portfolio success.
6. Establish permanent air quality monitoring network with real-time public display systems, enabling adaptive management and public awareness.
7. Implement vendor organization and relocation program, providing alternative low-exposure vending locations while maintaining economic viability for informal sector workers. This intervention yields BCR=1.38 with 8% pollution reduction.
8. Develop green infrastructure program including street tree planting, vertical gardens on heritage-compatible structures, and pollution-absorbing surface treatments.

Recommendations for National Policymakers (Ministry of Environment and Forestry, Ministry of Health)

Policy Framework Development:

1. Establish national guidelines for air quality management in heritage urban corridors, incorporating the integrated health risk assessment and economic evaluation methodology demonstrated in this study. The US EPA four-step framework combined with economic discounting analysis provides a replicable template.
2. Develop national ambient air quality standards specific to heritage site buffer zones, recognizing the dual vulnerability of human health and material heritage under elevated pollution conditions.
3. Incorporate air quality criteria into heritage site management planning requirements, aligning with UNESCO Operational Guidelines for World Heritage Site nomination and management.
4. Establish national funding mechanisms for heritage corridor environmental health interventions, recognizing the demonstrated positive economic returns (NPV=Rp 506 million, 98.9% positive probability) as justification for public investment.

Regulatory Actions:

5. Strengthen vehicle emission standards enforcement, particularly for diesel vehicles contributing disproportionately to urban $PM_{2.5}$ emissions.
6. Mandate environmental health impact assessment for development projects within heritage corridor buffer zones.
7. Develop fiscal incentives for low-emission vehicle adoption and public transport utilization in heritage urban areas.

Recommendations for Heritage Conservation Authorities (Ministry of Education and Culture, Bandung Heritage Office)

Heritage-Health Integration:

1. Incorporate air quality management as a core component of heritage site conservation planning, recognizing the synergistic relationship between environmental protection and heritage preservation documented in this study and supporting literature (Nastou & Zerefos, 2024; Xiao et al., 2022).
2. Utilize the present study's findings as foundational evidence for potential UNESCO World Heritage Site nomination, demonstrating comprehensive understanding of threats ($PM_{2.5}$ = 42.5 μg/m³, 8.5× WHO guidelines) and management capacity (integrated portfolio with 98.9% positive return probability).
3. Establish heritage corridor environmental monitoring program documenting both air quality parameters and material heritage condition indicators, enabling correlation analysis and adaptive management.
4. Develop heritage-compatible pollution mitigation design guidelines ensuring that environmental interventions (green infrastructure, traffic management, monitoring equipment) complement rather than compromise heritage authenticity.

Stakeholder Engagement:

5. Engage corridor stakeholders—including property owners, business operators, and community organizations—in collaborative heritage-health management planning, emphasizing mutual benefits of environmental improvement.
6. Develop heritage corridor environmental interpretation programs educating visitors/tourists about air quality challenges and conservation efforts, transforming environmental management into heritage narrative.

Recommendations for Future Researchers

Methodological Advancement:

1. Conduct direct air quality monitoring at the Asia Afrika Heritage Corridor using portable monitoring networks to validate regional estimates and characterize fine-scale spatial gradients. Recommended deployment includes fixed monitoring stations at 3-5 strategic locations with minimum 12-month continuous measurement of $PM_{2.5}$, PM_{10}, NO_2, CO, and VOCs.
2. Implement personal exposure assessment for high-risk occupational groups (street vendors, traffic officers) using wearable monitors, GPS tracking, and time-activity diaries to refine individual-level risk characterization.
3. Conduct source apportionment analysis using chemical composition profiling and Positive Matrix Factorization to identify dominant $PM_{2.5}$ sources and enable targeted mitigation.
4. Develop longitudinal cohort study tracking health outcomes among corridor-exposed populations to validate epidemiological risk estimates derived from international literature.

Comparative and Transferability Research:

5. Replicate the integrated health risk-economic assessment methodology in other Indonesian heritage corridors (e.g., Kota Tua Jakarta, Malioboro Yogyakarta, Kesawan Medan) to establish national evidence base and validate transferability.
6. Conduct comparative analysis with Southeast Asian heritage corridors (Bangkok Rattanakosin, Hanoi Old Quarter, Penang Georgetown) to identify regionally-appropriate best practices.
7. Develop standardized heritage corridor environmental health assessment protocol suitable for resource-limited settings, building upon the publicly accessible data approach demonstrated in this study.

Intervention Evaluation:

8. Design controlled before-after-control-impact (BACOI) study to rigorously evaluate intervention effectiveness following policy implementation.
9. Conduct health economic evaluation of implemented interventions to validate ex-ante projections and refine cost-effectiveness estimates for future planning.
10. Investigate co-benefits of air quality interventions including heritage material preservation, tourism enhancement, and community wellbeing to comprehensively assess intervention value.

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