According to the Centre for Health Protection (CHP), the Government has ordered a total of three million doses of H1N1 Human Swine Influenza (HSI) vaccine from French manufacturer Sanofi Pasteur S.A. The first batch of 500,000 doses will be delivered by mid-December and the remaining 2.5 million doses are expected in January 2010.

A free vaccination program beginning end-December will be offered through Government and Hospital Authority clinics to about two million people in high-risk groups, including:

1. health care workers
2. pregnant women and sufferers of chronic complaints
3. children aged six months to under six years old
4. elderly aged 65 and above
5. workers in pig-related industries

For further details about the free H1N1 HSI vaccination program, please refer to the latest information sheet released by CHP on 30 Nov 2009 at this link: http://www.chp.gov.hk/files/pdf/info_public_hsivp_eng.pdf

According to the CHP, the remaining quantity of H1N1 HSI vaccine will be provided to private doctors participating in the Government influenza vaccination scheme. People in lower-risk groups can get the vaccine for a fee from private doctors. The fee and details of the vaccination program will be announced later.

The HKUST Campus Clinic has participated in the Government influenza vaccination scheme, and will be getting some of the H1N1 HSI vaccine. The available quantity and details of vaccination arrangements will be announced as soon as we know more details from the CHP.

In the meantime, the CHP has advised that interested patients should be vaccinated for the seasonal influenza vaccine pending the availability of the H1N1 HSI vaccine.

(This article is written by Health Concepts Ltd, the HKUST’s medical clinic operator.)
An Audit of Research Safety Management in Science and Engineering Departments

Research safety in Science and Engineering laboratories is perhaps the most challenging aspect of our campus environment, health and safety (EHS) management program. The great variety of hazards involved, the changing and sometimes unknown nature of research activities, and frequent turnover of graduate students and research supporting staff, all add to the complexity of ensuring health and safety of our researchers.

The fundamentals, of course, are the University safety policy, programs and requirements. These include clear directive from top management, written safety requirements and procedures, safety training, proper use of safety equipment, inspections and emergency response procedures. On the other hand, department safety management efforts also play a crucial role.

The following are important elements of research safety program that we have to rely on Science and Engineering departments to help implement:

1. Safety induction of new research personnel. Most Science and Engineering departments adopt a checklist for this purpose. It includes declaration of no laboratory work by theoreticians, safety training requirements, familiarization of safety features and equipment at individual laboratories, etc.

2. Regular self-inspections. On top of inspection by HSEO Field Team members, we highly encourage departments to conduct their own inspections regularly to maintain the health and safety conditions in laboratories. Records should be kept to document these efforts and to facilitate follow-up and corrective actions.

3. Safety clearance of leaving research personnel. HSEO has designed a form for this purpose; some departments modified it to better suit their departmental safety management practice. This is an important step to prevent orphaned hazardous materials and experimental set-up, and also to close any occupational health files of the leaving personnel.

4. Safety assessment of research projects and protocols. Depending on the scale of the research project, the safety assessment efforts may span from a safety declaration and review for a whole research proposal, to a safety assessment of a final year student project, or operational safety procedures for an experimental protocol involving hazardous agents. Other than the research proposal safety review, which is a uniformed RGC requirement, the level of effort and documentation of the other safety assessment activities varies among departments. Some have established a departmental permit system for all research activities including student projects; others are in the process of developing their departmental research safety assessment procedures.

In order to further enhance the department safety management efforts in Science and Engineering departments, HSEO is planning an audit exercise in the spring semester, with help from Departmental Safety Officers (DSOs) of the two Schools. Before the actual audit, a meeting will be organized for department heads, DSOs and concerned
staff, to share latest information on campus health and safety, including recent incidents in universities worldwide, and to explain details of the audit exercise. One of the focuses of the audit will be the thoroughness and documentation of the departmental safety management functions mentioned above.

We welcome any comment or suggestion from concerned departments about this audit exercise, and we will continue to work hand in hand with faculties and departmental colleagues to support research activities at HKUST, by ensuring research safety in our laboratories.
Traffic Safety at HKUST

Campus Traffic Safety is an issue that requires effort from all members of our campus community.

Although roads on campus are considered private roads, all drivers are required to observe traffic safety regulations according to laws of HK. Drivers must adhere to traffic signs and observe safety rules, including keeping driving speed within allowable limits, and parking at designated spaces only. Traffic safety rules are enforced by the Security Unit of the Facilities Management Office.

Lately, quite a few cases of unsafe behavior of pedestrians have been observed. These include those engaging in personal or phone conversations, or listening to MP3, and not paying attention to traffic conditions; not being aware of potential danger posed by vehicular traffic while crossing the road; walking on traffic road instead of pavement and not clearing way for approaching vehicles; etc. Some of these incidents almost led to tragic accidents.

It might be helpful to point out the fact that in Hong Kong, vehicles, not pedestrians, have the right of way, except at zebra crossings. That is to say, vehicles are not required to yield to pedestrians unless at zebra crossings. In some countries, pedestrians have the right of way at street corners when crossing the road and vehicles have to stop. Those of us who are not originally from Hong Kong should be aware of this difference. Pedestrians should always walk on the pavement and must pay attention to traffic when crossing the road.

Periodically, it has also been noticed that some riders of bicycles and skateboards as well as those on roller skates have been traveling dangerously on the roads and in parking lots, leading to near misses. Many of these riders are small children. In this connection, parents are reminded to closely supervise such activities to avoid injuries to their children.

The issue of traffic safety involves, for the most part, common sense and courtesy. Roads can be potentially dangerous, however, as long as all of us pay attention to traffic rules and apply a bit of common sense (such as paying attention while walking on the road and when crossing the street) and courtesy (such as yielding to an approaching vehicle or pedestrian); we can help to maintain a traffic accident free campus.
An online survey was conducted among all eligible users (i.e. full time UG and PG students) to collect their views on the quality of the on-campus student dental service. The survey was conducted during the period from 6 October to 23 October 2009. A total of 532 responses were recorded. The data collected are summarized below:

### Particulars of Respondents

<table>
<thead>
<tr>
<th>Sex</th>
<th>Number</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>320</td>
<td>61.5%</td>
</tr>
<tr>
<td>Female</td>
<td>200</td>
<td>38.5%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>520</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Residence</th>
<th>Number</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-campus</td>
<td>283</td>
<td>54.5%</td>
</tr>
<tr>
<td>Off-campus</td>
<td>236</td>
<td>45.5%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>519</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

171 or 32.7% of respondents had visited the Student Dental Clinic during the academic year 2008/09. The breakdown of utilization is given below:

<table>
<thead>
<tr>
<th>Overall</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of visits during the academic year 2008/09</td>
</tr>
<tr>
<td>---------</td>
</tr>
<tr>
<td>0</td>
</tr>
<tr>
<td>1-2</td>
</tr>
<tr>
<td>3-4</td>
</tr>
<tr>
<td>More than 4</td>
</tr>
<tr>
<td><strong>Total</strong></td>
</tr>
</tbody>
</table>

### Findings from Users

The following results were obtained from the 171 respondents who had attended the Student Dental Clinic at least once during the academic year 2008/09. Users were asked to select from among a 5-point scale (5 points - satisfactory, 1 point - unsatisfactory) the one best describing their satisfaction level. The distribution of ratings for each of the aspects
asked in the questionnaire is shown as follows:

a. **Scope of dental service provided**

![Bar chart showing degree of satisfaction for scope of dental service provided]

b. **Time required for appointment**

![Bar chart showing degree of satisfaction for time required for appointment]

c. **Professional service by dental staff at consultation**

![Bar chart showing degree of satisfaction for professional service by dental staff at consultation]
d. Oral hygiene instructions by dental staff

e. Dental materials at clinic
Findings from Non-users

The respondents who had not visited the Student Dental Clinic during the academic year 2008/09 were asked to indicate the main reason for not using the service. The breakdown of all the reasons is listed below:
Likelihood to Consult the Student Dental Clinic in Future

Respondents were asked whether they would consult the clinic in case of need in future by selecting from among a 5-point scale (5 - very likely, 1 - very unlikely) the one best describing the likelihood. The mean rating was 3.8 which indicated quite likely.

<table>
<thead>
<tr>
<th>Reasons for not using the service</th>
<th>Frequency</th>
<th>% of Non-users (2007/2008)</th>
</tr>
</thead>
<tbody>
<tr>
<td>- No dental problem</td>
<td>85</td>
<td>22.4%</td>
</tr>
<tr>
<td>- Had own dental insurance/scheme</td>
<td>26</td>
<td>6.9%</td>
</tr>
<tr>
<td>- Used to consult own dentist</td>
<td>26</td>
<td>6.9%</td>
</tr>
<tr>
<td>- Did not know the availability of service</td>
<td>60</td>
<td>15.8%</td>
</tr>
<tr>
<td>- Did not know the location of clinic</td>
<td>34</td>
<td>9.0%</td>
</tr>
<tr>
<td>- Did not know the opening hours of clinic</td>
<td>8</td>
<td>2.1%</td>
</tr>
<tr>
<td>- Did not have time during its opening hours</td>
<td>43</td>
<td>11.3%</td>
</tr>
<tr>
<td>- Not confident in the service</td>
<td>37</td>
<td>9.8%</td>
</tr>
<tr>
<td>- Others</td>
<td>60</td>
<td>15.8%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>379</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

**Difficulty in Expressing Opinions**

Respondents were asked whether they had any difficulty in expressing opinions about the services of the Student Dental Clinic. 96.9% (492) indicated "No" while 3.1% (16) indicated "Yes".

**Other Suggestions/Comments by Respondents**

Respondents were also asked at the end of the questionnaire to give suggestions and comments about the on-campus student dental services. A total of 60 respondents gave their suggestions/comments. The major areas of concern indicated by those suggestions/comments included:

- Bleeding and pain during treatment such as scaling and polishing of teeth.
- Waiting time needed for dental appointment.
- Time taken for dental treatment.
- Cost of dental service not included in the scope of primary dental service.
- Service hours of the On-campus Student Dental Clinic.

Meetings were conducted with the student dental services provider to review the comments and suggestions given by the users for necessary improvements in the service and to explore means to address the concerns of the users. It was also decided that a FAQ page on dental service will be launched to explain some of the frequently raised issues. It will soon
be uploaded to the University's Health and Hygiene website (http://www.ust.hk/healthmatters/). Please watch out for it.
EPD launched the “Free Vehicle Emission Testing Week” at HKUST

Vehicles' emission contributes to air pollution that endangers the environment in the whole world. To prevent further damage to the environment, Environmental Protection Department (EPD) of HKSAR launched the “Free Vehicle Emission Testing Week” at HKUST during the period from 24 to 27 November 2009. The event aimed at promoting environmental sustainability amongst HKUST staff members and students.

With help from specialists of Environmental Technology Consultants Limited “ETC” appointed by EPD, a total of 55 petrol-engine vehicles were tested. Among the 55 vehicles, ETC found that:

- 20 were over 10 years old and 35 were under 10 years old,
- 4 had over 2,500cc engine capacity while the remaining 51 had under 2500cc,
- 50 were considered to be satisfactory in emission*,
- 5 were considered to be unsatisfactory in emission* and
- average fuel consumption among all vehicle subjects was $1.64/km (based on current gas price)

* Determination of “satisfaction” in emission is based on a set of reference limits designed by EPD based on the Euro standard and taking into consideration the relative deterioration of the vehicles. Vehicles of different manufacture years and weight are judged by different emission limits based on the Euro standard format.

Data collected from emission tests (see the sample “Emission Test Form” below) would help EPD further redefine their strategies on air quality control.
Try to understand the impact of your driving behavior on emission and fuel consumption. In reducing fuel consumption and cutting down CO₂ emissions, there are a few easy things you can do:

- **Have your vehicle serviced regularly.** An under-serviced engine can reduce fuel economy as it's less likely to be operating at its optimum efficiency.
- **When the engine is idling, you are wasting fuel and making more CO₂ emissions.** Switch off engine when idling.
- **Sharp acceleration and heavy braking have a direct impact on fuel consumption.** Speed up and slow down your vehicle smoothly could help reduce fuel consumption and CO₂ emissions.
- **Turn off extra electrical equipment and minimize the use of air conditioning can help reduce fuel consumption and CO₂ emissions.**
- **Make sure the tyres are inflated to the correct pressure for the vehicle.**
- **Don’t carry unnecessary weight.**

The best way to reduce CO₂ emissions is not to use your vehicle. To protect our environment, you are encouraged to use public transport, school bus service, cycle or to walk wherever possible.