



UNIVERSITI PUTRA MALAYSIA

***INFLUENCE OF TRAFFIC-RELATED AIR POLLUTION EXPOSURE ON
RESPIRATORY HEALTH, TNF α AND CYP1A1 GENE AND HISTONE
MODIFICATIONS AMONG SCHOOL CHILDREN IN THE KLANG
VALLEY, MALAYSIA***

NUR FASEEHA BINTI SUHAIMI

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MALAYSIA**

By

NUR FASEEHA BINTI SUHAIMI

**Thesis Submitted to the School of Graduate Studies, Universiti Putra
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Philosophy**

June 2021

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Abstract of thesis presented to the Senate of Universiti Putra Malaysia in fulfillment of the requirement for the degree of Doctor of Philosophy

INFLUENCE OF TRAFFIC-RELATED AIR POLLUTION EXPOSURE ON RESPIRATORY HEALTH, $TNF\alpha$ AND $CYP1A1$ GENE AND HISTONE MODIFICATIONS AMONG SCHOOL CHILDREN IN THE KLANG VALLEY, MALAYSIA

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June 2021

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Traffic-related air pollution (TRAP) is a complex mixture of many pollutants, which has adverse health impacts, especially on children who live near heavily-travelled roads. This cross-sectional comparative study was conducted at eight schools in high traffic (HT) and low traffic (LT) areas to investigate the potential risks from TRAP exposure to respiratory health among children with the incorporation of histone H3 level and deoxyribonucleic acid methylation (DNAm) status of *Tumour Necrosis Factor Alpha (TNF α)* and *Cytochrome P450 Family 1 Subfamily A Member 1 (CYP1A1)*. Respondents' background information, personal exposure to TRAP, and respiratory symptoms were obtained from validated questionnaires distributed to randomly selected 7 to 11-year-old children to be filled in by parents or guardians. Portable instruments equipped with integrated sensors for real-time monitoring were used for 6-h measurements of coarse particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), extremely fine particulate matter (PM₁), nitrogen dioxide (NO₂), sulphur dioxide (SO₂), ozone (O₃), carbon monoxide (CO), and total volatile organic compounds (TVOC). Meanwhile, 24-h measurements of PM_{2.5}-bound black carbon (BC) in schools and particulate matters in residences were performed using air sampling pumps that utilise the gravimetric method. Data from local air quality monitoring stations were also compared to validate the school findings and proceeded with Principal Component Analysis (PCA) to identify pollution sources. A lung function test was conducted using a spirometer to measure lung performance. Histone H3 modification was captured using an enzyme-linked immunosorbent assay (ELISA) kit, whereas DNAm was quantified using a methylation-specific polymerase chain reaction (MS-PCR) kit on bisulphite-treated DNA; both from saliva samples. The results indicate that HT area had significantly higher concentrations of PM₁₀ ($p < 0.001$), PM_{2.5} ($p < 0.001$), PM₁ ($p < 0.001$), BC ($p < 0.001$), NO₂ ($p < 0.001$), SO₂ ($p < 0.001$), O₃ ($p < 0.001$), CO ($p < 0.001$) and TVOC ($p < 0.001$) than LT area. The PCA results highlighted that the air quality in

the HT area had been affected by the combustion of fuel engines. Children who attended schools in the HT area were more prone to get cough (OR=3.0), phlegm (OR=2.3), wheezing (OR=2.3), impairment in forced vital capacity (FVC%)($z = -5.23$), impairment in forced expiratory volume in 1 second (FEV₁%)($z = -5.01$), higher histone H3 level ($z = -5.13$), methylated *TNF α* (OR=2.0) and methylated *CYP1A1* (OR=1.7). After controlling the possible confounders, findings from multiple logistic regression show that methylated *TNF α* and *CYP1A1* were mostly influenced by exposure to NO₂ (OR=3.0) and BC (OR=2.0), respectively. Meanwhile, results from multiple linear regression revealed that BC and NO₂ were the most significant factors influencing the FVC% (adjusted $R^2=0.405$, $p<0.001$, $f^2=0.68$) among children. FEV₁% were mostly influenced by BC, PM₁ and PM_{2.5} (adjusted $R^2=0.412$, $p<0.001$, $f^2=0.70$), whereas NO₂ was the most significant factor that influenced the histone H3 level (adjusted $R^2=0.337$, $p<0.001$, $f^2=0.51$) among children. In conclusion, epigenetic mechanisms may govern the relationships between TRAP exposures and respiratory health by acting as mediators. This study also provides the groundwork for future preventive interventions, particularly developing mitigation plans to reduce TRAP exposure in Malaysia.

Keywords: TRAP, children, epigenetic modifications, respiratory health.

Abstrak tesis yang dikemukakan kepada Senat Universiti Putra Malaysia
Sebagai memenuhi keperluan untuk ijazah Doktor Falsafah

**PENGARUH PENDEDAHAN KEPADA PENCEMARAN UDARA BERKAITAN
TRAFIK KE ATAS KESIHATAN RESPIRATORI, MODIFIKASI HISTON DAN
GEN *TNF α* DAN *CYP1A1* DALAM KALANGAN KANAK-KANAK SEKOLAH
DI LEMBAH KLANG, MALAYSIA**

Oleh

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Pencemaran Udara Berkaitan Trafik (TRAP) merupakan campuran kompleks beberapa pencemar yang boleh mengakibatkan kesan kesihatan yang buruk, terutamanya terhadap kanak-kanak yang tinggal berhampiran jalan yang sibuk. Kajian perbandingan keratan rentas ini dijalankan di lapangan sekolah di kawasan trafik tinggi (HT) dan trafik rendah (LT) untuk menentukan potensi risiko pendedahan TRAP terhadap kesihatan pernafasan dalam kalangan kanak-kanak dengan penggabungan paras histon H3 dan status pemetilasi asid deoksiribonukleik (DNAm) *Tumour Necrosis Factor Alpha (TNF α)* dan *Cytochrome P450 Family 1 Subfamily A Member 1 (CYP1A1)*. Maklumat latar belakang responden, pendedahan peribadi terhadap TRAP dan gejala pernafasan telah diperolehi daripada soal selidik yang diedarkan kepada kanak-kanak berusia 7 hingga 11 tahun yang dipilih secara rawak untuk diisi oleh ibu bapa atau penjaga. Instrumen mudah alih yang dilengkapi dengan sensor bersepadu untuk pemantauan masa nyata digunakan untuk pengukuran bahan zarah terampai (PM₁₀), bahan zarah halus (PM_{2.5}), bahan zarah sangat halus (PM₁), nitrogen dioksida (NO₂), sulfur dioksida (SO₂), ozon (O₃), karbon monoksida (CO), dan sebatian organik meruap sepenuhnya (TVOC) selama 6 jam. Sementara itu, pengukuran karbon hitam (BC) pada PM_{2.5} di sekolah, dan bahan zarah di kediaman dijalankan dengan menggunakan pam pensampelan udara yang menggunakan kaedah gravimetri. Data dari stesen pemantauan kualiti udara tempatan telah dibandingkan untuk mengesahkan hasil penemuan di sekolah. Analisis Komponen Utama (PCA) telah digunakan untuk mengenal pasti punca pencemaran. Ujian fungsi paru-paru dilakukan dengan menggunakan spirometer untuk mengukur keupayaan paru-paru. Modifikasi histon H3 telah dikesan menggunakan kit immunosorben berkaitan enzim (ELISA), sementara DNAm telah dikesan dengan menggunakan kit tindak balas berantai polimerase spesifik untuk pemetilasi (MS-PCR) pada DNA yang diubah suai dengan bisulfit; kedua-duanya daripada sampel air liur. Hasilnya

menunjukkan bahawa kawasan HT mempunyai kepekatan PM_{10} ($p < 0.001$), $PM_{2.5}$ ($p < 0.001$), PM_1 ($p < 0.001$), BC ($p < 0.001$), NO_2 ($p < 0.001$), SO_2 ($p < 0.001$), O_3 ($p < 0.001$), CO ($p < 0.001$) dan TVOC ($p < 0.001$) yang jauh lebih tinggi berbanding dengan kawasan LT. Hasil PCA mendapati bahawa kualiti udara di kawasan HT telah dipengaruhi oleh pembakaran enjin bahan api. Kanak-kanak yang bersekolah di kawasan HT lebih mudah mendapat batuk (OR=3.0), kahak (OR=2.3), nafas berdehit (OR=2.3), pengurangan kapasiti vital terpaksa (FVC%) ($z = -5.23$), pengurangan isipadu ekspirasi paksa dalam 1 saat (FEV₁%) ($z = -5.01$), paras histon H3 lebih tinggi ($z = -5.13$), pemetilan $TNF\alpha$ (OR=2.0) dan pemetilan $CYP1A1$ (OR=1.7). Setelah mengawal kemungkinan wujudnya risiko sampingan, penemuan daripada regresi logistik berganda menunjukkan bahawa pemetilan $TNF\alpha$ dan $CYP1A1$ kebanyakannya dipengaruhi oleh pendedahan terhadap NO_2 (OR=3.0) dan BC (OR=2.0). Sementara itu, hasil regresi linear berganda menunjukkan bahawa BC dan NO_2 adalah faktor paling signifikan yang mempengaruhi FVC% (R^2 diubah=0.405, $p < 0.001$, $f^2=0.68$) dalam kalangan kanak-kanak. FEV₁% adalah paling dipengaruhi oleh BC, PM_1 dan $PM_{2.5}$ (R^2 diubah=0.412, $p < 0.001$, $f^2=0.70$), manakala NO_2 adalah faktor yang paling signifikan yang mempengaruhi paras Histon H3 (R^2 diubah=0.337, $p < 0.001$, $f^2=0.51$) dalam kalangan kanak-kanak. Secara ringkasnya, mekanisme epigenetik berkemungkinan terlibat dalam hubungan antara pendedahan TRAP dan kesihatan pernafasan dengan bertindak sebagai pengantara. Kajian ini juga menyediakan panduan untuk intervensi pencegahan di masa depan, terutamanya pelan tindakan mitigasi untuk mengurangkan pendedahan kepada TRAP di Malaysia.

Kata Kunci: TRAP, kanak-kanak, perubahan epigenetik, kesihatan pernafasan.

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LIST OF ABBREVIATIONS

<	Less than
>	More than
≥	At least
%	Per cent
°C	Degree Celsius
x g	Times gravity
µm	Micrometres
µg/m ³	Microgram per metre cubic
ADT	Average Daily Traffic
AM	Traffic counts that passed by the schools from 7 to 8 a.m.
AT	Ambient Temperature
Alu	Short-interspersed nucleotide element
API	Air Pollutant Index
ATS	American Thoracic Society
BC	Black Carbon
bp	Base pair
CAQM	Continuous Air Quality Monitoring
CI	Confidence Interval
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
<i>CYP1A1</i>	<i>Cytochrome P450 Family 1 Subfamily A Member 1</i>
DNA	Deoxyribonucleic Acid
DNAm	DNA Methylation

DOE	Department of Environment
DOS	Department of Statistics
DOSH	Department of Occupational Safety and Health
EH	Environmental Health
ELISA	Enzyme-Linked Immunosorbent Assay
EPA	Environmental Protection Agency
FEV ₁	Forced Expiratory Volume in 1 Second
FMHS	Faculty of Medicine and Health Sciences
FVC	Forced Vital Capacity
h	hours
HT	High Traffic
IAQ	Indoor Air Quality
I/O	Indoor/Outdoor
<i>IFN</i> _γ	Interferon Gamma
IQR	Interquartile Range
ISAAC	International Study of Asthma and Allergies in Childhood
km	Kilometre
L/min	Litre per minute
LINE-1	Long Interspersed Nuclear Element 1
LOS	Level of Severity
LT	Low Traffic
m	Metre
m/s	Metre per second
MAAQS	Malaysia Ambient Air Quality Standard
MCE	Mixed Cellulose Esters

min	minutes
ml	Millilitre
MOE	Ministry of Education
MOH	Ministry of Health
MS-PCR	Methylation Specific Polymerase Chain Reaction
ng/μl	Nanogram per microlitre
ng/ml	Nanogram per millilitre
NIOSH	National Institute for Occupational Safety and Health
nm	Nanometre
NO	Nitric Oxide
NO ₂	Nitrogen Dioxide
NO _x	Oxides of Nitrogen
NF-κB	Nuclear Factor Kappa B Cells
O ₂	Oxygen
O ₃	Ozone
OD	Optical Density
OD/ng	Optical Density/Nanogram
OR	Odds Ratio
PAH	Poly Aromatic Hydrocarbon
PCA	Principal Component Analysis
PCR	Polymerase Chain Reaction
pg/ml	Picogram per millilitre
PM	Traffic counts that passed by the schools from 12.30 to 1.30 p.m.
PM ₁₀	Particulate matter below 10 micrometres aerodynamic diameter

PM _{2.5}	Particulate matter below 2.5 micrometres aerodynamic diameter
PM ₁	Particulate matter below 1 micrometre aerodynamic diameter
ppb	Parts per billion
ppm	Parts per million
PVC	Poly Vinyl Chloride
RH	Relative Humidity
RT	Room Temperature
ROS	Reactive Oxygen Species
rpm	Revolutions per minute
RTVM	Road Traffic Volume Malaysia
s	Seconds
SD	Standard Deviation
SO ₂	Sulphur Dioxide
SR	Solar Radiation
T	Temperature
TC	Traffic Counts
<i>TNFα</i>	<i>Tumour Necrosis Factor Alpha</i>
TRAP	Traffic-Related Air Pollution
TVOC	Total Volatile Organic Compounds
UKM	Universiti Kebangsaan Malaysia
UMT	Universiti Malaysia Terengganu
UPM	Universiti Putra Malaysia
URTI	Upper Respiratory Tract Illnesses
USA	United States of America
US EPA	United States Environmental Protection Agency

UV	Ultraviolet
V	Volume
Vel	Velocity
VIF	Variance Inflation Factor
WD	Wind Direction
WHO	World Health Organization
WS	Wind Speed



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CHAPTER 1

INTRODUCTION

1.1 Background

In a world where human activities are in full swing, both during the day and at night, air pollution is getting worse, and concerns about the effects of toxins on airways and their correspondence with lung diseases are also increasing. Traffic-generating particulate matter is now known to contribute substantially to ambient particulate matter, particularly in urban areas, and globally it creates a growing burden to us in the form of human disease (Awang, Jalaludin, Latif, & Mohamad Fandi, 2019; Haryanto, 2020; Mohamad Jamil et al., 2020). Apart from that, emissions from road vehicles are some of the most important sources of human exposure to air pollution, which are known to have adverse effects on health (Haryanto & Pratiwi, 2020) with the complex combination of many pollutants. This topic is of pivotal importance in the community. After being exposed to air pollutants, inhalation toxicity within the respiratory system may occur as the respiratory system is physically connected with air pollutants through breathing.

Many countries have taken the necessary steps to combat the adverse effects of particulate matter by implementing more stringent emission controls to reduce emissions from motor vehicles and improve air quality, as awareness of the related health issues has grown in recent years (Lee, Lin, Yuan, Lin, & Chen, 2018; Sofwan & Latif, 2020; Winkler et al., 2018). Nevertheless, the populations residing and working close to busy roads and highways have increased throughout the years due to the expansion of urban areas and economic improvement. Banks have always provided accessible financing for car ownership, and land-use changes promote dependence on motor vehicles. As a result, a large proportion of the human population spends significant amounts of their time on or near roadways as part of their daily activities (Matz, Stieb, Egyed, Brion, & Johnson, 2018) include experiencing significantly long periods on the road during traffic congestion.

Work considering traffic-related air pollution (TRAP) has a rich background. Previous research have indicated that TRAP is linked to toxicity within the respiratory system in distinct types of studies – *in vitro*, *in vivo*, and epidemiology. TRAP triggers diverse respiratory health effects, generates reactive oxygen species (ROS), which then cause oxidative stress (Kim, Choi, Park, & Seo, 2017). Besides that, significant evidence has been found on the mechanisms which connect TRAP to epigenetic modifications triggered by damage to Deoxyribonucleic Acid (DNA) (Ding et al., 2017; Rider & Carlsten, 2019). Besides, there are studies documented the prevalence of respiratory symptoms in persons who live close to busy roads (Hegseth et al., 2019; Yi et al., 2017).

This study aimed to collect the baseline data on exposure levels of indoor and outdoor air pollutants among school children living in Klang Valley areas with high traffic. Also, to study the precise nature and sources of local air pollution components in those areas, which would be informative in developing tailored risk control strategies. By investigating the exposure to TRAP, risk factors can be recognised and taken into account for further actions to control the respiratory diseases associated with the exposure to air pollutants.

1.2 Problem Statement

Traffic congestion is a major problem in Klang Valley, which is a known concern with the community. The fast-growing population mainly causes the problem in Klang Valley in the past ten years (DOS Malaysia, 2019). Traffic and industrial air pollution have long been recognised as the crucial external causes of respiratory problems (Azhari, Latif, & Mohamed, 2018; Sopian, Jalaludin, Tengku Mayusi, & Latif, 2020). The problem of TRAP may be further compounded by the growing vehicle fleet, urban society's dependence and preference for private motorised travel. The growth in the number of private vehicles has resulted in increased emissions.

Malaysia is a tropical country where the weather is humid and warm, with low temperature and humidity variation all year round. The particular apprehension over electricity and operational expenditure has resulted in natural ventilation for all national schools in Malaysia. Moreover, natural ventilation through window openings provides a practical solution to enhance the classrooms' indoor environment. Nevertheless, high concentrations of outdoor air pollutants can also infiltrate the schools' indoor environment via open windows and doors and cracks in the building (Mohammadyan et al., 2017), air exchange rate, and micro-environment (Lv, Wang, Wei, Zhang, & Zhao, 2017). The location of classrooms near the main roads and highways in Malaysia have also contributed to poor air quality in the classrooms. Figure 1.1 shows a typical classroom in national schools in Malaysia. A few local studies pointed that traffic and industrial activity influence the indoor air quality (IAQ) in the classrooms by releasing air pollutants into ambient air, which could penetrate the indoor environment (Kamaruddin, Jalaludin, Hamedon, & Hisamuddin, 2019; Mohd Isa, Hashim, Jalaludin, Lung Than, & Hashim, 2020).



Figure 1.1: A classroom in a national school in Malaysia

One of the adverse environmental issues is air pollution generated by road-side exposures in the vicinity of urban localities. Children are vulnerable to air pollutants due to schools and residential complexes located in the urban and sub-urban areas. By 2030, urban areas are expected to accommodate 60% of the world's population, which means that one in every three people will live in cities with at least half a million residents (United Nations, 2016). There is a large crowd of human in cities because government hubs, offices, business parks, education centres and main crossroads of transportations are situated here. Increasing high-rise buildings and population around the area lead to build up of traffic flow, notably during peak hours, which are in the early morning when most people go to work, and in the late evening when most people come back home. According to the recent list of schools under the Ministry of Education Malaysia management, there are 5,895 public schools (57.7%) located in the urban areas of Malaysia out of a total of 10,218 national primary and secondary schools in Malaysia (Ministry of Education Malaysia, 2021). Out of these, 851 schools (90.5%) out of 940 schools are located in the urban areas in Selangor, and 295 schools (100.0%) are located in Kuala Lumpur. By referring to these figures on the schools located in the urban areas, extra attention should be paid to the IAQ of the school buildings, primarily national schools located near heavily-travelled roads.

Air pollutants released by urban air pollution threaten children's respiratory health (Zainudin, Jalaludin, & Sopian, 2019). Although it is a known issue, it has to be highlighted because children inhale a higher volume of air per unit of body weight than adults. Moreover, their body systems and organs are still growing, which means they are less able to detoxify dangerous pollutants. Diseases of the respiratory system have been reported to be the number 2 cause out of 10 leading sources of hospitalisation in both government and private hospitals after pregnancy, childbirth and the puerperium, accounting for 14.8% of cases (MOH Malaysia, 2020). Since specific environmental factors induce respiratory

problems, attention, and early intervention to these environmental conditions could greatly reduce school children's respiratory health effects.

Even though most of the aberrant changes in gene expression linked to the health effects of environmental agents exposure have been associated with genotoxic mechanisms, non-genotoxic mechanisms may also play a part (Ren, Atyah, Chen, & Zhou, 2017). Previous studies conducted on the epigenetic effects induced by environmental agents have revealed global and gene-specific changes of DNA methylation (DNAm) and histone modification level; these changes are similar or equal to the observed epigenetic changes found in patients whose conditions are induced by that particular environmental agent (Sharavanan et al., 2020; Zheng et al., 2017). Epigenetic research is emerging as a new option to decipher the possible consequences of air pollution on DNA because certain epigenetic mechanisms have been associated to diseases. Children's detoxification enzymes are less efficient, which leads to epigenetic modifications after alterations in DNA or chromatin structure (Alvarado-Cruz, Alegria-Torres, Montes-Castro, Jiménez-Garza, & Quintanilla-Vega, 2018); hence, children are more susceptible to TRAP than adults.

1.3 Study Justifications

Environmental health impacts in Malaysia have achieved the state requiring a paradigm shift and should be granted a high priority. Klang Valley is a highly populated area in Malaysia. The population is expected to multiply faster due to the rapid development of various industries; thus, these activities are partly responsible for the high concentrations of TRAP in the vicinity. Although TRAP exposure may cause health impacts, not everyone would experience those effects immediately because the effects could have implications later in life due to human organs' development process. Primary school children were chosen as the study subjects because they are more susceptible to air pollution, mainly TRAP in this study; hence, they are more remarkably to develop health effects. This research was focused on the exposure to TRAP in Klang Valley among school children by using selected epigenetic mechanisms, which are histone H3 modification and DNAm. Air pollution can affect epigenetics in every life cycle, but only children were focused on this study because TRAP can hinder lung growth in children. Along with these epigenetic mechanisms, respiratory symptoms and lung function status were also investigated in this study.

The school children in Malaysian public primary schools spend about 6 to 7 hours per day in their schools and mostly in their classrooms. These children are exposed to the indoor and outdoor environment in the classrooms most of their time on weekdays. Therefore, there is a need to assess air quality on the school buildings, particularly those near heavily-travelled roads. Despite this issue, insufficient local studies have examined indoor and outdoor air quality at the primary schools for devising the situation. There are also limited local studies performed in school settings and has complemented actual measurements of TRAP with children's daily diary activities. Furthermore, it is noteworthy that

children require different protection levels for environmental health strategies intended to safeguard adults. This study incorporated actual TRAP measurements at schools and residences, which were concurrently collected with respondents' biological samples. This study focused on children's exposure to TRAP in schools and residences. Actual measurements were carried out in schools and residences. Previous similar studies did not include black carbon (BC), carbon monoxide (CO) and ozone (O₃) although these are also pollutants produced by vehicle emissions. Besides, modelling of air pollutants using Principal Component Analysis (PCA) and trend of air quality at the nearby monitoring stations using Pollution Rose were included to validate the actual findings at schools. PCA had also identified the specific sources of air pollution at schools.

Epigenetics is a part of exposome, which is a theory in environmental health that clarifies the relation between health and all the exposures of a human in a lifetime from pre-conception onwards (Sarigiannis, 2019). The degree of environmental exposure at individual level that might be mediated through epigenetic mechanisms is still obscure although these mechanisms are excellent intermediates of environmental effects at molecular level (Ferrari, Carugno, & Bollati, 2019). Previously published epidemiological studies in epigenetic mechanisms and interaction with exposure to air pollution among children as the study population was scarce, even though this is a crucial life phase. Besides, the previous research findings for histone modification are still understudied compared to DNAm (Lu et al., 2016; Reddy, Khade, Pandya, & Gupta, 2017). There are also limited studies which have utilised saliva for monitoring of respiratory diseases although it has a direct anatomic relationship with the lower airway. Besides, there are complex associations between air pollutants and the genetic factors in the course of life. An additional aspect of this study is to associate epigenetic mechanisms with related health effects, mainly respiratory, as children underlined as the target study population in this work are considered the susceptible group. These epigenetic changes are also linked to respiratory health impacts such as respiratory symptoms and reduced lung function. The proposed mechanisms are portrayed in Figure 1.2.

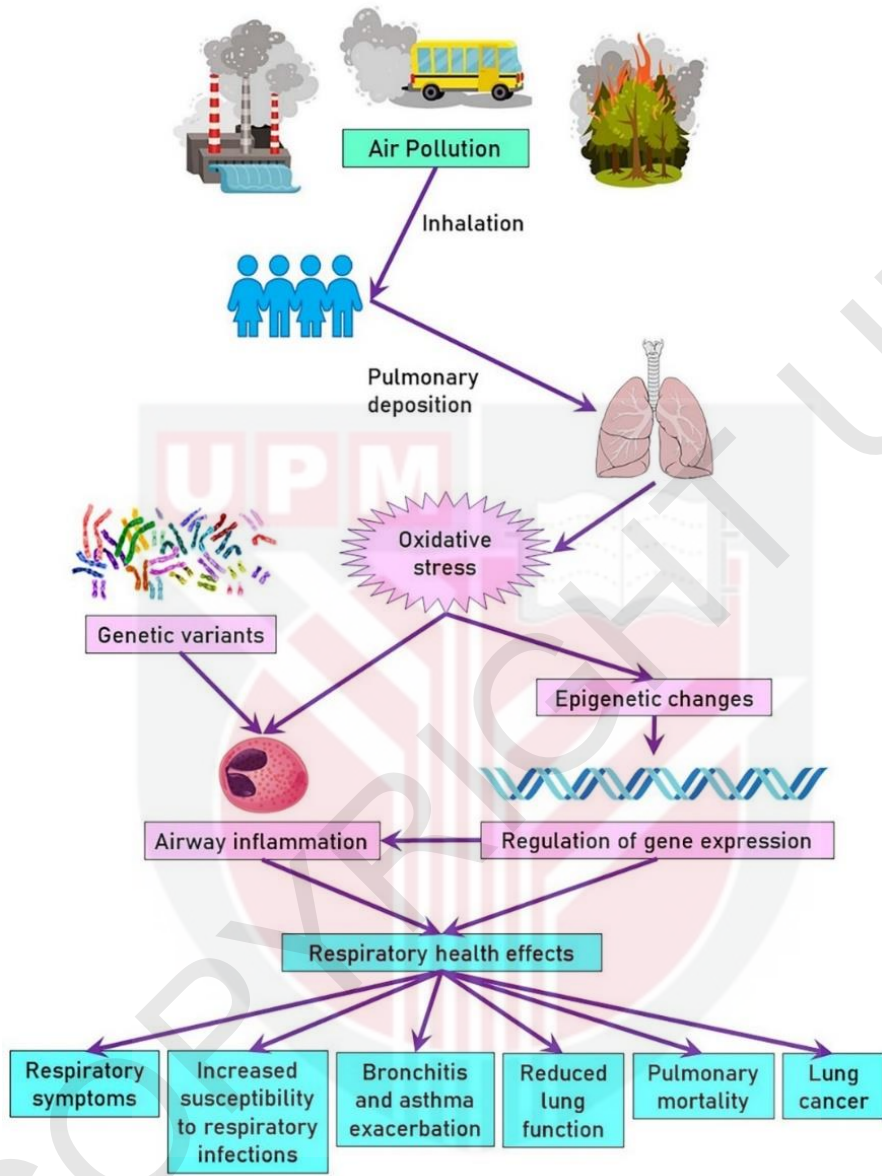


Figure 1.2: A network of a few mechanisms connecting respiratory health effects and exposure to air pollution

This study is also in line with the third goal of the Sustainable Development Goals (SDGs) 2030 by the United Nations Member States of which Malaysia is a signatory; the third goal is to ensure healthy lives and uphold well-being for all ages (United Nations Development Programme, 2021). Moreover, this research covers the issue of children’s environmental health, which has been identified as an environmental health threat with the highest priority in Malaysia that call for immediate intervention, according to the Thematic Working Group 10 who are a

team of Environmental Health experts under the National Environmental Health Action Plan (NEHAP) by Ministry of Health Malaysia (Ministry of Health Malaysia, 2021). This study provides data on the formulation of mitigation strategies for managing children's environmental health issues, particularly from the exposure to air pollution at schools and homes by emphasising on multi-pollutant emission reductions and overall air pollution-related risk. This step is a beneficial chance for Malaysia to establish a framework to tackle the emerging health impacts from environmental threats.

In general, this study is applicable to evaluate the potential risks from exposure to air pollutants with the incorporation of epigenetic data into human health risk assessments. This study contributes to the body of knowledge with a specific goal to fill in a gap within the works on epigenetic mechanisms as the mediator in connecting respiratory health effects and air pollution during the childhood phase. Research and data analysis performed in this study have solicited important scientific information, which would allow the related bodies to make strategic, scientific, and evidence-based decision-making. Therefore, this research complements the previous studies by linking epigenetic modification and exposure to air pollution, focusing on children.

1.4 Conceptual Framework

Figure 1.3 shows a diagram that represents the relationship that exists between the variables in the study. Generally, the framework explains the connection between the risk factors that contribute to epigenetic modifications and respiratory health effects among school children in Klang Valley. Both anthropogenic and natural sources could contribute to air pollution. This study focused on air pollution from transportation, which is one of the anthropogenic sources. By selecting transportation as the source of air pollution in the study, respondents' primary schools and residences were chosen for the data collection on TRAP exposure. Those residing, working or studying near the areas with high traffic congestion are the population who might be more affected by the TRAP exposure. The studied respondents were primary school children who were divided into the high-traffic and low-traffic groups. The respondents' exposure to TRAP was investigated by collecting data on respiratory symptoms and biological samples connected to the route of exposure via inhalation. Besides, confounders that may compete with the study's dependent variables were also included in the study.

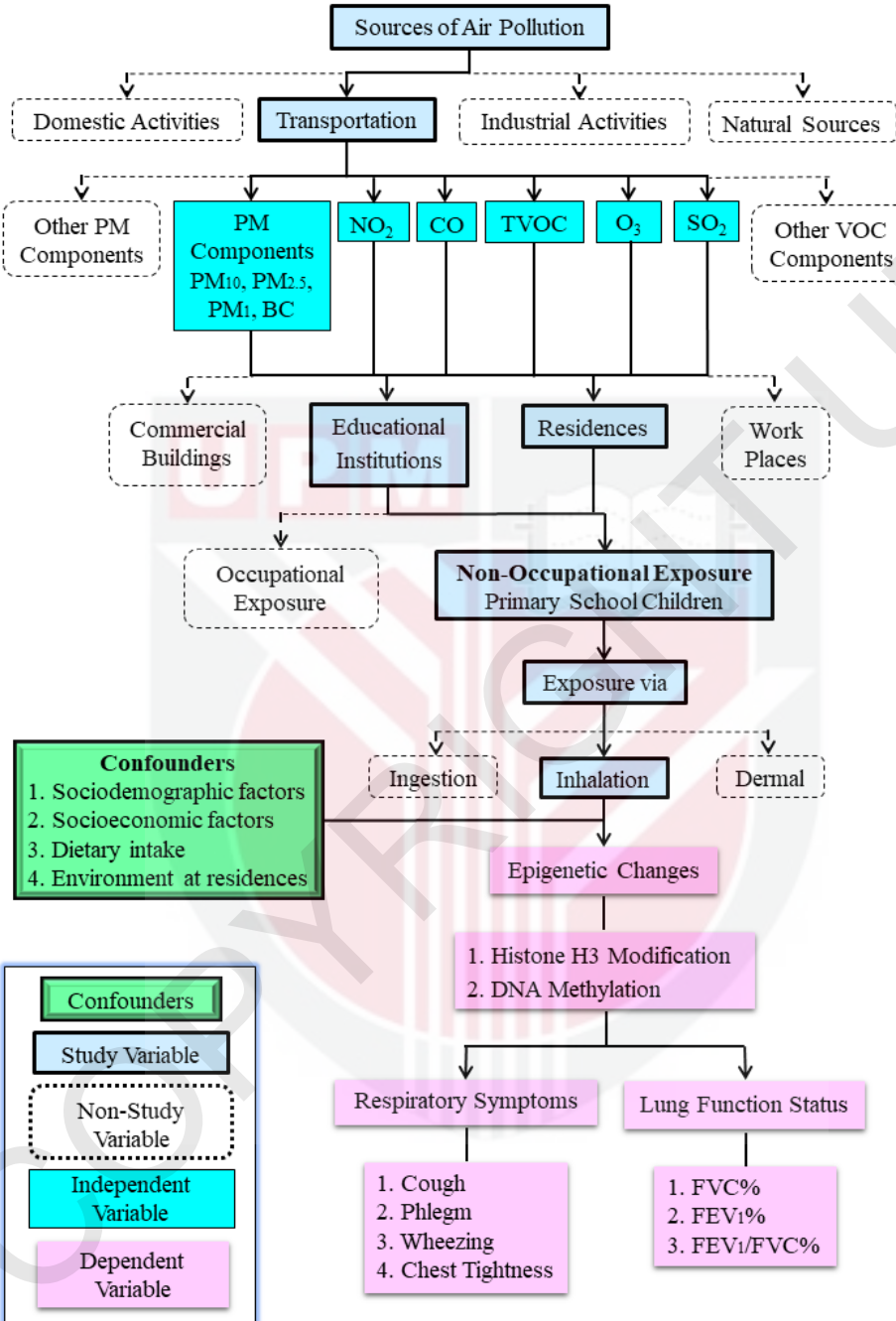


Figure 1.3: Conceptual framework

1.5 Study Objectives

1.5.1 General Objective

To assess the relationship between the magnitude of exposure to TRAP with respiratory health and epigenetic modifications among school children living near major roadways in Klang Valley.

1.5.2 Specific Objectives

1. To determine sociodemographic and socioeconomic information, house condition and location, family background and dietary intake between the respondents in high and low traffic areas.
2. To evaluate the concentrations of TRAP and IAQ parameters inside respondents' classrooms and residences in high and low traffic areas.
3. To compare the reported respiratory symptoms, lung function status, histone H3 level and DNAm status between the respondents in high and low traffic areas.
4. To assess the associations between TRAP exposure with respiratory symptoms, lung function status and epigenetic modifications assessed in the study.
5. To identify the factors that are significantly associated with the respiratory symptoms, lung function status, histone H3 level and DNAm status in response to TRAP-induced systemic inflammation after controlling the confounders.

1.6 Hypotheses

1. There are significant differences in sociodemographic and socioeconomic information, house condition and location, family background and dietary intake between the respondents in high and low traffic areas.
2. There are significant differences in the concentrations of air pollutants inside respondents' classrooms and residences between high and low traffic areas.
3. There are significant differences in reported respiratory symptoms, lung function status, histone H3 level and DNAm status among the respondents between high and low traffic areas.
4. There are significant associations between TRAP exposure with respiratory symptoms, lung function status and epigenetic modifications assessed in the study.
5. TRAP exposure could be the main factor influencing respiratory health and epigenetic modifications among children in response to TRAP-induced systemic inflammation after controlling the confounders.

1.7 Definition of Variables

1.7.1 Conceptual Definitions

1.7.1.1 Traffic-Related Air Pollution (TRAP) Zone

The TRAP zone is described as 500 m on either side of highways with Average Daily Traffic (ADT) of $\geq 18,000$ vehicles, or 100 m on either side of major urban roads with ADT of $\geq 15,000$ vehicles, at least two lanes covering several km, a speed limit of more than 50 km/h (Brauer, Reynolds, & Hystad, 2013). Traffic pollutants travel, but exposures to TRAP are the highest near highways and busy roads.

1.7.1.2 PM_{10}

PM_{10} is a coarse particle with an aerodynamic diameter of 10 μm or less (0.0004 inches or one-seventh the width of a human hair) (United States EPA, 2021). PM_{10} is primarily accumulated on the trachea (United States EPA, 2021).

1.7.1.3 $PM_{2.5}$

$PM_{2.5}$ is a fine particle with an aerodynamic diameter of 2.5 μm or less (approximately one-thirtieth the average width of a human hair) (United States EPA, 2021). $PM_{2.5}$ can penetrate the bronchioles and alveoli (United States EPA, 2021).

1.7.1.4 PM_1

PM_1 is a respirable PM with an aerodynamic diameter of 1 μm or less (United States EPA, 2021). PM_1 may even pass through the bloodstream (United States EPA, 2021).

1.7.1.5 Black Carbon (BC)

BC is the primary light-absorbing element of particulate matter and is generated by the incomplete burning of biofuels, fossil fuels, and biomass (Liu et al., 2016). BC is emitted directly into the atmosphere in the form of fine particles. Its concentrations are usually higher at adjacent sources of emissions and heterogenous because BC has a short lifetime of about one week (Kholod & Evans, 2016).

1.7.1.6 Nitrogen Dioxide (NO₂)

NO₂ is a molecule in the nitrogen oxides (NO_x) group (United States EPA, 2016b). The gas signifies much NO_x that gets into the atmosphere from the fuel-burning of power plants and off-road machinery.

1.7.1.7 Sulphur Dioxide (SO₂)

SO₂ is formed from the combustion of fossil fuels containing sulphur and is one of the significant polluting agents in the atmosphere (United States EPA, 2019). This colourless gas is easily soluble in water and is the determinant for the larger gaseous sulphur oxides (SO_x) group. SO₂ oxidation, primarily at the particulate surface, allows sulphurous and sulphuric acids to form in the presence of metallic catalysts.

1.7.1.8 Carbon Monoxide (CO)

CO is a colourless and odourless gas that can be damaging if inhaled in large quantities (United States EPA, 2016a). It is the product of the incomplete combustion of organic compounds such as petrol and diesel from engines or equipment that burn fossil fuels.

1.7.1.9 Ozone (O₃)

O₃ is a toxic light blue gas with an ordinary smell detected in environments where strong ultraviolet lights are present, and oxygen (O₂) is converted to O₃ (National Center for Biotechnology Information, 2019). As sunlight and air pollution create conditions suitable for reactions that create O₃, the community in polluted areas has more O₃ exposure during windless and dry afternoons.

1.7.1.10 Total Volatile Organic Compounds (TVOC)

TVOCs are a wide variety of organic chemical compounds present in the atmosphere (United States EPA, 2017). They are of great concern due to their adverse effects on human health, as some chemicals can induce cancer directly and are associated with increased long-term health risks due to their carcinogenic and toxic properties.

1.7.1.11 Carbon Dioxide (CO₂)

CO₂ levels determine the amount of ventilation inside buildings. The maximum limit for CO₂ indoors is 1000 ppm, which should not be surpassed at any time (DOSH Malaysia, 2020). Any reading that exceeds the ceiling limit reflects poor ventilation.

1.7.1.12 Air Temperature

Air temperature is one of the IAQ physical parameters. The acceptable range for indoor air temperature is between 23 – 26°C (DOSH Malaysia, 2020).

1.7.1.13 Relative Humidity (RH)

RH is one of the IAQ physical parameters. The acceptable range for indoor RH is between 40 – 70% (DOSH Malaysia, 2020).

1.7.1.14 Air Velocity

Air velocity is an indicator of ventilation indoors. It involves providing or removing air from space to control air pollutant levels, humidity, or temperature within the space. The acceptable range for indoor air velocity is between 0.15 – 0.50 m/s (DOSH Malaysia, 2020).

1.7.1.15 Respiratory Health Symptoms

Respiratory health symptom is a broad term that can refer to a series of conditions that affect the human body's respiratory system (Zimmermann, 2019). Several respiratory diseases can affect humans at different severity levels (Kim, Chen, Zhou, & Huang, 2018). Some of the symptoms last only for a few days, with no medical treatment needed. Meanwhile, some of the symptoms may prolong without appropriate medical treatment.

1.7.1.16 Lung Function Test

A lung function test is applied to assess how well the lungs work and how efficient the lungs can carry oxygen to the rest of the body (Graham et al., 2019). Forced vital capacity (FVC) measurement shows the amount of air a person can forcefully and quickly exhale after taking a deep breath (American Thoracic Society, 2019). Meanwhile, FEV₁ measurement shows the amount of air a

person can forcefully exhale within one second of the FVC test (American Thoracic Society, 2019). FEV₁/FVC measurement is vital to figure out obstructive airways lung diseases.

1.7.1.17 Histone H3 Modification

Histone modifications such as histone H3 modification have been known as epigenetic modifiers. Histone proteins, around which DNA is wrapped, can be chemically modified and alter chromatin structure by recruiting histone modifiers (Ohguchi, Hideshima, & Anderson, 2018). The modifiers are attached to the N-terminal tails of histones.

1.7.1.18 DNA Methylation (DNAm)

DNAm usually governs gene expression via DNA transcription inhibition and silencing DNA, repetitive sequences and transposons (Lin et al., 2016). Decreased DNAm of repetitive elements, associated inflammation and cellular stress have been implicated in health conditions such as respiratory diseases (Ferrari et al., 2019).

1.7.2 Operational Definitions

1.7.2.1 Primary Schools near a TRAP Zone

Primary schools located within TRAP Zone were chosen as high traffic (HT) group, whereas primary schools in low traffic (LT) group were decided from the location at a distance of more than 5 km away from nearby highways, major roadways and industrial sites in Selangor.

1.7.2.2 Particulate Matter

PM₁₀, PM_{2.5} and PM₁ in schools were measured using DustTrak DRX Aerosol Monitor in the unit of µg/m³ for 6 h, based on the concept of light scattering. This instrument can recognise aerosol concentration ranges from 0.001 to 150 mg/m³. As a result, it can concurrently measure both size fraction and mass concentration of PM₁₀, PM_{2.5} and PM₁. The cut-point in bivariate analyses was 97.5 µg/m³, 74.0 µg/m³ and 63.0 µg/m³ for PM₁₀, PM_{2.5} and PM₁, respectively. Meanwhile, PM₁₀ and PM_{2.5} in residences were measured gravimetrically in the unit of µg/m³ by using an Escort Personal Sampling Pump for 24 h, with samples on a mixed cellulose ester membrane (MCE) filter paper. The cut-point in bivariate analyses was 81.7 µg/m³ and 65.4 µg/m³ for residential PM₁₀ and PM_{2.5}, respectively.

1.7.2.3 Black Carbon (BC)

BC in PM_{2.5} was measured gravimetrically by using a low volume sampler in the unit of $\mu\text{g}/\text{m}^3$ for 24 h, with samples on a quartz microfiber filter paper. Then, these samples were evaluated by using a smoke stain reflectometer. The blackness of a sample correlates to BC composition after calculating absorbed light spots all over the filter paper. The cut-point in bivariate analyses was $28.0 \mu\text{g}/\text{m}^3$.

1.7.2.4 NO₂, SO₂, CO and O₃

NO₂, SO₂, CO and O₃ were determined in the unit of parts per billion (ppb) using a portable gas sensor, Aeroqual S500, which quantifies air pollutants in real-time precisely. Various gases can be measured interchangeably using the same body because the sensor head could be easily removed and replaced. Interchangeable sensors were affixed to the monitor base. Each sensor head was set up with active sampling fan that reinforces the measurement accuracy and assures a representative sample. The cut-point in bivariate analyses was 74.7 ppb, 64.5 ppb, 300 ppb and 43.5 ppb for NO₂, SO₂, CO and O₃, respectively.

1.7.2.5 TVOC

TVOC concentrations were measured using a handheld gas monitor, which is specially designed for VOC. It has a Photoionisation Detector (PID) that yields immediate detection and readings for gases, varying from 1 ppb up to 10,000 ppb. The cut-point in bivariate analyses was 210 ppb.

1.7.2.6 CO₂

CO₂ was determined in the unit of parts per million (ppm) using Q-Trak IAQ Monitor. The detection range was from 0 – 5,000 ppm, with an accuracy of $\pm 3\%$ of reading or ± 50 ppm CO₂. This equipment used a non-dispersive infrared sensor to detect the concentration of CO₂.

1.7.2.7 Air Temperature

The air temperature was measured in the degree of Celsius ($^{\circ}\text{C}$) using Q-Trak IAQ Monitor. The range of detection was from $-10 - 60^{\circ}\text{C}$, with an accuracy of $\pm 0.5^{\circ}\text{C}$. This equipment used a thermistor sensor to measure the air temperature.

1.7.2.8 RH

RH was measured in percentage (% RH) using the Q-Trak IAQ Monitor. The detection range was from 5 – 95% RH, with an accuracy of $\pm 3\%$ RH. This equipment used a thin-film capacitive sensor to detect the humidity.

1.7.2.9 Air Velocity

The type of ventilation system in selected primary schools was identified and observed through a site visit. The air velocity was measured in metre per second (m/s) using the VelociCalc Multifunction Ventilation Meter. The detection range was from 0 – 50 m/s, with an accuracy of $\pm 3\%$ of reading or ± 0.015 m/s. This equipment used a thermal sensor of a pitot tube.

1.7.2.10 Respiratory Symptoms

Respiratory symptoms were detected from questionnaires adapted from the International Study of Asthma and Allergies in Childhood (ISAAC) and the American Thoracic Society (ATS). These questionnaires assessed the distinctions within the prevalence of respiratory symptoms at the population level and their causes by questioning parents or legal guardians. In this study, the respiratory symptoms of interest were cough, phlegm, wheezing and chest tightness.

1.7.2.11 Lung Function Test

Lung function tests, specifically spirometry tests, were done using a spirometer. Respondents breathed multiple times, with regular and maximal effort, through a tube that was connected to a spirometer. A computerised sensor calculates and graphs the results. FEV₁% was determined by dividing FEV₁ of the respondent from the spirometer with the predicted FEV₁. In contrast, the FVC% was determined by dividing the FVC of the respondent with the predicted FVC. FEV₁/FVC ratio was determined by dividing FEV₁ with FVC. All measurements were expressed in litres. In this study, the predicted values applied the reference values reported by Azizi & Henry (1994) for the spirometry test among Malay children in Malaysia.

1.7.2.12 Histone H3 Modification

The level of histone H3 modification in the saliva samples was measured using an Enzyme-Linked Immunosorbent Assay (ELISA) kit for circulating total histone H3 modification after extraction. This assay showed whether a population of cells

had changed its histone-modification profile in response to some exposure. The ELISA kit had high sensitivity with a detection limit as low as 2 ng/well in a dynamic range from 5 - 200 ng/well of the saliva. Moreover, the kit had high specificity for detecting total histone H3 modification whereby each histone H3 modified at specific sites was captured by an antibody coated on the strip wells and specifically targeted the appropriate histone modification pattern. The level of histone H3 modification in the saliva samples was determined by comparing the optical density (OD) of the samples against the standard curve.

1.7.2.13 DNAm

The level of DNAm in the saliva samples was analysed by Methylation-Specific Polymerase Chain Reaction (MS-PCR) on bisulphite-treated DNA after extraction. Two independent primer sets were used for Polymerase Chain Reaction (PCR) amplification; one pair was designed to recognise the methylated sample and the other pair for the unmethylated versions of the bisulphite-modified sequence. The amplicons were visualised using novel juice staining following agarose gel electrophoresis. Amplicons of the expected size produced from either primer pair were indicative of the presence of DNA in the original sample with its respective methylation status. Because MS-PCR, as described here, was nonquantitative, these results provide a “present-or-absent” insight into methylation

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BIODATA OF STUDENT

Nur Faseeha Binti Suhaimi was born on 1st August 1991 in Kuala Lumpur Hospital. She received her primary education at Sekolah Kebangsaan Serdang, Selangor from 1998 to 2002. She passed Level One Evaluation (PTS) in 2000, so she was offered to skip Standard 4 and went straight to Standard 5. In 2002, she obtained 5A in Primary School Evaluation Test (UPSR) but continued her lower secondary education in a co-ed daily school of Sekolah Menengah Kebangsaan Seri Serdang, Selangor. Later in 2005, she obtained 9A in Lower Secondary Evaluation (PMR) and was offered to further her upper secondary education in an all-girls boarding school of Tunku Kurshiah College, Negeri Sembilan, from 2006 to 2007. In 2008, she passed the Malaysian Certificate of Education (SPM) with 8A1 and 2A2 and was offered a full government scholarship by Public Service Department (JPA) to further her first degree in the United States of America under the American Degree Foundation Programme. She obtained her Bachelor of Science in Molecular Bioscience and Biotechnology from Rochester Institute of Technology, USA, in 2013. In 2014, she received scholarships from the Ministry of Higher Education (MOHE) Malaysia and the UPM Graduate Research Fund (GRF) to pursue her master's degree. She was conferred a Master of Science degree in Environmental Health from Universiti Putra Malaysia in 2016.

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LIST OF PUBLICATIONS

Journals

- Nur Faseeha Suhaimi, Juliana Jalaludin and Suhaili Abu Bakar (2021). The Influence of Traffic-Related Air Pollution (TRAP) in Primary Schools and Residential Proximity to Traffic Sources on Histone H3 Level in Selected Malaysian Children. *International Journal of Environmental Research and Public Health*, 18 (15): 7995. <https://doi.org/10.3390/ijerph18157995>. IF 3.390
- Nur Faseeha Suhaimi, Juliana Jalaludin and Suhaili Abu Bakar (2021). Deoxyribonucleic Acid (DNA) Methylation in Children Exposed to Air Pollution: A Possible Mechanism Underlying Respiratory Health Effects Development. *Reviews on Environmental Health*, 36(1): 77-93. <https://doi.org/10.1515/reveh-2020-0065>. IF 3.458
- Nur Faseeha Suhaimi, Juliana Jalaludin and Muhammad Afif Mohd Juhari (2020). The Impact of Traffic-Related Air Pollution on Lung Function Status and Respiratory Symptoms among Children in Klang Valley, Malaysia. *International Journal of Environmental Health Research*. (Published ahead of print) <https://doi.org/10.1080/09603123.2020.1784397>. IF 3.411
- Nur Faseeha Suhaimi, Juliana Jalaludin and Mohd Talib Latif (2020). Demystifying A Possible Relationship between COVID-19, Air Quality and Meteorological Factors: Evidence from Kuala Lumpur, Malaysia. *Aerosol and Air Quality Research*, 20: 1520-1529. <https://doi.org/10.4209/aaqr.2020.05.0218>. IF 3.063
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Conferences

- Nur Faseeha Suhaimi, Juliana Jalaludin and Muhammad Afif Mohd Juhari. Children's Respiratory Health and Indoor Air Pollutants (IAP) in Selected Malaysian Primary Schools. The 16th Conference of the International Society of Indoor Air Quality & Climate on 1 November 2020 held online and organised by International Society of Indoor Air Quality (ISIAQ)
- Nur Faseeha Suhaimi, Juliana Jalaludin, Ili Nabila Ismail and Suhaili Abu Bakar. Association of Traffic-Related Air Pollution (TRAP) with DNA Damage and Respiratory Symptoms among Primary School Children in Selangor. The 10th Better Air Quality Conference on 14-16 November 2018 at Borneo Convention Centre Kuching, Sarawak. – Best Poster Presenter (5th Place)



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