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STRATEGIC COMMUNICATION AND INITIATIVES SERVICE



DENR, Germany team up to lure investments, fix land titling mess

posted October 10, 2021 at 07:05 pm

by [Othel V. Campos](#)

The Department of Environment and Natural Resources (DENR) has entered into a partnership with The German Federal Ministry for Economic Cooperation and Development to encourage investments and address bottlenecks in land titling.

The agreement is part of efforts toward achieving the sixth of the 10 socio-economic agenda that ensures security of land tenure.

The plan aims to “ensure security of land tenure to encourage investments and address bottlenecks in land management and titling.”

The project, part of the “Ambisyon Natin 2040” program, is a 25-year vision led by the National Economic and Development Authority that seeks Filipinos’ enjoyment of a “strongly rooted, comfortable, and secure life.”

Dubbed as “Responsible Land Governance in Mindanao,” the project aims to orient local governments and communities, including indigenous cultural communities in Misamis Oriental, Davao del Sur, and Agusan del Sur, on the management of public lands.

The effective management of lands is expected to create a ripple effect, benefitting the economy as government taxation process also becomes effective. Investors needing land may also find it easier to invest with better land identification and titling processes.

The vision takes into consideration sustainability and conflict sensitivity among ethnic groups and indigenous people on effective land management.

The project involved a 10-year roadmap on the land sector development framework for effective administration to help the country usher in economic development.

“This shall provide direction towards the achievement of a highly efficient and effective land sector whose potential is so great to contribute in the economic growth of our country,” said the Land Management Bureau.

The project also aims to support mitigation of conflicts within selected areas in Mindanao.

The DENR, LRA, Department of Agrarian Reform and the National Commission on Indigenous People are jointly monitoring if joint committees are functioning on the ground under the inter-agency Joint Administrative Order No. 1 in Regions 10 and 13.

The JAO clarifies the functions of each land titling agency, as it also provides guidelines in resolving land conflicts in both the national and regional level.

The project also offered capacity building activities to LGUs in using Unmanned Aerial Vehicles (UAV) for land use planning. Future activities are being eyed as potential activities for the project.



The DENR is proposing a review of alternative dispute resolution mechanisms and a unified map to identify existing tenurial (land titling) instruments.

The unified map would make it easier for national and local government units to access data to carry out their own mandates.

JICA offers P1B grant to MCWD for waste water treatment facility

By: Dyrecka Letigio - CDN Digital Multi-Media Reporter | October 09,2021 - 03:29 PM



Jose Daluz III, chairman of the Metro Cebu Water District, says desalination, surface water, rainwater, and even wastewater are among alternative water sources they plan to develop. | file photo by Irene R. Sino Cruz

CEBU CITY, Philippines — The Japan International Cooperation Agency (JICA) is offering a P1 billion grant to the Metropolitan Cebu Water District (MCWD) for the putting up of a modern wastewater treatment facility in Cebu City.

MCWD Chairperson Jose Daluz, III, confirmed that they met with JICA on October 7, 2021, to discuss this grant for a treatment facility at the North Reclamation Area (NRA) on a lot owned by the city government.

“JICA will grant to us P1 billion igasto na siya sa facility and other equipment. Atong iupgrade ang pagcollect nato sa atong wastewater. So we need the cooperation of the city kay siya ang tag-iya sa yuta nga atong tukuran, Cebu City man,” he said.

The building and operations of this wastewater treatment facility will be at no cost to the city, but the city will earn at least P8 per cubit for every volume of water collected and treated there. Daluz said this is well advantageous to the city because the current wastewater facility of MCWD is just not enough for the amount of wastewater the city produces.

The facility to be built can accommodate at least 200 to 300 cubits per day, which should mean an income of P1,600 to P2,400 per day for the city.

Should the city government approve this project, the P1 billion grant will be downloaded immediately and MCWD can begin the construction of the facility.

City Administrator Floro Casas, Jr., said the city government supports the project and is very excited about the facility.

Since the city owns the property, the plan is for MCWD to lease on the property with the city government earning a portion from the operations.

“We will be releasing lease so that’s additional funds from the city,” said Casas. /rcg

Source: <https://cebudailynews.inquirer.net/405137/jica-offers-p1b-grant-to-mcwd-for-waste-water-treatment-facility>



Still on the Pasig River Expressway

BY THOMAS M. ORBOS OCTOBER 11, 2021



Just to be clear, my views on this project is independent of any outside influence. No one has approached me, nor am I on the employ to defend this. I am just speaking my mind. For those who know me, I have always pushed for sustainable transport. I believe in moving people not cars. When I was in government, I pushed for sustainable mass transport leading me to my stint with the United Nations Development Programme (UNDP) as their low carbon transport advisor. Why do I need to say this? Because I believe the Pasig River Expressway (PAREX) project can work towards sustainable mobility and I see that those opposing the project, most of whom are my friends and allies in many noteworthy environmental transport-related causes, might be barking up the wrong tree.

Reducing carbon emissions in Metro Manila should be taken in its totality, and not just with one highway infrastructure. Policies that need to be in place that we committed to do as a signatory to the Paris agreement as well as the Sustainable Development Goals of the UN are still far away from being passed as laws. Regulatory cover for electric vehicles and their low carbon counterparts, as well as the needed ecosystem will most likely not make it in this administration. Pursuing this should be our focus, not just this one PAREX corridor.

The PAREX corridor can in fact help us achieve our low carbon targets. Aside from the promised BRT and bicycle lanes, PAREX is a long-haul corridor with virtually no in-between stops. This replaces the present stop and go east-west routes of Shaw Boulevard and Commonwealth Ave. Such stop and go motion burn more fuel, therefore more emissions. And the nuance of this corridor is that it is mostly composed of trucks loaded with materials from the quarries of Rizal. A straight uninterrupted journey of these heavy haulers will result in lesser burning of fuels, therefore lesser emissions.

With traffic reduced from the current city streets, we can begin to look at converting most of them into bike lanes, walkways and even pocket parks that we so direly need. With fewer cars on these once congested roads, there can be more room to convert to breathable open spaces. Induced congestion and its corresponding urban heat trap need not be a given with proper planning.

Environmentally speaking, the Pasig River is already damaged with or without PAREX. I had been part of the Pasig River ferry revival since about seven years ago and I have seen first-hand that the damage on the river is not even caused by those at the riverbanks. It comes all the way from its tributaries up north from Quezon City and Bulacan. If one wants to fix the river, then we need to push for the proper government enforcement beyond stopping the PAREX deal. In fact, another area where we should focus on are the many vanished esteros that once made Manila the Venice of the East. Not all of them dried up. A good number of buildings are currently illegally encroaching on these waterways.



The idea that an elevated highway will only be an eyesore and will bring the real estate costs down is not entirely true. Estero de Galino, where the Naia Expressway currently traverses, was then an eyesore, a polluted stagnant river that all of us ignored. Definitely the river looked much better now when the structure was built. We can also speak of examples of riverside highways that have succeeded. On both sides of the Han River in Seoul, Korea are elevated highways that blend well along with parks and walkways beside that long river stretch. Tokyo riverside is no different. Alongside the elevated roadway are numerous cafes and parks. We had also been assured that PAREX will in no way intervene with the historical sites along the river, much less damage them. Let's look at their plans and see if indeed it is so. There is no point in objecting if we are not sure if the plan is indeed objectionable.

I am sure that my friends opposing PAREX will not be happy to know where I stand on this project, but I hope they also respect me in as much as I respect them. I invite them to view this from another angle. Rather than oppose it, why don't we see areas where we can work together with the PAREX proponents who should also begin sitting down with the oppositors. PAREX can be a winning project for both the environment and economic progress if we give it a chance to succeed.

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Are there any architects or urban environmental planners for the Parex?

By [Robert Siy](#) October 9, 2021

IN an Oct. 6, 2021 article, mobility journalist [Mikko David](#) of the Philippine [Daily Inquirer](#) made an important point. In researching [San Miguel Corp.](#)'s (SMC) proposed [Pasig River Expressway](#) (Parex), he recounted that: "It was close to impossible to find anyone in those professions (architects, urban planners or environmental planners) who are for Parex. Even the famous Palafox and Associates architectural firm, which SMC said it was consulting for the project, is still distancing itself from it. Obviously, it goes against the company's mantra of protecting and conserving natural environments."

The absence of endorsements from independent experts for the Parex, proposed as a six-lane elevated expressway above the Pasig River, speaks volumes about what specialists in the relevant fields think of it. The experts who do speak out are against the project. Let me offer several reasons why urban, transport and environmental specialists are opposed.

First, locating an expressway along the Pasig River has huge environmental, social and economic impacts. In countries that built expressways along rivers years ago, such infrastructure became major regrets; many have or are now tearing down those expressways. Today, you don't hear of any other cities building expressways along their rivers for many good reasons.

City planners see urban waterways as prime green and open space, offering not just corridors for cool, fresh air to circulate but also places for leisure, recreation and community activity. River corridors are valuable public assets that need to be protected, preserved and developed into community public space. By introducing promenades and public parks along a river, these welcoming and attractive areas turn into top tourism districts, just like the Seine in Paris, the Embarcadero in San Francisco, and [Sydney Harbor](#) in [Australia](#).

Plunking an expressway in the middle of the Pasig River destroys this potential by introducing a permanent eyesore, creating a constant stream of air pollution, noise and heat that will ruin any natural charm or allure a river can offer. Worse, these toxic elements will affect the physical and mental health of hundreds of thousands of Filipinos who live and work along Pasig. Another common experience is urban blight that befalls neighborhoods in the shadow of elevated expressways. Businesses close and jobs are lost in such areas because they are considered less desirable and less attractive.

Second, most specialists do not see urban expressways as sustainable solutions to our transportation crisis. In the Philippines, an expressway will serve mainly the small minority with cars. At the same time, it will attract increased car use, which leads ultimately to more traffic, pollution and climate change.

The strategy of building more urban expressways to cure traffic has failed all over the world. In contrast, the most livable cities globally are those where car owners leave their cars at home and walk, cycle or use public transportation for daily travel. Transportation experts understand that the durable solutions to traffic and poor mobility are policies and investments that promote public transportation, walking, and cycling. This is what our metropolis needs, far more than an elevated expressway on a river.



SMC talks about the objective of connecting communities in the east and west of Greater [Manila](#) but there are many other options for accomplishing this. The Parex should be compared alongside these alternatives (including options for mass transit, walking and cycling). One, a continuous cycling path along the entire length of the Pasig River can move more people than a six-lane elevated expressway for cars with much less environmental impact. If subjected to a cost-benefit and "value for money" comparison, the Parex might turn out to be the least desirable option.

Third, planners and environment specialists disagree with SMC's assertion that an expressway above the Pasig is acceptable because it is already a "dead river." While Pasig has indeed a waste management problem, it is far from dead. Before the Pasig River [Rehabilitation Commission](#) was dissolved a few years ago, river revival and beautification efforts achieved dramatic results including along several esteros (canals). In October 2018, the Pasig was the [Asia River](#)-Prize Winner at the 21st [International River](#) Symposium in Sydney, Australia.

The [International River Foundation](#) commented: "[R]iver restoration and management efforts have effectively brought the Pasig River back to life. These efforts have included delivering quality projects, programs, activities, and advocacies in easement recovery, riverbank development, waste and water quality management, and public awareness." These encouraging results demonstrate that Pasig can be revived and beautified with the concerted effort of all stakeholders including SMC.

In Metro Manila, the Pasig remains one of the few pieces of green and open space with cool, fresh air. Ecologically, the river is very much alive. Visit Pasig on any weekend and you will see people fishing along the banks, birds searching for food in the water and among the hyacinths, and families enjoying the scenery while children play. An expressway above the river will change all that.

SMC's offer of cleaning up the Pasig is a welcome one. However, the clean-up shouldn't be a "quid pro quo" for the Parex. A sincere and socially responsible rehabilitation offer should come without strings attached. Otherwise, SMC's proposal will be nothing more than an effort to "sanitize" and "rebrand" an unsavory project that could be highly disadvantageous to the Filipino people as many urban, environmental and transportation specialists believe.

Before final approval of the Parex, there needs to be a proper appraisal of the project's impact, costs and benefits to determine whether it will deliver a positive net benefit for society. To my knowledge, this crucial step, required of all major public and private sector infrastructure projects, has not been accomplished. For a corridor as significant as the Pasig River, we owe it to all Filipinos to make a careful and informed choice, not a rushed and blind one.

[Robert Y. Siy](#) is a development economist, city and regional planner, and public transport advocate. He can be reached at mobilitymatters.ph@yahoo.com or followed on Twitter [@RobertRsiy](#)

Source: <https://www.manilatimes.net/2021/10/09/business/top-business/are-there-any-architects-or-urban-environmental-planners-for-the-parex/1817665?fbclid=IwAR2bxNHBukWz1zBbapQxN1-fRBTdsKNFnXvLrBXThA4SuLRiVQ8a5M9ITfc>



Greener bamboo textiles developed in PH

Published October 9, 2021, 12:10 PM

by [Charissa Luci-Atienza](#)

Researchers from the Department of Science and Technology- Philippine Textile Research Institute (DOST-PTRI) have developed sustainable natural textile materials from bamboo.



Pretreated Bamboo Textile Fiber (Photo courtesy of DOST-PTRI)

The DOST-PTRI said the production of greener bamboo textile materials was made possible through the Institute's development of sustainable technologies, including the Bamboo fiber extraction technology.

It noted that the technology which was first developed in 2015 has already applied for intellectual property protection with the Intellectual Property Office of the Philippines (IPOPhil).

"The technology, applied to natural extraction of different Bamboo species in the Philippines such as Kawayan Tinik (*Bambusa blumeana*), Bolo (*Gigantochloa levis*), YellowBamboo (*Bambusa vulgaris*), and Giant Bamboo (*Dendrocalamus asper*), produces strong and fine Bamboo fibers," the Institute said in a statement.

It explained that technology includes the mechanical, chemical, and biological processes to liberate the fibers from the bamboo culm.

"The extracted bamboo textile fiber is treated to obtain highly cellulosic textile fibers while preserving the inherent properties of bamboo such as antimicrobial and UV-blocking properties," it added.

The PTRI said the mild and eco-friendly technology with its simple extraction and treatment technique makes it highly suitable for textile fiber processing in remote bamboo-rich local areas and results in economic gains for the country's bamboo textile industry.

According to the Institute, a more popular commercial process of converting bamboo into textile material is through cellulose regeneration.



Kawayan Tinik (*Bambusa blumeana*) culms (Photo courtesy of DOST-PTRI)



“In this process, bamboo culms are broken down into chips, dissolved, and extruded through spinnerets to produce fine staples or filaments. In this synthetic technique, new fiber properties are introduced while the natural integrity of the bamboo textile fibers is not conserved,” it said.

“Also, the toxic and hazardous substances involved in the production of regenerated Bamboo viscose fibers implicate the environmental downside of the process.”

The PTRI said it has moved sustainable and improved fiber extraction techniques for the bamboo species in a bid to promote the increased utilization of natural textile fiber processing from bamboo.

It said the bamboo species currently under study are Laak (*Bambusa philippinensis*), Anos (*Schizostachyum lima* (Blanco) Merr.), and Puser (*Cyrtocoloa puser* s. dransf.).

“The greener and milder conditions in the transformation of bamboo culms into natural textile materials promote an ecological and community-centered approach. This puts the initiative squarely on Bamboo farmers, farm owners, and textile fiber producers and ensures that the socio-economic and environmental benefits of the bamboo textile fiber technology redound to the direct benefit of the many bamboo-rich rural communities.”

The inclusion of other natural textile fibers which include bamboo was part of the proposed revised Implementing Rules and Regulation (IRR) of Republic Act No. 9242, also known as the Philippine Tropical Fabrics Law.

It is aimed at widening the scope of textile fiber sources and promoting employment generation in the countryside.

RA 9242 prescribes the use of the Philippine tropical fabrics for uniforms of public officials and employees.

“This market represents 635,000 kg of treated bamboo fiber input material for the production of spun yarns that will meet just 25 percent of the requirements for government uniforms. This represents a huge potential and market opportunity for bamboo producers in the country.”



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LOOK: Bahagi ng Manila Bay maagang dinagsa ng mga namamasyal ngayong Linggo ng umaga. | via Luisito Santos/ Super Radyo DZBB 594khz

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The energy crisis couldn't have come at a worse time for climate

By Kara Fox, CNN

Published Oct 9, 2021 1:28:37 PM



(CNN) — Chinese officials are ordering coal plants to dramatically ramp up production. The European Union is facing a revolt over its ambitious Green Deal on climate. US President Joe Biden is petitioning OPEC nations to boost oil production.

So much for the fight against the climate crisis — it's the energy crisis that's taking precedence. And it couldn't have come at a more crucial time.

In just three weeks, leaders and negotiators will meet for the COP26 international climate talks in the Scottish city of Glasgow. Momentum was building for putting an end date on coal and speeding up the global transition from climate-altering fossil fuels to renewables before the crisis hit.

But a rush back to fossil fuels is worrying some experts that this moment in time could slow down that transition, particularly on the phaseout of coal, now in closer reach than at any other time in history.

"The worry with China's power crunch is that it appears to be strengthening the argument of pro-coal interests there that the transition to renewables is happening too fast," said Christine Shearer, Global Energy Monitor's program director for coal, which tracks the use of fossil fuels around the world.

With winter fast approaching and the global economy rebounding from the Covid-19 pandemic faster than the world had prepared for, governments are being forced to reach for sources of energy that are readily available. The infrastructure that exists to harness energy from renewables like wind and solar simply isn't enough to meet demand.

"A lot of decision-makers are sort of panicking in some ways about the social response," said Lisa Fischer, program leader at the European climate think tank E3G.

Throwing more money at fossil fuels is not a solution, she said, and some short-term solutions are contradictory to longer-term sustainable goals.

A better response would be to "turbocharge" funding for deploying renewable and energy efficiency programs, including getting infrastructure projects that were hampered by the pandemic, off the ground.

And there entails the dichotomy of the crisis -- the world can either "turbocharge" efforts in renewables, or slow it down, and lean more on fossil fuels, as is happening now.



A geopolitical mess

There are several reasons for the energy crunch, beyond the rebound from the pandemic. Power from renewables has been below expectations -- in the UK and continental Europe, the summer was less windy than usual, so wind power under-delivered. In China, lower rainfall meant less energy from the country's hydropower plants.

On top of that, Russia has been accused of slowing gas supplies to Europe to encourage a faster approval process for its Nord Stream 2 gas pipeline that runs under the Baltic Sea to Germany. Gazprom denied the accusation to CNN last month, but on Thursday, Russia's Deputy Prime Minister Alexander Novak said explicitly that gas prices would cool if Berlin certified the project.

Chinese authorities have kept mountains of coal imported from Australia sitting at docks for months, refusing to show Australia it is willing to take its exports as the two countries remain cold over Canberra's calls for an investigation into the origins of Covid-19. That has only added to the power shortage in the country.

Chinese officials told companies in the country's industrial heartlands last month to limit energy consumption to reduce demand for power, state media reported. Some provinces experienced blackouts in homes as supplies were cut. But as the crisis grows and global demand for Chinese goods soars, Beijing switched tack, telling coal miners to add a whopping 100 million metric tons to production, state media reported Thursday.

China was already powering its economic return with dozens of new coal plants, but the more recent increase in production is a problem for COP26 -- China was just starting to show signs it was ready to play a part in putting an end date on the fossil fuel.

Chinese President Xi Jinping announced just two weeks ago that his country would stop financing coal projects abroad, removing the world's biggest financial backer of fossil fuel internationally. It has since come under pressure, however, to do more to wind down coal at home.

China has said it plans to peak its emissions sometime before 2030, and hit carbon neutrality by 2060. But its flurry of coal plant building and increased production makes that even harder a goal to imagine.

A European split

China is not alone. In the face of this crisis, European leaders are signaling that fossil fuels are hard to quit.

Last month, the UK fired up an old coal plant to meet electricity demands. And some countries in the European Union are considering keeping coal and oil-burning plants open past their closure dates to avoid similar power cuts.

It's a blow to the substantial gains Europe reported last year, when renewables generated more electricity than fossil fuels for the first time. In 2020, 38% of electricity was delivered by renewable energy, compared to 37% by fossil fuels.

It has also caused a rift in the EU parliament, where the climate crossroads is clear as day. In the face of an urgent crisis, some leaders say without an effective short-term action plan to counter consumers' ballooning energy bills, the EU's Green Deal will lose support.

Hungarian Prime Minister Viktor Orbán is leading that camp, blaming "bureaucrats in Brussels" for continually raising the price on energy from fossil fuels.



Kadri Simson, European commissioner for energy, on the other hand, said the Green Deal would provide the "only lasting solution to Europe's energy challenge" and that more renewables and improved energy efficiency were the answer.

"We have to declare the current price hike has little to do with our climate policies, and much to do with our dependence on imported fossil fuels and the relative prices," Simson said Wednesday.

"Wind and solar have continued to generate the cheapest electricity in Europe in recent months. They are not exposed to price volatility."

A knock-on effect in the US

In the US, a crisis is brewing around soaring gasoline prices, a problem that is tied to the wider energy problem. Some countries that are struggling to get enough natural gas are turning to oil to fill the gap in the power supply.

In August, Biden petitioned the OPEC+ -- a bloc of major oil-producing nations and their allies -- to ramp up global oil production after gasoline prices soared, as an increase in supply would soften prices at the pump.

It hasn't worked -- OPEC+ said Monday it would only gradually add supply to the market. Either way, Biden's calls for more oil sit at odds with his climate agenda, which includes boosting the country's electric vehicles market.

According to the International Energy Agency, in order to reach net-zero by 2050 -- where the amount of greenhouse gases emitted is not greater than the removed from the atmosphere -- the world has to stop expanding fossil fuel production.

But some experts are hopeful that leaders will choose the harder but more rewarding path at COP26. While the UK has returned to coal in the short term, its department of Business for Business, Energy & Industrial Strategy on Thursday announced plans to fully decarbonize its electricity sector 15 years earlier than it previously planned.

"Going into the climate conference, the backdrop is demonstrating the extreme impacts of relying on fossil fuels -- to my mind, I think that could be enough to push some countries on the fence to really double down on renewables," said Charles Moore, director of the European Program at the think tank Ember Climate.

"I think UK is a great example. The UK just came out and committed to fully decarbonize the electricity system by 2035," he said.

"That's from the host of the climate conference."

This story was first published on CNN.com [The energy crisis couldn't have come at a worse time for climate](https://cnnphilippines.com/business/2021/10/9/energy-crisis-climate.html)



Summer storms were a climate change wake-up call for subways

BY THE ASSOCIATED PRESS OCTOBER 10, 2021



Cars and trucks are stranded by high water on the Major Deegan Expressway on Thursday Sept. 2, 2021, in the Bronx, New York, in the aftermath of Hurricane Ida. As weather becomes more extreme and unpredictable caused by climate change, transit officials say that more needs to be done to prepare the East Coast's vital transit systems.

NEW YORK—When the remnants of Hurricane Ida dumped record-breaking rain on the East Coast this month, staircases leading into New York City's subway tunnels turned into waterfalls.

In Philadelphia, a commuter line along the Schuylkill River was washed out for miles, and the nation's busiest rail line, Amtrak's Northeast Corridor running from Boston to Washington, was shut down for an entire day.

Nearly a decade after Superstorm Sandy spurred billions of dollars in investment in coastal flooding protection up and down the East Coast—some of which remains unfinished—Hurricane Ida and other storms this summer provided a stark reminder that more needs to be done—and quickly—as climate change brings stronger, more unpredictable weather to a region with some of the nation's oldest and busiest transit systems, say transit experts and officials.

“This is our moment to make sure our transit system is prepared,” said Sanjay Seth, Boston's “climate resilience” program manager. “There's a lot that we need to do in the next 10 years, and we have to do it right. There's no need to build it twice.”

In New York, where some 75 million gallons (285 million liters) of water were pumped out of the subways during Ida, ambitious solutions have been floated, such as building canals through the city.

But relatively easy, short-term fixes to the transit system could also be made in the meantime, suggests Janno Lieber, acting CEO of the Metropolitan Transit Authority.

Installing curbs at subway entrances, for example, could prevent water from cascading down steps into the tunnels, as was seen in countless viral videos this summer.

More than 400 subway entrances could be affected by extreme rains from climate change in coming decades, according to projections from the Regional Plan Association, a think tank that plans to put forth the idea for a canal system.

“The subway system is not a submarine. It can't be made impervious to water,” Lieber said. “We just need to limit how quickly it can get into the system.”

In Boston, climate change efforts have focused largely on the Blue Line, which runs beneath Boston Harbor and straddles the shoreline north of the city.



This summer's storms were the first real test of some of the newest measures to buffer the vulnerable line.

Flood barriers at a key downtown waterfront stop were activated for the first time when Tropical Storm Henri made landfall in New England in August. No major damage was reported at the station.

Officials are next seeking federal funds to build a seawall to prevent flooding at another crucial Blue Line subway stop, says Joe Pesaturo, a spokesperson for the Massachusetts Bay Transportation Authority. The agency has also budgeted for upgrading harbor tunnel pumps and is weighing building a berm around an expansive marsh the Blue Line runs along, he said.

In Philadelphia, some flood protection measures completed in Superstorm Sandy's wake proved their worth this summer, while others fell short.

Signal huts that house critical control equipment were raised post-Sandy along the hard-hit Manayunk/Norristown commuter line, but it wasn't high enough to avoid damage during Ida, said Bob Lund, deputy general manager of the Southeastern Pennsylvania Transportation Authority.

On the bright side, shoreline "armoring" efforts prevented damaging erosion in what was the highest flooding in the area since the mid-1800s. That has buoyed plans to continue armoring more stretches along the river with the cable-reinforced concrete blocks, Lund said.

If anything, he said, this year's storms showed that flood projections haven't kept up with the pace of environmental change.

"We're seeing more frequent storms and higher water level events," Lund said. "We have to be even more conservative than our own projections are showing."

In Washington, where the Red Line's flood-prone Cleveland Park station was closed twice during Hurricane Ida, transit officials have begun developing a climate resiliency plan to identify vulnerabilities and prioritize investments, said Sherrie Ly, spokesperson for the Washington Metropolitan Area Transit Authority.

That's on top of the work WMATA has undertaken the last two decades to mitigate flood risks, she said, such as raising ventilation shafts, upgrading the drainage systems and installing dozens of high-capacity pumping stations.

On balance, East Coast transit systems have taken laudable steps such as sketching out climate change plans and hiring experts, said Jesse Keenan, an associate professor at Tulane University in New Orleans who co-authored a recent study examining climate change risks to Boston's T.

But it's an open question whether they're planning ambitiously enough, he said, pointing to Washington, where subway lines along the Anacostia and Potomac rivers into Maryland and Virginia are particularly vulnerable.

Similar concerns remain in other global cities that saw bad flooding this year.

In China, Premier Li Keqiang has pledged to hold officials accountable after 14 people died and hundreds of others were trapped in a flooded subway line in Zhengzhou in July. But there are no concrete proposals yet for what might be done to prevent deadly subway flooding.

In London, efforts to address Victorian-age sewer and drainage systems are too piecemeal to dent citywide struggles with flooding, says Bob Ward, a climate change expert at the London School of Economics.



The city saw a monsoon-like drenching in July that prompted tube station closures.

“There just isn’t the level of urgency required,” Ward said. “We know these rain events will get worse, and flooding will get worse, unless we significantly step up investment.”

Other cities, meanwhile, have moved more swiftly to shore up their infrastructure.

Tokyo completed an underground system for diverting floodwater back in 2006 with chambers large enough to fit a space shuttle or the Statue of Liberty.

Copenhagen’s underground City Circle Line, which was completed in 2019, features heavy flood gates, raised entryways and other climate change adaptations.

How to pay for more ambitious climate change projects remains another major question mark for East Coast cities, said Michael Martello, a Massachusetts Institute of Technology researcher who co-authored the Boston study with Keenan.

Despite an infusion of federal stimulus dollars during the pandemic, Boston’s T and other transit agencies still face staggering budget shortfalls as ridership hasn’t returned to pre-pandemic levels.

The stunning images of flooding this summer briefly gave momentum to efforts to pass President Joe Biden’s \$3.5 trillion infrastructure plan. But that mammoth spending bill, which includes money for climate change preparedness, is still being negotiated in Congress.

“It’s great to have these plans,” Martello said. “But has to get built and funded somehow.”

Image courtesy of AP/Craig Ruttle



Biodiversity loss risks 'ecological meltdown' - scientists

By Helen Briggs BBC Environment correspondent

Published 22 hours ago



GETTY IMAGES

Image caption, Researchers say the UK has little room for nature due to development and agriculture

The UK is one of the world's most nature-depleted countries - in the bottom 10% globally and last among the G7 group of nations, new data shows.

It has an average of about half its biodiversity left, far below the global average of 75%, a study has found.

A figure of 90% is considered the "safe limit" to prevent the world from tipping into an "ecological meltdown", according to researchers.

The assessment was released ahead of a key UN biodiversity conference.

Biodiversity is the variety of all living things on Earth and how they fit together in the web of life, bringing oxygen, water, food and countless other benefits.

Prof Andy Purvis, research leader at the Natural History Museum in London, said biodiversity is more than something beautiful to look at.

"It's also what provides us with so many of our basic needs," he told BBC News.

"It's the foundation of our society. We've seen recently how disruptive it can be when supply chains break down - nature is at the base of our supply chains."



GETTY IMAGES

Image caption, Biodiversity is dwindling fast due to human pressures

The new tool for assessing biodiversity, known as the Biodiversity Intactness Index, estimates the percentage of natural biodiversity that remains across the world and in individual countries.



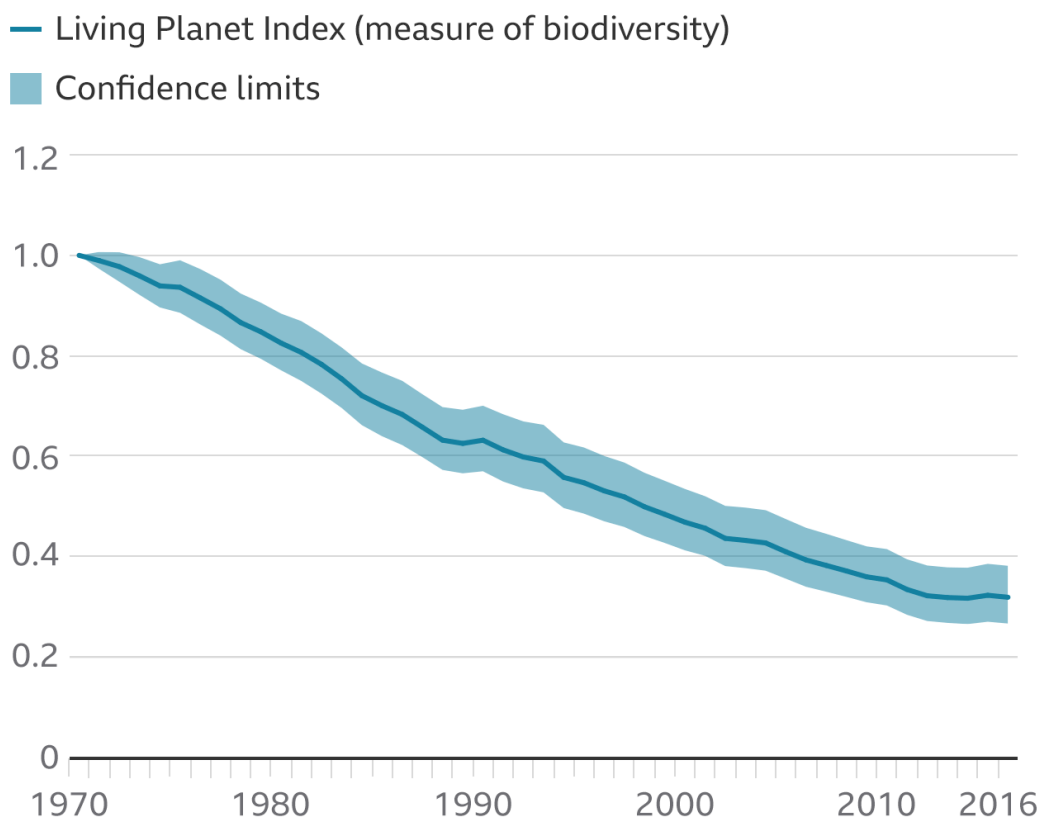
The UK's low position in the league table is linked to the industrial revolution, which transformed the landscape, the researchers said.

The UK has seen relatively stable biodiversity levels over recent years, albeit at a "really low level," team researcher Dr Adriana De Palma explained in a news briefing.

The assessment was released on the eve of the UN Biodiversity Conference, COP 15, hosted by China, a mega-diverse country with nearly 10% of plant species and 14% of animals on Earth.

World leaders are attending week-long virtual talks seen as pivotal in raising ambition for slowing the loss of nature ahead of face-to-face talks in Kunming, China, in April next year and the climate conference in Glasgow at the end of the month.

How wildlife has declined, 1970-2016



Source: ZSL



Andrew Deutz, global policy lead of international conservation charity, the Nature Conservancy, said the gathering momentum behind nature had not come a moment too soon.

"As with the accelerating climate emergency, what happens over the next year will - to a large extent - set humanity's course for the rest of the decade; and what happens this decade is likely to define our prospects for the rest of this century," he said.

At the summit in Kunming - taking place in a two-part format due to pandemic disruption - world leaders will negotiate a framework for protecting nature and species for the next decade.

The draft agreement aims to conserve at least 30% of the world's lands and oceans, but not all countries have signed up.



One in four species are at risk of extinction

Species assessed by the IUCN Red List



Amphibians

40%



Conifers

34%



Reef corals

33%



Sharks and rays

31%



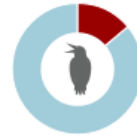
Selected crustaceans*

27%



Mammals

25%



Birds

14%

*Assessed species include lobsters, freshwater crabs, freshwater crayfishes and freshwater shrimps

Source: IUCN Red List of Threatened Species



The global biodiversity framework replaces the plan for the last decade, which missed all 20 targets.

"To play our part, we need the UK to step up and turn our global promises into action at home, to show that we are not going to let another lost decade for nature slip past," said Beccy Speight, chief executive of the RSPB.

Biodiversity is declining faster than at any time in human history. Since 1970, there has been on average almost a 70% decline in the populations of mammals, birds, fish, reptiles and amphibians.

It is thought that one million animal and plant species - almost a quarter of the global total - are threatened with extinction.

Follow Helen [on Twitter](#).



Superpower rivalry and vaccine envy set stage for climate talks

BY BLOOMBERG NEWS OCTOBER 10, 2021



G-7 leaders pose for the official welcome and family photo during the summit in June in Carbis Bay, Cornwall.

Premiers, presidents, and princes come and go from the world's biggest climate stage. It's the nature of the annual international climate talks organized by the United Nations, known as the Conference of the Parties. The guest list changes with whichever parties are in power. Only someone like Jennifer Morgan, the head of Greenpeace International, gets to be a COP-fixture—and in more than two decades she's never seen the geopolitical backdrop change as dramatically as it has ahead of COP26 in Glasgow, Scotland.

The pandemic that's overwhelming governments and upending assumptions about future investment has also heightened the rivalry between the US and China. That can make climate diplomacy a lot harder, says Morgan, even if US President Joe Biden has returned the world's richest nation to the table and a series of devastating weather events has increased pressure on leaders across the globe.

There's also the vast chasm of inequality between rich and poor countries. It's been a persistent fault line in climate negotiations, now exacerbated by bitterness over the uneven distribution of lifesaving Covid vaccines. Record debt levels, emptied treasuries, and even lingering divisions over Brexit could make progress difficult on two important issues: ending the use of coal and channeling climate aid from wealthier nations to the very same developing economies that depend on the cheapest, dirtiest fossil fuel.

This tense diplomatic backdrop has set expectations low for a global breakthrough akin to the 2015 Paris Agreement, according to Morgan and other COP veterans. Delayed action, however, will have catastrophic consequences. Global temperatures have already risen 1.1C from preindustrial levels. Countries need to halve heat-trapping emissions by the end of the decade to meet the famous goal of limiting warming to 1.5C adopted after COP21. The UN warns of 2.7C warming based on national goals now in place.

Tension between China and the US is one of the biggest obstacles, says a European government official who'll attend COP26 and asked not to be named because he's not authorized to speak to the media. A deal between those two superpowers in 2014 was what made possible the international consensus around 1.5C, with other countries then falling in line. This time, China will do nothing that could look like knuckling to US pressure, the official says.

"I'm a little worried given the complex geopolitical situation today," says Dimitri de Boer, chief representative in China of the nonprofit ClientEarth, who has worked with the country's environment ministry. "There's a risk that aggressive international efforts pushing China to accelerate its climate ambitions, even well-intended ones, could backfire."



China has strong incentives at home—including the potentially system-threatening impacts of pollution—to cut back on carbon dioxide emissions of its own accord. That's started to happen. The amount of new coal-fired power plant capacity approved by China's regional authorities in the first half of 2021 fell by almost 80 percent from the same period last year, according to Greenpeace research.

Yet such progress is fragile. President Xi Jinping recently pledged at the United Nations general assembly to stop building new coal plants overseas, but his government also ordered coal producers at home to ramp up production at all costs, amid a global energy squeeze.

None of this is likely to help the UK hosts get further headline deals in Glasgow. Xi, who made his UN address by video, hasn't left China since the pandemic struck and doesn't plan to attend the Group of 20 leaders meeting immediately before COP. The summit in Italy is the best chance for major economies to strike any deal on climate issues.

It's increasingly hard to corral nations around any common aim with two powerful countries vying for power, says David Victor, professor of international relations at the University of California at San Diego. Even relations between the US and its close European allies are strained after recent failures to coordinate withdrawal from Afghanistan and a submarine deal with Australia that cut France out of a project with a runaway price tag of \$66 billion. Nor does it help that after pulling out of the European Union, the UK can no longer rely on the combined power of the 27-nation bloc to build consensus—or on even its goodwill.

The energy crunch that's pushed prices up to records and prompted factory shutdowns from China to Europe is another hurdle. A UK official involved in planning the summit said it could provide an excuse for countries reluctant to phase out coal.

Developing nations, already distrustful of promises of financial support, will also arrive in Scotland bitter over the perception of inequitable treatment of delegates from countries with little access to vaccines. After some environmental groups called for the talks to be postponed until more people can attend, the UK offered to cover hotel quarantine fees and provide shots.

"The disparities around vaccine rollout mirror those on climate finance," says Malango Mughogho, managing director of ZeniZeni Sustainable Finance, who's advising South Africa. "As we've seen with Covid, countries who have financing have been able to roll out vaccines and return to normal more quickly than countries that have not."

For the world to meet Paris commitments will require as much as \$173 trillion of investment over 30 years, according to research group BloombergNEF. That eye-popping sum will confront even the richest nations with politically painful choices. For poorer ones, a pledge from developed economies to raise \$100 billion a year to help them is just a start, and that target has been undershot every year for a decade. Negotiations in Glasgow will also focus on a mechanism to raise private money for them.

Poorer countries see the value of green investment, but they can't do it unless they get significant funds from developed peers, says Pablo Vieira, global director for the NDC Partnership Support Unit, which helps countries boost their emission targets. "If they don't, they won't have the time or patience to wait long," he warns, and they'll eventually choose to invest their limited funds in familiar energy sources such as coal.

The outlook for COP26 isn't all bleak. One lower-profile area where Glasgow could succeed is through initiatives by smaller groups of nations to roll out sectoral decarbonization commitments. Denmark and Costa Rica plan one called the Beyond Oil and Gas Alliance that would require member states to commit to ending oil and gas production. The US and EU are pushing for a pledge to cut methane, and the UN is asking nations to sign a pact to stop building new coal plants.



Nor are COP meetings pass-fail exercises. The political environment is shifting in favor of stronger green measures as voters in many countries demand more action. Companies face unprecedented demands from customers, investors, and even courts to cut their emissions just when technological advances have raised awareness of what's possible.

“On an issue that is so urgent, it is not a zero-sum game,” says Greenpeace’s Morgan. “Finding ways for countries to be able to talk to each other and collaborate is essential and still possible.”

Image courtesy of Leon Neal/Getty Images



Meat start-up focused on cutting food waste plots grocery debut

BY BLOOMBERG NEWS OCTOBER 9, 2021

[DO Good Foods](#), a meat producer that uses recycled food waste to make supplemental animal feed, is poised to roll out its first product after securing a \$169-million investment from asset-management giant Nuveen.

The newly formed company used the capital to build a production facility in Pennsylvania that will process 160 tons of surplus food daily. With the plant now built, Do Good expects its chicken to hit supermarket shelves in January, with other types of meat to follow.

The forthcoming chicken line will help cut grocery waste while enabling “everyone to be part of the solution,” said Justin Kamine, Do Good’s cofounder and co-chief executive officer. The chicken will be priced “well below” the cost of organic, he said.

The Bedminster, New Jersey-based company aims to tackle issues of food spoilage by collecting excess groceries that can’t otherwise be donated from a network of supermarkets, hauling them to a nearby facility and converting the food into feed. That then ends up in animal diets in the meat supply chain.

As much as [40 percent of the food produced](#) in the US is never eaten. Most of that goes to landfills, generating emissions that contribute to climate change. By some estimates, food waste produces [about 8 percent](#) of all human-caused greenhouse gases. While people’s homes are the largest source of waste, supermarkets, restaurants and other businesses account for about 40 percent, food-loss nonprofit ReFED estimated in 2016.

The company’s first production facility, in Fairless Hills, Pennsylvania, will process food collected from 450 supermarkets within about a 200-mile radius. The plant can make enough feed for 25 million chickens annually, and will divert approximately 4 pounds of surplus grocery food from landfills per chicken.

Do Good plans to build 20 such facilities by 2025.

Sam Kass, chief strategy officer at Do Good Foods and the former chef and senior policy adviser on nutrition to then-President Barack Obama, says he was attracted to the company because of its growth potential. “I saw the chance to do something really at scale.”

While reducing food waste in grocery stores and the environmental footprint of livestock feed are important goals, assuming that the activities of a company like Do Good are sufficiently sustainable “presents a few red flags,” said Jennifer Molidor, senior food campaigner at the Center for Biological Diversity. Chicken production itself comes with an [environmental cost](#), said Molidor, who’d like to see more done to prevent supermarket waste in the first place.

The company is awaiting certification through the Global Animal Partnership on animal welfare standards, but did not name any environmental benchmarks that the chicken production would meet.

Kass defended the model, saying that his company’s efforts complement retailers’ work to end food waste. He added that humans aren’t going to give up eating meat.

“The reality is people are going to eat animal protein,” he said. “We see here an opportunity to provide a fundamentally better product.”

Source: <https://businessmirror.com.ph/2021/10/09/meat-start-up-focused-on-cutting-food-waste-plots-grocery-debut/>



9 areas still under Signal No. 2 as Maring moves towards Luzon Strait

By MA. ANGELICA GARCIA, GMA News

Published October 10, 2021 11:49pm

Dost_pagasa
6 hours ago

TROPICAL CYCLONE BULLETIN NO. 14
Tropical Storm "#MaringPH" (KOMPASU)
Issued at 11:00 PM, 10 October 2021
Valid for broadcast until the next bulletin at 2:00 AM tomorrow... [See More](#)

Time	Center Position		Location	Intensity		Movement dir. (km/h)
	Lat. (°N)	Lon. (°E)		MSW (km/h)	Cat.	
18.8	124.0	255 km East Northeast of Aparri, Cagayan	95	STS	WNW 25	
19.0	121.5	Over the coastal waters of Calayan, Cagayan	110	STS	W 20	
19.0	118.5	515 km West of Calayan, Cagayan	120	TY	W 25	
18.8	115.7	630 km West of Calayan, Cagayan (outside the PAR)	120	TY	W 25	
18.7	112.7	835 km West of Northern Luzon (outside the PAR)	120	TY	W 25	
18.6	109.2	1,205 km West of Northern Luzon or in the vicinity of Sanya City, Hainan, China (outside the PAR)	95	STS	W 20	

Track of Tropical Storm "MARING" (KOMPASU)
TROPICAL CYCLONE
MaringPH

619 likes, 46 comments, 571 shares

Tropical Cyclone Wind Signal No. 2 remained hoisted over nine areas in Luzon as Tropical Storm Maring continues to move west-northwest towards Luzon Strait, PAGASA said Sunday night.

In its 11 p.m. severe weather bulletin, PAGASA said the center of Maring was located 495 kilometers east of Aparri, Cagayan at 10 p.m. with maximum sustained winds of 85 km per hour near the center, gustiness of up to 105 kph and central pressure of 992 hPa. It is moving west northwestward at 25 kph.

TCWS No. 2 is up over:

- Batanes
- Cagayan including Babuyan Islands
- the northern portion of Isabela (Palanan, Divilacan, Maconacon, Ilagan City, Tumauini, Cabagan, San Pablo, Santa Maria, Santo Tomas, Delfin Albano, Quirino, Gamu, Roxas, Mallig, Quezon)
- Apayao



- Kalinga
- Mountain Province
- Abra
- Ilocos Norte
- Ilocos Sur

TCWS No. 1 is raised over:

- the rest of Isabela
- Nueva Vizcaya
- Quirino
- Ifugao
- Benguet
- La Union
- Pangasinan
- Aurora
- Nueva Ecija
- Tarlac
- Zambales
- Pampanga
- Bulacan
- the northern portion of Bataan (Samal, Morong, Dinalupihan, Abucay, Orani, Hermosa)
- the northern portion of Quezon (General Nakar, Infanta) including Polillo Islands, Calaguas Islands

From Sunday night to Monday evening, PAGASA said, moderate to heavy with at times intense rains are likely over Batanes, Cagayan including Babuyan Islands, Cordillera Administrative Region, and Ilocos Region, while light to moderate with at times heavy rains are also possible over Central Luzon and the rest of Cagayan Valley.

"Under these conditions, scattered flash floods and rain-induced landslides are likely especially in areas that are highly or very highly susceptible to these hazards as identified in hazard maps," PAGASA said.

In the next 24 hours, PAGASA said Western Visayas, Zamboanga Peninsula, Palawan and Occidental Mindoro will experience monsoon rains due to the southwest monsoon enhanced by Maring.

Meanwhile, winds may reach gale to storm-force strength in areas under TCWS No. 2, which may result in light to moderate damage to structures and vegetation.

Strong winds (strong breeze to near gale conditions) with higher gusts will also be experienced in areas under TCWS No. 1, which may bring up to very light damage to structures and vegetation.

Further, due to the expansive wind field of Maring and the gradual enhancement of the southwesterlies and northeasterlies, occasional gusts reaching strong to gale-force in strength are possible over the island, coastal, and upland/mountain localities of Visayas, Dinagat Islands, Surigao del Norte, Agusan del Norte, Misamis Oriental, Misamis Occidental, Camiguin, Zamboanga del Norte, and the rest of Luzon.

A gale warning is also in effect for the eastern seaboard of Southern Luzon and Visayas.



In the next 24 hours, rough to high seas will prevail over the seaboard of areas under TCWS No. 1 and 2.

Moderate to rough seas will also prevail in the remaining seaboard of Luzon and Visayas, and the northern, eastern, and western seaboard of Mindanao.

PAGASA said Maring is forecast to exit the Philippine Area of Responsibility on Tuesday. — **BM, GMA News**

Source: https://www.gmanetwork.com/news/scitech/weather/806466/9-areas-still-under-signal-no-2-as-maring-moves-towards-luzon-strait/story/?utm_source=GMANews&utm_medium=Facebook&fbclid=IwAR3eea6kl4txKNICIBo4e9sap-KVJVSRxeUytOTap2EUD2NkC1WNx0_9TqA

11 OCTOBER 2021, MONDAY



DENR

NEWS ALERTS

COVID-19 NEWS

STRATEGIC COMMUNICATION AND INITIATIVES SERVICE



DOH tallies 12,159 new COVID-19 cases, two labs without data

Philstar.com October 10, 2021 | 7:46pm



Health workers wearing protective personal equipment line up as they wait for go signal to enter the Quezon City Jail for the scheduled COVID-19 vaccination of persons deprived of liberty on Oct. 8, 2021.

The STAR / Boy Santos

MANILA, Philippines — Health authorities reported 12,159 more coronavirus infections on Sunday, bringing the national caseload to 2,666,562.

In its latest bulletin released Sunday, the DOH reported a positivity rate of 15.9% out of 53,880 tests.

- **Active cases:** 90,927 or 3.4% of the total
- **Recoveries:** 27,727, bringing the number to 2,536,011
- **Deaths:** 119, now 39,624 in total

According to the Department of Health, two labs were not able to submit their tallies for Sunday's final count.

However, the DOH added that the two labs only made up 0.1% of all samples tested and 0.1% of all positive individuals.

The DOH bulletin was again issued later Sunday night at 7:30 p.m. instead of its usual 4:00 p.m. release.

The country continues to battle a resurgence in cases driven by the hyper contagious Delta variant, which has ravaged neighboring countries.

It has been 572 days since the first enhanced community quarantine was hoisted over some parts of Luzon, good for the world's longest quarantine.

What's new today?

- Two days after Filipino journalist Maria Ressa made history as the first Filipino to receive a Nobel Peace Prize, the Malacañang Palace has not issued a statement of any kind.
- Tropical Storm Maring (international name Kompasu) continues to merge with what's left of the now-low pressure area Nando, leaving several areas in the Philippines under Signal No. 1, government weather forecasters said.
- The Philippine National Police has set its sights on security preparations during the Undas break with the certificate of candidacy filing period now officially over.
- Davao City Mayor Sara Duterte-Carpio has tested positive for COVID-19, the city government announced Saturday.

Source: <https://www.philstar.com/headlines/2021/10/10/2133152/doh-tallies-12159-new-covid-19-cases-two-labs-without-data>



NCR likely low risk by end-Oct.

OCTA sees herd immunity showing results, cites drop in infections, hospital utilization

posted October 11, 2021 at 01:10 am

by [Macon Ramos-Araneta and Othel V. Campos, Willie Casas](#)

Independent researchers tracking the coronavirus pandemic said Metro Manila might be classified as a low risk for COVID-19 by the end of October as they no longer see a variant of concern that can enter the country.



STAR OF HOPE. A medical staffer hangs a small Christmas star lantern at the window of the Manila Field Hospital at the Luneta grandstand in the capital on Sunday. Norman Cruz

In an interview on ABS-CBN TeleRadyo, OCTA Research Group fellow Guido David said they also expect hospital occupancy to decline as Metro Manila now has a reproductive number of 0.6 percent and a positivity rate of 13 percent.

The Philippines is currently considered at moderate risk from the coronavirus despite a continued decline in infections, according to the Health Department.

Infections in the past two weeks fell by 21%, while the average daily attack rate was 14.73 for 100,000 people, Health Undersecretary Maria Rosario S. Vergeire told an online news briefing. The reproductive number is the number of people who can be infected by a single virus patient, while the positivity rate is the percentage of people tested that are found positive for the coronavirus.

"Within this week, there might be only a four-digit [number of new COVID-19 cases], less than 10,000 on our national average. At present, the [seven-day] average nationwide is around 11,000," David said.

He said the decline in cases might be due to herd immunity.

The Philippines logged on Sunday 12,159 new cases of COVID-19, bringing the total to 2,666,562, as all laboratories were operational, while two laboratories were not able to submit their data on time.

The Department of Health also reported 119 new fatalities, bringing the death toll to 39,624. It also reported 27,727 new recoveries, bringing the total recoveries to 2,536,011.

The DOH also reported 90,927 active cases, of which 72.2 percent were mild, 16.2 percent were asymptomatic, 1.4 percent were critical, 3.4 percent were severe, and 6.7 percent were moderate.



Positivity rate reached 15.9 percent, still far off the international standard of less than 5 percent, as the total COVID-19 tests conducted nationwide on October 8 stood at 53,880.

Government officials said at least half of the capital region's eligible population have been fully vaccinated against COVID-19.



A big tarpaulin for health protocol awareness hangs at the entrance passage of Kamuning Market in Quezon City, showing that the COVID-19 is still present despite declining numbers in Metro Manila. Manny Palmero

David also pointed out Filipinos continue to abide by a mask policy, unlike other nations which no longer require masks after inoculation.

Before, he said, virus cases in Metro Manila peaked at a seven-day average of 2,000.

The Philippines last week recorded a daily virus case count of under 10,000 for two straight days.

The DOH had also observed a decline in new infections in the NCR, home to around 13.5 million people and which accounts for about a third of the country's gross domestic product.

Health Undersecretary Maria Rosario Vergeire said the NCR posted a two-week decline in new cases.

If the NCR maintains the downward trend and controls the transmission of the coronavirus, residents may experience more relaxed quarantine restrictions by Christmas, Vergeire said.

Metro Manila was placed under Alert Level 4 from Sept. 16 to Oct. 15, allowing establishments like restaurants, barbershops, hair salons, and spas to operate for up to 30 percent of their outdoor capacity.

On the other hand, Vergeire said, the DOH observed an increase in COVID-19 cases in the Bicol Region, Mimaropa, and Zamboanga Peninsula.

She said Cagayan Valley, Cordillera Administrative Region and Ilocos Region also remained at high-risk case classification.

Meanwhile, Trade Secretary Ramon Lopez, a member of the Inter-Agency Task Force for the Management of Emerging Infectious Diseases (IATF) called for more antigen facilities across the country, where on-site and hybrid workers can test for COVID infection, at least once a week, and increase the confidence level of all economic sectors to continue the reopening of more businesses.

“Like what we are seeing in other countries, this is where we should be headed as we reopen (the economy). We should have more antigen testing facilities and it will be up to the working citizens to have testing on their own twice a week,” he said.

He noted there has been more reopening in other countries when they asked the working class to have themselves tested once or twice a week.

Lopez said it was important to have at least antigen testing if RT-PCR tests are not available or accessible.

“In other countries, they make antigen kits available for free. We’re not yet at that stage, but we hope as we go along, we’ll have the capacity to do that, in the future,” he added.



COVID BREAD. A baker in San Andres, Manila inspects some bread shaped like the COVID-19 virus to test its appeal on Sunday -- but at the end of the day, nobody wanted to buy the novelty item. Danny Pata

Free antigen testing is not yet in the DOH budget, he said.

Right now, Lopez said, the government is looking at ways to have paid isolation leaves. “This is where the government budget is going into,” he said.

“What’s happening right now is that infected workers were trying to hide their conditions to be able to continue working. And this contributes to the surge. If they are assured of paid isolation leaves, we will have a healthier working force that will continue the gains of sectors that have reopened. Economic recovery will be expedited and going back to pre-pandemic levels will be easier,” Lopez said.

He added that the government will have to discuss and work out an arrangement with the private sector, should they agree to the proposal.

Also on Sunday, Tourism Secretary Bernadette Romulo-Puyat said her agency is looking to cut the cost of RT-PCR tests for domestic tourists to make travel more affordable to everyone.

The government has gradually eased travel restrictions imposed during the pandemic.

National Task Force against Covid-19 chief implementer Carlito Galvez Jr. said Sunday the country has sufficient storage capacity for the vaccines that are arriving.

Galvez made this remark as he and other officials welcomed the latest delivery of 1,363,300 doses of the US-made Moderna vaccine at the Ninoy Aquino International Airport (NAIA) Terminal 1 in Parañaque City Saturday afternoon.

“Yes, we have an adequate storage capacity for our vaccines, we conducted an inventory of our storage freezers with negative 70 and 80 capacity, and we found out that we can safely store between 28 [million] and 30 million vaccines [requiring low handling temperatures],” he said in an interview with reporters.



Galvez also said the DOH is now coordinating with regions, provinces, and municipalities to hasten their vaccination programs to ensure that the COVID-19 vaccines are not wasted.

Galvez said of the new shipment of Moderna vaccines, 885,700 were procured by the government while 477,600 doses were bought by the private sector represented by port operator International Container Terminal Services, Inc. (ICTSI) through a trilateral agreement.



MORE DOSES. Vaccine czar Secretary Carlito Galvez Jr. and Heather Variava, Chargé d'Affaires of the U.S. Embassy (first and second from left) welcome the arrival of 918,450 doses of Pfizer vaccines donated by the US government through COVAX at the NAI Terminal 3 in Pasay City on Sunday. Avito Dalan

"This is a remarkable development in the vaccine supply in the country. As we call it, this is now our harvest time. For the past few days, the country has been receiving 1.5 million doses of vaccine on a daily average," Galvez, who is also the vaccine czar, said.

He said 14.25 million doses of vaccine were delivered from Oct. 1 to 9, a massive improvement compared to the situation months ago when the country had to rely on donations from other countries and organizations to supply life-saving jabs to the people.

US Embassy Deputy Counselor for Economic Affairs Zeenat Syed said the American government was elated that the vaccines they have delivered would help millions of Filipinos be protected against the dreaded illness.

"The United States is very proud that US vaccines are supporting the government's vaccination effort and that they are helping vaccinate millions of Philippine citizens against COVID-19," she said.

With the vaccine supply stabilizing, Galvez hopes that more people will let themselves be vaccinated for the country to hit its target of fully vaccinating 50 percent of the 77 million eligible population by year end, and safely reopen the economy.

The Philippines has so far received 85,575,600 doses of vaccines since deliveries started in February this year.

Of the delivered vaccines, 48,925,516 doses were administered nationwide as of Thursday. More than 26 million people have received their first dose while 22.8 million have been fully vaccinated.



#OneDENR

**Covid-19
Situation and Response**



DOH COVID-19 CASE BULLETIN # 575

OKTUBRE 10, 2021

Para sa kumpletong detalye at impormasyon, bisitahin lamang ang aming pampublikong site: <https://ncovtracker.doh.gov.ph/>

PORSYENTO NG AKTIBONG KASO

3.4%

TOTAL NG AKTIBONG KASO
90,927

PORSYENTO NG GUMALING

95.1%

TOTAL NG GUMALING
2,536,011

PORSYENTO NG NAMATAY

1.49%

TOTAL NG NAMATAY
39,624

MGA BAGONG KASO **12,159**

MGA BAGONG GUMALING **27,727**

MGA BAGONG NAMATAY **119**

KABUANG BILANG NG KASO **2,666,562**

MGA NAGPOSITIBO HULING OKTUBRE 8
DATOS NGAYONG OKTUBRE 10
AYON SA REPORTS NOONG OKTUBRE 8

15.9%

PORSYENTO NG MGA
NAGPOSITIBO

53,880

BILANG NG
TINEST

HALOS
88.4%
ANG MILD AT
ASYMPTOMATIC
NA KASO!

D UMISTANSYA NG
ISANG METRO AT LIMITAHAN
ANG PISIKAL NA
INTERAKSYON SA IBA

KABUANG PILIPINAS
PUNO NA BA ANG ATING MGA OSPITAL?

NATIONAL CAPITAL REGION
PUNO NA BA ANG ATING MGA OSPITAL?

KALAGAYAN NG MGA
AKTIBONG KASO

ICU BEDS (4.4K TOTAL BEDS)
70% Utilized

ICU BEDS (1.5K TOTAL BEDS)
69% Utilized

Mild 72.2%

ISOLATION BEDS (21.1K TOTAL BEDS)
54% Utilized

ISOLATION BEDS (4.8K TOTAL BEDS)
44% Utilized

16.2% Asymptomatic

WARD BEDS (15.3K TOTAL BEDS)
56% Utilized

WARD BEDS (4.4K TOTAL BEDS)
50% Utilized

1.4% Critical

VENTILATORS (3.3K TOTAL VENTILATORS)
50% Utilized

VENTILATORS (1.0K TOTAL VENTILATORS)
51% Utilized

3.4% Severe

6.70% Moderate



UPDATE AND MESSAGE OF THE DAY

The scheduled downtime of COVIDKAYA today was a result of addressing technical issues with the extraction of data. The 6PM (Oct. 9) to 6AM (Oct. 10) interval was allotted to sync its internal databases and ensure scheduled extractions for the generation of the daily line list are updated and contain complete data from both CDRS and user inputs via the COVIDKAYA user interface.

Nananatili ang ating pagsunod sa **Minimum Public Health Standards** bilang pangunahing panangga sa tuluyang pagkalat ng COVID-19 sa bansa. Sa oras na makaramdam ng anumang sintomas ng COVID-19, agad tayong makipag-ugnayan sa ating **BHERTS** o sa **One COVID Referral Center** upang mabigyan ng agarang gabay para sa inyong proteksyon. Maaabot ang One COVID Referral Center sa **1555, (02)886-505-00, 0915-777-7777, o sa 0919-977-3333**. Para sa iba pang pangangailangang medikal, puntahan ang <http://bit.ly/DOHTelemedicine> upang malaman kung papaano maabot ang serbisyo ng ating **Telemedicine Service Providers**, at ang <http://bit.ly/DOHHospitalHotlines> para maabot ang ating mga ospital sa lalong mabilis na panahon.



Ihahanap ka namin ng lugar para mag-isolate o magpagamot, tumawag lang sa sumusunod:

SMART: 0919 977 3333
GLOBE: 0915 777 7777
TEL NO: (02) 886 505 00



May tanong ukol sa COVID-19?
I-chat na si KIRA!

VIBER: Kira Kontra COVID by DOH
MESSENGER: Department of Health PH
KONTRACOVID PH: kontracovid.ph



Manatiling ligtas!
I-download ang StaySafe App
O Gamiting ang WEBAPP
at pumunta sa [Staysafe.ph](https://staysafe.ph)

MAYROON PANG KATANUNGAN? SUMANGGUNI LAMANG SA SUMUSUNOD:

OfficialDOHgov

@DOHgovph

doh.gov.ph

(02) 894-COVID / 1555

11 OCTOBER 2021, MONDAY



DENR

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
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