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VP Duterte saddened by death of PH eagle 'Geothermica' in Singapore

Philippine male eagle, "Geothermica" or "Geo", died of infection in Singapore, the Philippine Embassy in Singapore announced.

Geothermica was one of two Philippine eagles in the Bird Paradise at the Mandai Wildlife Reserve. He was 19 years old.

Before his untimely death on Sept. 7, the male eagle had been under "intensive care in Singapore, receiving the best care possible," the embassy said.

In a statement, Vice President and Education Secretary Sara Duterte said she was "saddened" by the passing of Geothermica, which she visited in Singapore last June.

"Known as Geo, his journey was not only of strength and resilience but also a story of friendship between the Philippines and Singapore," she added.

Geo and female Philippine Eagle "Sambisig" were transferred from the Philippine Eagle Center in Davao City to Singapore in 2019 under a Wildlife Loan Agreement between the Philippines and the Mandai

Wildlife Reserve in Singapore.

The breeding program is a 10-year renewable agreement that was part of the Golden Jubilee celebration of the establishment of bilateral relations between the Philippines and Singapore.

"In tribute to Geo, I join the call to effect change and carry forward his memory as a story of hope and a lasting commitment to the preservation of endangered species," Duterte said.

On Friday, Sept. 8, the Mandai Wildlife Reserve announced in a statement that Geo died due to severe infection in its lung.

The official stressed that Geo's and Sambisig's lives "exemplified the Philippines' commitment to conservation and underscored the importance of safeguarding our planet's biodiversity."

"I thank the Mandai Wildlife Group for its exceptional care of Geo. Additionally, I thank the Philippine Eagle Foundation for its cooperation and tireless efforts in the protection and preservation of these magnificent birds," she added. (Raymund Antonio)



PHILIPPINE EAGLE Geothermica (Photo by Roslan Rahman, Agence France-Press)



Singapore, Phi to discuss sending replacement eagle for Geothermica

By EDITH REGALADO

DAVAO CITY – The Philippines and Singapore’s Mandai Wildlife Reserve will still have to discuss if a giant raptor shall be sent to replace Geothermica, the male Philippine Eagle that was sent to Singapore in 2019 for a breeding program and died of infection last Sept. 7.

“We are still awaiting a letter or word from Singapore if a replacement for Geothermica shall be sent to the said country,” Philippine Eagle Foundation (PEF) executive director Dennis Salvador told **The STAR**.

Geothermica’s partner Sambisig remains at the Mandai Wildlife Reserve.

The two were transported in 2019 from the Philippine Eagle Center in Davao City as part of an international cooperation to save the country’s national bird from extinction.

“The international breeding cooperation that we have with Singapore is very important to our efforts to save the Philippine eagle from extinction,” Salvador said, adding that it is imperative that the gene pool of the giant raptor be improved.

The PEF chief also was all praises for the veterinary hospital and other similar equip-

ment in Singapore and that their facilities could very well address the concerns even of that of a Philippine Eagle like 19-year-old Geothermica, who reportedly succumbed to “a severe lung infection that led to a guarded prognosis.”

“Singapore is very equipped for such endeavor,” Salvador said.

The PEF’s eagle conservation breeding program has so far produced at least 29 eagles bred in captivity starting with Pag-asa, which was hatched on Jan. 15, 1992 and died on Jan. 6, 2021.

There are an estimated 392 pairs of remaining Philippine Eagles, making the giant raptor on the brink of extinction.

Geothermica and Sambisig were brought to Singapore in 2019 under a Wildlife Loan Agreement between the Philippines and the Mandai Wildlife Reserve, which is a 10-year renewable conservation breeding agreement that is part of the Golden Jubilee celebration of the establishment of bilateral relations between the two countries.

“We are heartbroken to share that our 19-year-old male Philippine eagle Geothermica passed away (on Thursday),” Mandai Wildlife Reserve said in a statement late last week.



'Only PH can enforce laws within its EEZ'

BY KRISTINA MARALIT

THE Chinese government has no authority to carry out any law enforcement operations within the Philippines' exclusive economic zone (EEZ), the National Task Force for the West Philippine Sea (NTF-WPS) said over the weekend.

At a news forum, National Security Council (NSC) Assistant Director General Jonathan Malaya said, "[We] wish to emphasize that China has neither authority nor power to conduct law enforcement operations in our exclusive economic zone."

Only the Philippine government has the sovereign right to enforce laws in areas declared as the country's EEZ, he pointed out. "Only the Philippine Coast Guard (PCG) has the right to assert to the extent, the Armed Forces of the Philippines (AFP)" law enforcement operations in the WPS," he added.

This is NSC's response to recent claims made by the China Coast Guard (CCG) that it was conducting law enforcement operations in Ayungin Shoal on Friday, September 8, while vessels of the AFP and the PCG were conducting a rotation and re-provisioning (RoRe) mission in the area.

Two supply boats brought food and other replenishment supplies to troops stationed on the grounded BRP Sierra Madre.

According to reports, while the PCG and the AFP succeeded with their resupply mission, the government noted there were still incidents of "harassment, danger-

ous maneuvers and aggressive conduct by vessels of the China Coast Guard and of the Chinese maritime militia (CMM)" directed at Filipino troops.

Malaya condemned the actions of the CCG and the CMM.

"We strongly deplore and condemn the continued illegal, aggressive, and destabilizing conduct of the CCG and CMM within the nation's exclusive economic zone," he added.

"Law enforcement operations in the exclusive economic zone are within the purview of elements of the Philippine government — and that is why the CCG's claim is wrong," the NSC official reiterated.

Harassment in WPS

President Ferdinand Marcos Jr., during his intervention at the 18th East Asia Summit in Jakarta, Indonesia, a few days ago, called out the blatant harassment by some parties in the South China Sea and made clear that the country would not back down its sovereign rights

over its territorial waters.

Marcos also enjoined the Association of Southeast Asian Nations (Asean) to "oppose the dangerous use of coast guard and maritime militia vessels in the South China Sea," which could "increase tensions in the region, misunderstandings, and miscalculations" in the disputed waterway.

"We must not allow tensions in the South China Sea to further escalate. In this spirit and in accordance with the DOC (Declaration on the Conduct of Parties in the South China Sea), we continue to urge all parties to exercise self-restraint and refrain from unilateral and assertive activities that would increase tensions in the region, misunderstandings, and miscalculations in the South China Sea," the President said.

"The Philippines remains resolute towards the peaceful resolution of disputes. We continue to support freedom of navigation and overflight and the rules-based international order in the South China Sea," he added.



Phl, Aussie partnership in soil research to boost agri productivity

By HELEN FLORES

The Philippines' five-year research collaboration with Australia on soil and land management will help boost agricultural productivity in the country amid skyrocketing food inflation, the Presidential Communications Office (PCO) has said.

It cited a memorandum of understanding (MOU) on "National Soil Health Strategy" signed by the Department of Science and Technology and the Australian embassy in the Philippines during the official visit of Australian Prime Minister Anthony Albanese to Manila last week.

"Healthy soil and increased agricultural productivity in the Philippines is the expected outcome of the understanding," the PCO said in a recent statement,

referring to the five-page MOU signed by Science Secretary Renato Solidum Jr. and Australian Ambassador Hae Kyong Yu.

Backed by a \$4.4-million Australian funding, the Philippines and Australia will carry out scientific and technological cooperation by identifying opportunities for collaborative research in soil and land management between research and development institutions and the designated agencies from the two countries for a period of five years unless earlier terminated, the MOU said.

It also provides that both countries would support researchers, policy-makers, managers, and other stakeholders to build and improve capacity in soil knowledge and management, including the offering of short courses, scholarships and other

relevant capacity-building mechanisms.

Aside from this, the MOU states that Philippines and Australia would "co-organize and co-support meetings, workshops and symposia to exchange knowledge, information and lessons on science and technology, strategy development and prioritization in support of the National Soil Health Strategy."

Both countries will conduct joint monitoring and evaluation of the implementation of activities at least annually.

President Marcos, during the first National Soil Health Summit in Manila in June, said there is a need to address the growing problem of the degradation, acidification, and pollution in Philippine soils.

Citing a report from the Department of Environment and Natural Resources, Marcos, who is also the agri-

culture secretary, said 75 percent of the country's total cropland is vulnerable to erosion in various degrees, with agriculture losing about 457 million tons of soil annually.

He said the conversion of lands for settlements and the loss of about 47,000 hectares of forest cover every year contributes significantly to soil degradation.

Marcos added that around 11 to 13 million hectares are considered degraded. This is on top of the 2.2 million hectares that suffer from insufficient levels of soil fertility.

The improper use of fertilizers and pesticides pollute and acidify our soil, the Chief Executive said.

"Needless to say, our soil is under threat and to continue to neglect this vital agricultural component will lead to an even worse crisis in the future," Marcos said.



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Faithful asked to support programs for environmental protection

By CHRISTINA HERMOSO

Manila Archbishop Jose Cardinal Advincula has called on the Filipino faithful to support programs that promote environmental protection.

His Eminence also asked all parishes and church institutions to make every Sunday of the Season of Creation, a parish Laudato Si Sunday by organizing ecology ministries and events in their communities.

The Catholic Church observes the Season of Creation from Sept. 1 to Oct. 4, the feast day of St. Francis of Assisi, the patron saint of the environment.

As responsible stewards of the environment, Cardinal Advincula encouraged the faithful to take part in formulating local programs for the protection of the environment through the Traslacion Roadmap project of the Archdiocese of Manila.

In a circular, the Church leader called on the faithful "to participate in the Traslacion Roadmap and become a beacon of hope in the promotion of environmental care, efficient disaster response, and just social transformation."

"Let us make this strategic object of our Traslacion Roadmap a reality by planning and designing programs



MANILA ARCHBISHOP JOSE CARDINAL ADVINCULA (Manila Bulletin photo)

on formation that lead to ecological conversion. More sustainable care for our common home projects and programs that will ensure a safe and sustainable future for the next generations," the cardinal said in his circular.

The Traslacion Roadmap, a 5-year

path for the Archdiocese of Manila, is a response to Pope Francis' call for reform and renewal through continuous synodality, particularly within local churches. It was formally launched on April 6, during the Chrism Mass on Maundy Thursday at the Manila Cathedral.

Cardinal Advincula also encouraged the public "to organize a community, institutional, parish, and even family showing and reflection on the Laudato Si movie, 'The Letter' to deepen love and respect for God the Creator through His creation."

In response to Pope Francis' call for ecological conversion, the prelate

said the Archdiocese of Manila had divested its investments from destructive businesses as he expressed support to all environmental protection and preservation initiatives, promotion of food safety and security to address hunger, and mobilizing various institutions to become part of Laudato Si Action Platform to achieve integral ecology.

The Archdiocese of Manila started its observance of the Season of Creation in 2012 with the purpose of praising, thanking and recognizing the works of God the Creator, and broadening public awareness in protecting His creations.



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CAPACITY: 20M LITERS OF SEAWATER A DAY

COMMERCIAL DESALINATION PLANT SEEN TO IMPROVE MACTAN WATER SUPPLY

By **Jhunnex Napallacan**
@inquirervisayas

CEBU CITY—Residents of Mactan Island in Cebu province will become water sufficient by early next year as the P2-billion Cordova Desalination Plant (CDP), the first in the country to use the technology to convert seawater into potable water on a large scale, will start its commercial operation. Vivant Corp., the proponent

of the project, and its subsidiary Isla Mactan Cordova Corp. (IMCC), recently unveiled its newly installed desalination machines, which use the state-of-the-art seawater reverse osmosis technology, inside its facility in Barangays Buagsong and Catarman in the town of Cordova.

Mactan Island, comprised of Lapu-Lapu City and Cordova, currently gets its water supply from mainland Cebu through the distribution sys-

tem of the Metro Cebu Water District (MCWD).

The CDP has a production capacity of 20 million liters a day (MLD) or 20,000 cubic meters a day, which can meet the demands of Mactan Island, home to one of the country's biggest export processing zone, some world-renowned hotels and resorts, and Mactan-Cebu International Airport, the country's busiest international air gateway outside of Metro Manila.

The capacity of CDP is expandable to 50 MLD, said IMCC president and CEO Jess Anthony Garcia, in his speech during the equipment installation ceremony at the plant site on Thursday.

The project is a joint venture between IMCC and MCWD, the latter being the water supplier of the cities of Cebu, Lapu-Lapu, Mandaue and Talisay, and the municipalities of Compostela, Liloan, Consolacion and Cordova. INQ



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Church group: Reduction of royalty rate will hurt mining communities

By PATRICK V. MIGUEL

THE social arm of the Roman Catholic Church is opposing a legislative proposal that seeks to reduce the royalty fee of mining communities.

House Bill 8937 will lower royalty on gross output for large-scale metallic mining operations within mineral reservations from 5 percent to 3 percent, Caritas Philippines said through the "CBCP News," a publication of the Catholic Bishops' Conference of the Philippines (CBCP).

The bill "is a clear betrayal of the people, especially the communities affected by mining," Caritas Philippines President Jose Colin M. Bagaforo was quoted in the article as saying.

Bagaforo, the current bishop of the Roman Catholic Diocese of Kidapawan, said that mining companies should give the royalty shares to the communities "to repay the damages" these firms caused to the natural ecosystems.

"With the lower royalty rate, mining companies are incentivized to comply less with environmental and social regulations. This will put the welfare of the communities and the ecosystems at risk," the Church official added.

The reduction of royalty rate will make it challenging for mining companies to be accountable, Bagaforo said.

The Church official is urging lawmakers "to defend the people and the environment, and to reject all proposals to open up new mines or expand existing mines."



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Coasts, marine life in peril due to sand extraction

GENEVA, Switzerland—Findings from a new UN data platform reveal that the marine dredging industry is extracting a staggering six billion tons of sand and sediment annually.

This is equivalent to over one million dump trucks every day—placing immense pressure on marine biodiversity and the well-being of coastal communities.

Marine Sand Watch, a platform developed by UN Environment Programme (UNEP)'s analytical centre, GRID-Geneva, uses artificial intelligence and automatic signals from ships to track and monitor sand, clay, silt, gravel and rock extraction in the world's marine environments.

It delivers crucial information on sand extraction zones (sand concessions), capital and maintenance dredging sites, sand trading hubs, vessel counts, and operators at sea.

While the platform is a groundbreaking tool, it currently cannot detect artisanal and small-scale mining along shallow coastlines, despite its intensity in some regions, according to UNEP.



Source: www.ecowatch.com

"The scale of environmental impacts of shallow sea mining activities and dredging is alarming, including biodiversity, water turbidity, and noise impacts on marine mammals," said Pascal Peduzzi, director of GRID-Geneva at UNEP.

"This data signals the urgent need for better management of marine sand resources and to reduce the impacts of shallow sea mining," he added.

The senior UN official called on gov-

ernments as well as the dredging sector to treat sand as a strategic material, and swiftly engage in talks on how to improve dredging standards worldwide.

Between four and eight billion tons of sediment are dredged annually from marine and coastal environments.

This is "perilously" close to the natural replenishment rate of 10 to 16 billion tons per year necessary to sustain coastal and marine ecosystems, according to UNEP.

While shallow sea mining for sand and gravel is vital for various construction projects, they pose a major threat to coastal communities facing rising sea levels and storms.

Sand extraction also endangers coastal and seabed ecosystems, impacting marine biodiversity, nutrients from the sea and noise pollution, as well as impacting aquifer salinization and future tourism development, UNEP added.

International practices and regulations vary widely, UNEP noted, with countries such as Indonesia, Thailand, Malaysia, Vietnam and Cambodia having banned marine sand exports in the last two decades, while others lack any legislation or effective monitoring programs.

The UN agency's 2022 Sand and Sustainability report also called for enhanced monitoring of sand extraction and use, and recommended ending sand extraction from beaches and active beach-nearshore sand systems for mining purposes.

It also calls for new international standards governing marine sand extraction.

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Why the electric vehicle battery race needs a recycling revolution

Christian Davies in Seoul, Harry Dempsey in London and Claire Bushey in Chicago

FROM east Asia to Europe and North America, companies along the battery supply chain are investing billions of dollars in recycling capabilities as they confront projected shortages of the raw materials that will power the next generation of electric vehicles.

But as carmakers, battery producers and miners develop their own recycling capacity or partner with specialists in an effort to make supply chains more secure, greener and ultimately more profitable, fundamental aspects of the nascent industry are yet to be worked out.

"Right now everyone is concerned about how we can set up all the battery factories that we need," said Andreas Breiter, who runs McKinsey's Center for Future Mobility in North America. "But in 10 years or so, the question will be what we do with all these batteries once they come back."

It remains unclear which battery chemistry will prevail in the global race between Chinese producers CATL and BYD and their Korean and Japanese rivals, making it hard to know which recycling processes will be required.

Uncertainty also hangs over future regulation, materials prices, recycling technologies and even who will own an EV battery at the end of its life — all of which will have a bearing on the industry's development and the viability of specific business models.

"There is a sense of disorder in the industry because no one has lived through this before," said Simon Linge, chief executive of battery materials producer and recycler Lithium Australia. "There will be people who are not even being spoken about today who in five or 10 years' time will emerge as major players in the market."

Battery recycling, which typically involves smelting, chemical treatment or both, also has its own environmental impact and recyclers face a challenge in demonstrating that their output will remain both greener and more economically attractive than mined materials, given advances in cleaner extraction techniques.

With few EV batteries having reached the end of their lives, the principal sources of feedstock for recyclers remain cells from consumer products such as laptops and "scrap" from battery plants.

Production scrap will account for 53 per cent of the feedstock for battery recyclers in 2025, according to McKinsey projections. But that will fall to 43 per cent by 2030, 14 per cent by 2035 and just 6 per cent by 2040 as more and more EVs are sold — the International Energy Agency forecasts that the global fleet will surge to 350m vehicles by the end of this decade.

"We see manufacturing scrap as the number one driver for recycling volume this decade," said Tim Johnston, chair of Li-Cycle, a New York-listed battery recycler backed by commodities group Glencore. "End-of-life batteries is next decade."

The coming transition presents a dilemma for recyclers because the logistics and business models for recycling scrap and end-of-life batteries are very different.

For recyclers focused on production scrap, it makes sense to set up facilities next to battery plants to circulate materials straight back into the production process.

In North America, where battery production is being turbocharged by US president Joe Biden's flagship climate legislation, that has led to a series of partnerships between battery makers and recyclers.

Redwood Materials, a recycling start-up founded by former Tesla chief technology officer JB Straubel, announced a deal last year with the EV maker's battery partner Panasonic to supply nickel-rich cathode materials for the Japanese cellmaker's new Kansas plant.

Similar partnerships have been agreed between Canada-based Li-Cycle and Korean battery producer LG Energy Solution, and between Massachusetts-based recycler Ascend Elements and Korean battery maker SK.

End-of-life batteries, on the other hand, need to be collected from vehicles and assessed for safety and performance before being disassembled and undergoing



Visitors take pictures of a 'New Klasse' (New Class) electric vehicle concept during a preview event in Munich on September 7, 2023 on the eve of the opening of the Munich Motor Show. Photo by Tobias SCHWARZ / AFP

the recycling process.

With cellmakers, car manufacturers and individual consumers all likely to stake a claim to ownership of a battery, it is unclear how recyclers will secure stable supplies.

One model is to have the battery manufacturer, carmaker or a third party own the battery throughout its life. A battery manufacturer could lease the battery to a carmaker, then a consumer, and then reuse or recycle it after it can no longer power a vehicle.

Sam Abuelsamid, analyst at Guidehouse Insights, said the model was "kind of like securitising loans — you're securitising the battery", and that it might prove a natural fit for carmakers, who already operate captive finance arms that lend customers the money for new vehicles.

In China, where the EV, battery, and recycling markets are all more mature than in the west, CATL has formed a so-called closed loop partnership allying its recycling subsidiary Brunn with Chinese recycling group GEM and Mercedes-Benz China to recycle end-of-life batteries.

That offers a potential model by which carmakers — some of which harbour their own battery production ambitions — and

recyclers work together to secure end-of-life batteries to create their own closed loop systems. In the US, Redwood Materials is building closed loop partnerships with Volkswagen, Ford, Volvo and Toyota.

But some industry executives, noting the logistical challenges of attempting to oversee the collection, assessment, transportation and dismantling processes as well as the recycling itself, are sceptical that the closed loop system will prove attractive in the long term.

The model is complicated further by the fact that a battery no longer suitable for use in a vehicle still has the potential to be used for other purposes, ranging from lighting streets and homes to powering appliances or offering energy storage.

"It is absurd and against any logic not to try to make the best use out of used EV batteries, knowing the effort, R&D, energy, materials and investment involved in developing them," said José María Cáncer Abórtiz, head of insurer Mapfre's Mobility Lab.

Noting that the recycling market is already "much less structured" than the rest of the battery supply chain, Mathias Miedreich, chief executive of Belgian recycler

Umicore, predicts the market will bifurcate as recyclers build separate supply chains for scrap and end-of-life batteries.

"It's a question for companies like us where to put your battery facilities," said Miedreich. "Should you put it close to the battery world or should you put it close to where the [car manufacturers] develop their circular loop? It could be that two ecosystems are forming."

The industry will also be shaped by technological developments and politics in Europe and the US, where they are striving to limit reliance on China in emerging industries and establish home-grown supply chains.

The EU has passed regulations designed to create a "circular economy" in batteries by preventing spent batteries from leaving the bloc, mandating that they must have minimum recycled content at 16 per cent for cobalt and 6 per cent for lithium and nickel. Brussels is targeting 65 per cent of the weight of lithium-ion batteries to be recycled by the end of 2025.

Sarah Colbourn, senior analyst at consultancy Benchmark Mineral Intelligence, said Chinese recyclers, who are presently "far ahead" of western peers in tech-

nology and scale, were looking to enter the European and North American markets by partnering with local players.

She noted the "real concern" of EU officials about battery materials leaking from Europe to China, undermining the development of the European recycling industry. One option being considered in Brussels, she said, was for "black mass" — the crushed remnants of batteries after unwanted steel and plastic have been removed — to be redesignated as hazardous waste as a means of preventing it from leaving the bloc.

Another consideration for western recyclers is whether the lithium iron phosphate, or LFP batteries that dominate the Chinese market, will win the global battery race against the nickel-manganese-cobalt, or NMC batteries in which Korean and Japanese battery makers specialise.

Because iron phosphate is much more abundant than the nickel and cobalt used in NMC batteries, the value of the materials recovered by recycling an LFP battery is considerably lower, meaning LFP recyclers tend to have significantly lower margins.

That is less of a problem in China, where recyclers operate at huge scale and with lower capital costs. But it could have repercussions for western recyclers — and in turn, for western environmental and resource security ambitions — if LFP were to prevail.

Breiter of McKinsey, meanwhile, notes the industry could yet be upended by proprietary techniques being developed by a new generation of smaller recycling companies.

"New technologies are being announced all the time, new technologies are in development, and there could be a breakthrough at any time," he said.

"We don't know what we will be recycling in the future, we don't know what techniques we will be using, we don't know how regulations will evolve, and we don't know how the materials market will work out," Breiter added. "These are the things that will determine the commercial viability of the recycling model!"



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WMO notes increasing pollution as heatwaves worsen air quality

A MPLIFIED by wildfires and desert dust fanned by climate change, more frequent heatwaves are leading to a sharp drop in air quality and human health, the World Meteorological Organization (WMO) said in a new report last week.

The news came as the United Nations chief released a strongly worded statement on a record summer of global warming in the northern hemisphere.

"Our planet has just endured a season of simmering—the hottest summer on record," said UN Secretary-General António Guterres, warning of "climate breakdown."

"The dog days of summer are not just barking, they are biting," says the UN chief, describing the consequences of humanity's unleashed fossil fuel addiction.

As the climate crisis provokes more and more extreme weather worldwide, the UN Secretary General called on leaders to "turn up the heat now for climate solutions."

The 2023 WMO Air Quality and Climate Bulletin—coming on the heels of the Secretary General's statement—puts the spotlight firmly on the damage caused by heatwaves.

It notes that high temperatures are not only a hazard by themselves, but they



also trigger damaging pollution.

Based on the 2022 data, the report shows how heatwaves fanned a dangerous drop in air quality last year.

"Heatwaves worsen air quality, with knock-on effects on human health, ecosystems, agriculture and indeed our daily lives," said WMO Secretary-General Prof. Petteri Taalas, commenting on the report's findings, adding that climate change and air quality must be tackled together to break a vicious circle.

Climate change is increasing the frequency and intensity of heatwaves.

"Smoke from wildfires contains a witch's brew of chemicals that affects not only air quality and health, but also damages plants, ecosystems and crops—and leads to more carbon emissions and so more greenhouse gases in the atmosphere," said Lorenzo Lab-

rador, a WMO scientific officer in the Global Atmosphere Watch network which compiled the Bulletin.

Last summer's northern heatwave led to increased concentrations of pollutants such as harmful particulates and reactive gases such as nitrogen oxides.

In Europe, hundreds of air quality monitoring sites registered levels exceeding the World Health Organization's (WHO) ozone air quality guideline levels of 100 µg m⁻³ over an eight-hour exposure.

When it comes to heat, city dwellers usually experience the most intense conditions.

With dense infrastructure and numerous tall buildings, urban areas end up with temperatures that are much higher compared to the rural surroundings.

This effect is usually referred to as

creating an "urban heat island." The magnitude of temperature difference varies but may reach up to 9°C at night.

As a result, people who live and work in cities, experience dangerous heat stress even at night.

There is a solution, though. A study in São Paulo, Brazil showed that both temperature and CO2 measurements are partly mitigated by incorporating more green spaces within cities, pointing to the benefits of nature-based solutions for climate change.

WMO released its report on the eve of the International Day of Clean Air for blue skies on September 7. The theme this year is Together for Clean Air, focusing on the need for strong partnerships, increased investment and shared responsibility to overcome air pollution. **UN News**



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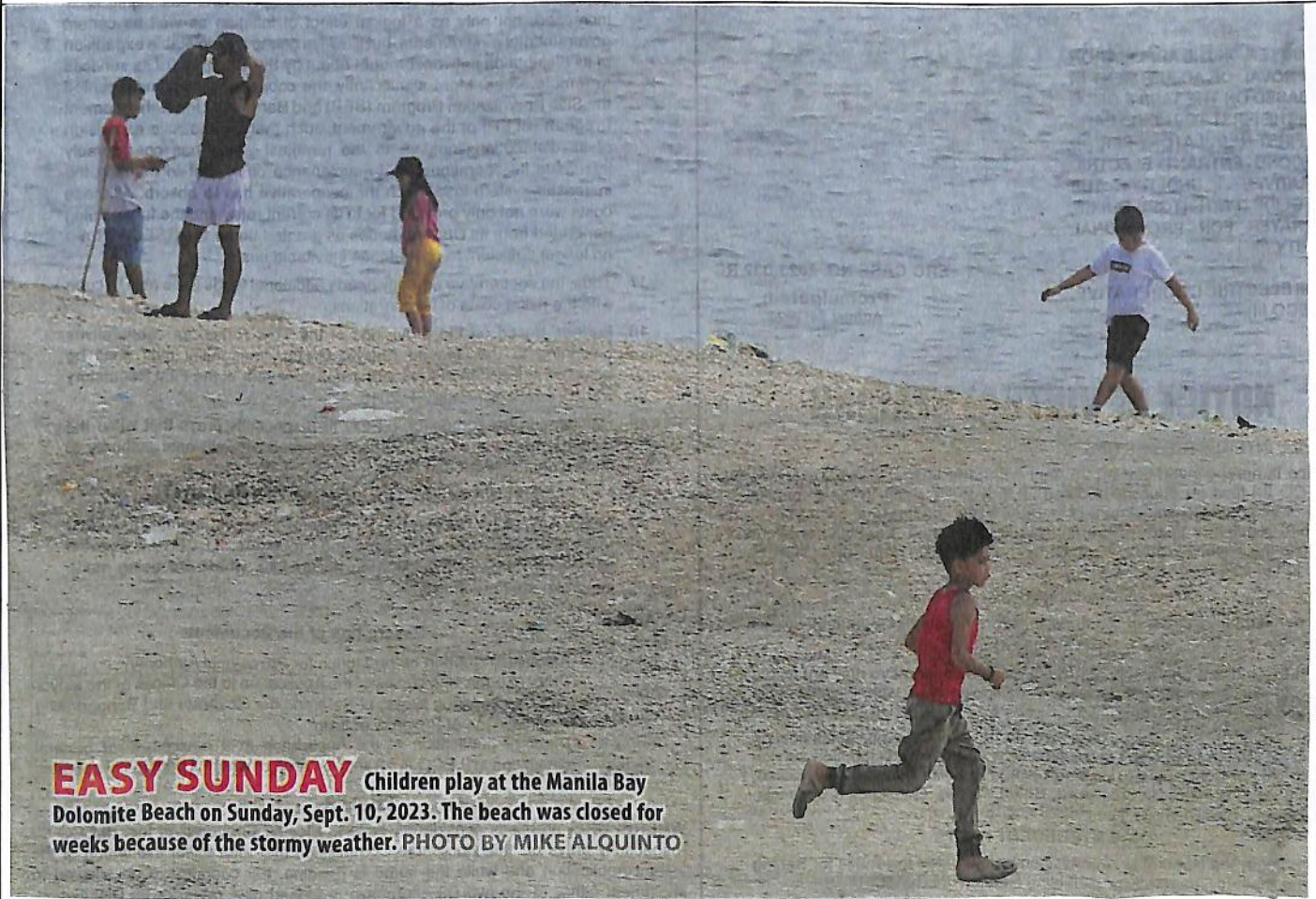
The Manila Times



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EASY SUNDAY Children play at the Manila Bay Dolomite Beach on Sunday, Sept. 10, 2023. The beach was closed for weeks because of the stormy weather. PHOTO BY MIKE ALQUINTO



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Stakeholders, especially fisherfolk, voice their opposition yesterday to a seawall project along the Baywalk that connects Lingayen and Binmaley towns in Pangasinan.

CESAR RAMIREZ