Clean Air 10: Celebrating the 10th Anniversary of the Philippine Clean Air Act

Ten years ago, five million Filipinos petitioned their government to pass a landmark piece of legislation known as Republic Act 8749 or the Philippine Clean Air Act of 1999. The law established ambient air quality guidelines and emissions standards, banned smoking in public buildings, and mandated that all motor vehicles undergo emissions testing once a year. The law also paved the way for the elimination of leaded gasoline. But budget constraints and legal issues restrict the full implementation of the Clean Air Act, and the law is still silent on other health hazards like the aerial spraying of pesticides in the agricultural sector. Now the Philippine air quality community has gathered together once again to examine what can be done about this.

“We need to look at things optimistically,” says Vicky Segovia, Country Coordinator for the Partnership for Clean Air (PCA), an umbrella organization of different Philippine government agencies, NGOs, commercial firms, and private individuals. “We have to rejoice that in this country, where laws can be difficult to pass, we actually have a law to review than nothing at all.”

For this reason, the CAI-Asia Center and the PCA helped organize a two-day conference in 23-24 June 2009 at the Riverbend Hotel in Marikina, a city known for its bikeways and environmental programs. The “Clean Air 10 Celebration” was made possible by the Dept. of Environment and Natural Resources (DENR), the Dept. of Transportation and Communications (DOTC), the Dept. of Education (DepEd), the Dept. of Interior and Local Govt. (DILG), and other agencies, NGOs and private sector firms like the Ayala Foundation and Pacific Paints (Boysen).

Over 290 people attended, many representing government agencies, cities, local government units (LGUs), academe, and civil society groups. The theme of the conference, “Empowering LGUs to Clean the Air and Address Climate Change through Partnerships,” emphasized the importance of local action to make the law work better. The occasion was also used by the Energy and Clean Air Project (ECAP) of USAID to formally turn over its Air Quality Management Toolkit to LGUs, and by the CAI-Asia Center to officially announce the Ligtas Hangin (“save the air”) campaign.

In the afternoon, participants divided themselves into five breakout groups: Technology, Policy Formulation and Implementation, Awareness Raising and Networking, Capacity Building, and Fundraising. Their views will help in the drafting of the Clean Air 10 Declaration, a ten-point action statement of attainable goals that different sectors can work toward. “There was a conscious effort not to interfere with the outcome of the breakout groups,” says CAI-Asia’s May Ajero, who also headed the Clean Air 10
program committee. "We wanted to represent only what was discussed and agreed upon."

Organizing the Clean Air 10 Celebration was not without challenges. The weather had unexpectedly taken a turn for the worse. Thunderstorms brought heavy rains throughout Metro Manila on the first day. The Marikina River overflowed, flooding streets near the hotel by mid-afternoon. Rainwater leaked into the second floor of the hotel function hall; the Secretariat area was not spared. Frequent power outtages and equipment malfunctions also made it difficult for speakers. "But despite this," May says, "people stayed on to listen and discuss results of the breakout sessions."

Glynda Bathan, Policy and Partnership Manager of the CAI-Asia Center, agrees. "The conference was truly a 'partnership' effort. Many agencies, organizations, and individuals pitched in with time, funds, or both to make it successful. This strong community spirit is what we can count on to clean the air!"

A 16-member editorial committee worked until 10pm that evening to synthesize the discussions and draft the Clean Air 10 Declaration, which was further reviewed then signed by participants the following day to symbolize their renewed action to improve air quality in the country. A follow up National Clean Air Summit is being planned in November 2009 to coincide with Clean Air Month.

You can read the full text of the declaration at ligtashangin.blogspot.com

If you would like to know more about the Clean Air 10 Celebration, or would like to become a member of the Partnership for Clean Air, please contact Ms. Vicky Segovia (pcacoordinator@gmail.com).

_Biking with the Fireflies on a Clear Sunday Morning_

Last 19 April, staff from the CAI-Asia Center participated in the 11th Tour of the Fireflies, an annual cycling event organized by the Firefly Brigade (www.fireflybrigade.org) to raise public awareness on the need for non-motorized forms of transport.

The Tour of the Fireflies is not a race. No awards or penalties are given; participation is its own reward. An estimated 6,000 cyclists participated this year, in Metro Manila, Baguio, Bacolod, Cagayan de Oro, and Puerto Princesa. The Metro Manila route alone covered 43 kilometers including EDSA, the city's main thoroughfare.

Generally, bicycles and other forms of non-motorized transport are not allowed in EDSA. The event helped dramatize that lack of bikeways in the city.

Nevertheless, officers from the Department of Environment and Natural Resources, the Metropolitan Manila Development Authority, and the Philippine National Police made sure that the cyclists were safe by directing motor vehicle traffic away from the temporary cycling lanes.
Country Network Summit 2009

Eleven CAI-Asia Country Coordinators from China, India, Indonesia, Nepal, Pakistan, Philippines, Sri Lanka, Viet Nam gathered in Manila in 14-15 April for the Annual Summit. This year the summit was hosted by CAI-Asia Center Executive Director Sophie Punte.

Objectives of the Summit: (1) to provide an overview of goals set in the CAI-Asia Business Plan 2009-2010 and CAI-Asia Strategy 2009-2012 and roles of the Country Networks; (2) to update each other activities; (3) to discuss better ways of working together; and (4) to attend a one-day AQM training course.

Group photo at the tree house in Sophie’s garden

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Asia Clean Fuels and Vehicles Project (update)

The CAI-Asia Center is working with the Partnership for Clean Fuels on Vehicles (PCFV) on a number of project activities to reduce sulfur levels in fuels, including

- action planning for cleaner fuels and vehicles in **Pakistan, Philippines, and Viet Nam**, e.g.,
  - Pakistan has very high sulfur levels in their fuels so a roadmap is critical
  - Philippines has set 2012 as a target for low sulfur fuels but there are many issues that need to be resolved to make sure this happens
  - Viet Nam is targeting 2020, but some stakeholders feel they can move faster to Euro 4
- published report on **2- and 3-wheelers**
- data on vehicles and fuels in **29 countries**
- piloting the **UNEP Fleet Management Toolkit** in at least two companies in the Philippines

As part of our commitment to PCFV, the CAI-Asia Center participated in the 7th PCFV Global Partnership Meeting held in Szentendre, Hungary on 28-29 April.

Project updates in specific countries:

**Philippines**

On June 18, Glynda met with Director of the Oil Industry Management Bureau of the Department of Energy (DOE) and with Energy Secretary Angelo Reyes. DOE pledged its support to the action planning process and identified important technical and economic issues that need to be sorted out before 2012, the year when the Philippines plans to introduce Euro 4 to the Philippine market (e.g., how to produce Euro IV compliant fuels with the biofuel blends mandated under the Biofuels Law).

**Viet Nam**

On June 29, Glynda also met with Dr. Bui Cach Tuyen, Acting Director General of the Viet Nam Environment Administration (VEA) of the Ministry of Environment Administration. He welcomed CAI-Asia and PCFV’s support to Vietnam to develop an action plan for cleaner fuels and vehicles with stakeholder participation. VEA would be pleased to be the focal agency for this project in Vietnam, but acknowledged relevant government agencies like the Ministry of Transport, the Ministry of Science and Technology and civil society groups such as the Vietnam Clean Air Partnership (CAI-Asia’s Country Network in Viet Nam) need to be involved as well.

(L-R): Glynda Bathan, Dr. Tuyen, Madam Nhu
Clean Air and Blue Skies: Exchange Program Update

The Clean Air and Blue Skies for Asia exchange program is being spearheaded by the CAI-Asia Center and its Country Networks with support from Fredskorpset (FK) Norway. The selection process for the next batch of young professionals (Year 2) has begun. Five professionals will be based outside their respective countries for about 10 months.

The following country exchanges have already been planned:

- Nepal → Hong Kong
- Philippines → Sri Lanka
- Philippines → Nepal
- Sri Lanka → Hong Kong
- Viet Nam → Philippines

Walking the Talk on World Environment Day (June 5)

From June 1 to June 5, Britanny Cheng and Andres Griffiths -- two high school students from British School Manila (BSM) -- reported to the CAI-Asia Center for their work experience. Sudhir (transport specialist) and Alvin Mejia (air quality researcher) introduced them to the Global Walkability Index developed by Holly Krambeck and Jitu Shah. They learned not only how the survey should be conducted, but also explored ways to modify the survey methodology to fit specific circumstances.

The two students put theory into practice when they conducted their very first walkability survey for Ortigas Center/EDSA area on June 2. They saw firsthand what Metro Manila commuters have to go through every day at the Ortigas Station of the city's Metro Rail Transit (MRT). The stairway to the station blocks most of the sidewalk, leaving barely enough room for one person to pass, let alone two. Hundreds of people pass through this narrow passage, literally several feet away from fast moving buses that ply along the EDSA highway.

On World Environment Day (June 5), a second walkability experiment was conducted at Bonifacio Global City, led by Mike Co, Knowledge and Communications Manager at the CAI-Asia Center. Andres and Britanny were joined by two of their friends from school, both of whom were game to participate.

"This experiment was focused on handicapped facilities, so one member of our team would sit in a wheelchair and another would push," Andres recalls.

"Fort Bonifacio possess both extremes of walkability," says Britanny. "The government officials of Taguig should develop the area to make it as walkable as possible to revive the trend of walking as a mode of transportation."

For the full story (with pictures and videos) see

- www.cleanairnet.org/caiasia/1412/article-73429.html (part 1)
- www.cleanairnet.org/caiasia/1412/article-73432.html (part 2)
KnowledgeAir: Introducing CAI-Asia’s Technology Team

The CAI-Asia Center has handpicked an experienced team of IT experts for designing and programming the KnowledgeAir web portal and online communities of practice (COPs). One international consultant based in Bangkok and three national consultants based in Manila will be responsible for developing the online infrastructure the project requires.

Markus Staas is the project team’s Senior IT Consultant. He has worked in the IT industry for a dozen years and has completed projects in Germany and Sri Lanka. He is responsible for conducting the baseline survey and gathering requirements from stakeholders. Erik Lacson is the team’s Senior Programmer; he also has worked on a different ADB projects related to information management. Completing the team are Efren Rio and Christian Cipriano, both computer engineers.

The new web portal and COPs is scheduled for soft launch by end of December 2009. It will integrate the CitiesACT portal (www.citiesact.org), which was set up with support from the Global Atmospheric Pollution Forum.

Clean Air for Smaller Cities (ASEAN-GTZ project)

In response to the need to strengthen air quality management in smaller cities (200,000 to 1.5 million inhabitants), the CAI-Asia Center is assisting in the implementation of the “Clean Air for Smaller Cities in the ASEAN Region,” a project of the Association of Southeast Asian Nations (ASEAN) and GTZ. The project’s objective is to empower smaller cities to develop and implement Clean Air Action Plans with stakeholder participation. In its initial phase, up to 14 cities in ASEAN will receive assistance.

Some supporting activities include the preparation of country profiles, sensitizing stakeholders on clean air issues through national workshops, setting up a sustainable regional training system, and conferences to share city experiences.

So far, the Thailand Country Profile has been drafted by Glynda Bathan of the CAI-Asia Center and Dr. Vanisa Surapipith of the Thailand Pollution Control Department (PCD). They confirmed that PM$_{10}$ is still a significant pollutant in Thailand; in 2008, the maximum of the average daily PM$_{10}$ exceeded the daily standard in the Central, Northeastern and Northern regions.

The CAI-Asia Center was also engaged by GTZ to set up the project website at www.citiesforcleanair.org

Long Term Vision (LTV): Implementation Plan

The LTV implementation plan will help Asian countries tailor the Long Term Vision on Urban Air Quality in Asia according to local conditions and priorities. It is intended for government agencies that attended the 2nd Governmental Meeting on Urban Air Quality Management on 12-13 November 2008 in Bangkok, and for organizations and individuals that play a role in implementing the LTV. The implementation plan would be on a country-by-country basis, and consists of three main steps:

1. Assessment of existing air quality management (AQM) at national, provincial and city levels
2. Stakeholder consultations and drafting of AQ Action Plan
3. Finalization of national AQ Action Plan to be presented at the 3rd Governmental Meeting on Urban Air Quality (2010)
The Bellagio Declaration

The CAI-Asia Center was one of eighteen representative organizations that met from May 12 to 16 to build a consensus on the required policy response to the growing CO$_2$ emissions from transport in the developing world. Transport-related carbon dioxide emissions are expected to increase 57% from 2005 to 2030, with transport sectors in developing countries expected to contribute about 80% of this increase.

The meeting, held in the lakeside town of Bellagio, Italy, resulted in the signing of the Bellagio Declaration on Transportation and Climate Change. This Declaration calls on organizations and individuals to support urgent action to change the change the trajectory of future GHG emissions from transport and to make transport in developing countries more sustainable. It appeals to all participants in the climate negotiations leading up to COP 15 to provide strong support for the following 3 key principles:

- **Effective climate action is incomplete without addressing the overall system performance of the transport sector.** Action to decouple economic growth and CO$_2$ emissions needs to go beyond technological improvements and should be aimed at avoiding future emissions by reducing the need for travel through a better integration of land use and transport planning and by promoting. Transport should make use of the most efficient mode which in most cases is public transport or walking and cycling.

- **Climate action in the transport sector should recognize co-benefits.** The increase in GHG emissions from the transport sector in developing countries is inextricably linked to an overall lack of sustainability expressed by increased air pollution and noise, growing congestion and decreasing road safety. A reduction of GHG emissions from transport can only succeed though an integrated approach.

- **More effective carbon finance mechanisms and associated procedures should catalyze sustainable transport policies, programs and projects.** Such funding arrangements should build institutional and technical capacity for planning, measurement, monitoring, and evaluation and provide financial incentives for policy and program implementation proportionate to the scale of the challenge.

Organizations are encouraged to express their support for the Bellagio Declaration on Transportation and Climate Change. You can do so by signing the register of support. Please send an email to Cornie Huizenga, chuizenga@adb.org, with (a) name of your organization, (b) your name, (c) designation and (d) an indication whether you are signing as representative of your organization or in your personal capacity.

The Bellagio meeting also produced a Common Policy Framework (CPF) on Transport and Climate Change in Developing Countries. The CPF elaborates the rationale for the Declaration and outlines how the three main principles in the Declaration can be implemented especially through COP 15 in December 2009.

For the full text of the Bellagio Declaration, see [www.sutp.org/bellagio-declaration](http://www.sutp.org/bellagio-declaration)
**Emissions from India’s Intercity and Intracity Road Transport**

CAI-Asia Center Transport Specialist Sudhir Gota and Transport Program Manager Bert Fabian drafted a white paper entitled “Emissions from India’s Intercity and Intracity Road Transport” which examined the projected impact of India’s transport sector on carbon emissions. Main findings:

- If cities are able to increase the current non-motorized transport (NMT) and public transport trip shares by 5% each with a reduction in motorized transport share, the CO₂ emissions would reduce by 9.2% and 6.2%.
- If the current trip mode share in cities are retained, CO₂ emissions would increase 2- or 3-fold between 2008 and 2025.
- Only about 22% of total CO₂ emissions from land passenger transport in India are attributed to intracity movement in major 29 cities. There is an urgent need to focus on smaller cities which would act as engines of growth in future.
- There is also an urgent need to act on freight sector and on diesel fuel as its the major source of CO₂ emissions.

"Concentrating only on few big cities may not yield result in a country like India which has developed on multiple nuclei model," says Sudhir. "There are over 500 cities which need urgent attention. Also current capacity expansion of expressways to accommodate more vehicles has its own externalities which are often ignored. This kind of model not only makes us more energy dependent but drains valuable resources. We need to think alternate energy and environment friendly way of moving goods and people."

The full report can be downloaded at [www.cleainernet.org/caiasia/1412/article-73353.html](http://www.cleainernet.org/caiasia/1412/article-73353.html)

**Network of City Networks Survey**

The CAI-Asia Center and Cities Development Initiative for Asia (CDIA) conducted a survey of city networks between May and June 2009. The survey is one of the activities of the joint “Network of City Networks” Project that aims to enhance networking effectiveness by scaling up efforts to reach 2,500 Asian cities across a broader range of sustainability issues. The CAI-Asia Center will conduct follow-up interviews and analyze the survey results in July and August 2009. Results will be presented at a Roundtable of City Networks being planned for September in Yokohama, Japan. About 15 city network representatives will be invited to the Roundtable.

**CAI-Asia at the SAFE Annual Convention**

Annual Convention of Society for Automobile Fitness & Environment (SAFE) -- an initiative of Society of Indian Automobile Manufacturers (SIAM) -- was organized at Hotel Marriott in Hyderabad on 17 June, in association with the Ministry of Shipping, Road Transport and Highways. The main theme of this year’s annual convention was “Safety through enforcement and inspection & certification.” During the event, Alvin Mejia, Air Quality Researcher from the CAI-Asia Center, shared an overview of transport system in Southeast Asia.

To know more about Alvin’s impressions of the event, read his blog post:

New CAI-Asia Center publications released from April to June

Annual Report 2008

The CAI-Asia Center’s 2008 Annual Report has recently been released in both print and online versions. The kite motif dominates the design of the 2008 Annual Report to symbolize the linkage between air quality (“near the ground”) and climate change (“up above”).

Contents:

Message from the Chair and Executive Director
Addressing Air Pollution
Our Strategy
CAI-Asia Air Quality Program
Blue Skies Exchange Program
CAI-Asia Transport Program
Better Air Quality 2008
Dialogues with Stakeholders
CitiesACT: air quality, climate change and energy, transport
Board of Trustees
Members and Donors
Center Staff and Country Coordinators
Financial Overview

To download a softcopy of the Annual Report, log on to www.cleanairnet.org/caiasia/annualreport


E-bikes provide cheap, convenient, and relatively energy-efficient transportation to an estimated 40 million to 50 million people in China as of 2007. They are quickly becoming one of the dominant travel modes in the country. As e-bike use grows, however, concerns are rising about lead pollution from their batteries and emissions from their use of grid electricity, primarily generated by coal power plants. This report examines the environmental performance of e-bikes relative to other competing modes, their market potential, and the viability of alternative battery technologies.

This report is part of Sustainable Urban Mobility in Asia (SUMA), a CAI-Asia Center program supported by the Asian Development Bank through a grant from the Swedish International Development Cooperation Agency. It was prepared by Christopher Cherry, Jonathan Weinert, Yang Xinhiao, and Eric Van Gelder. The authors would like to express their gratitude to Masami Tsuji, James Leather, and Yan Zong of ADB; and Sophie Punte, Herbert Fabian, and Sudhir Gota of the CAI–Asia Center for providing valuable comments and guidance in the preparation of this report: www.cleanairnet.org/caiasia/1412/article-73435.html
New Staff (based at the CAI-Asia Center office in Manila)

Kaye Patdu
Kaye is the CAI-Asia Center’s new Environment/Transport Researcher. She majored in Environmental Science at the Ateneo de Manila University and has won several awards for academic excellence. Before joining the Center, she worked at GHD Pty Ltd., assisting in the preparation of environmental impact assessments for a hydro electric power plant and water quality monitoring for a coal fired power plant in Southern Luzon. She is now helping the CAI-Asia’s Transport Program in data gathering for the Low Carbon Society study funded by the Institution for Transport Policy Studies (ITPS). While relatively new to the field of air quality, she is eager to expand her horizons. She enjoys swimming, yoga, and playing the octavina, which she says is a “16-stringed instrument one octave lower than a banduria.” She is also a member of the Clean Air Youth Alliance (CAYA). Her email address is kaye.patdu@cai-asia.org.

When, What, and Where
A Summary of CAI-Asia Center’s participation in important meetings and events (April to June 2009)

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<td>Country Network Summit</td>
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<td>Strategic Approach to Climate Change in the Philippines</td>
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<td>British School Students (Walkability Survey)</td>
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<td>GLACC-Luzon: Final Coordination Meeting</td>
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<td>Energy Demands and Environmental Challenges</td>
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<td>30 Jun - 2 Jul</td>
<td>Partners Planning Meeting Year 2 (Clean Air and Blue Skies Asia)</td>
<td>Hanoi (Viet Nam)</td>
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